

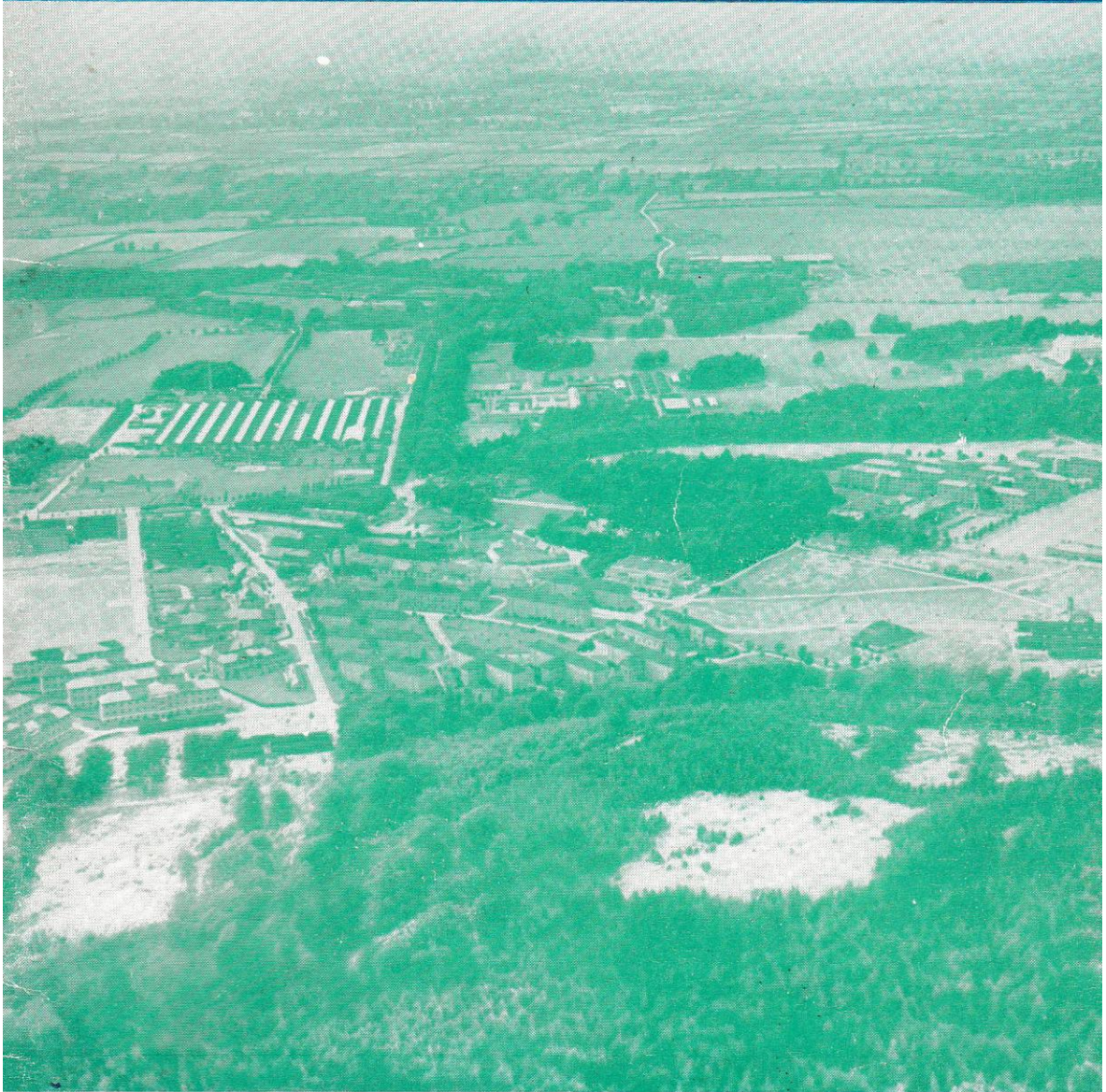
The Haltonian Magazine

49 Edition

Winter 1947

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THE HALTON MAGAZINE

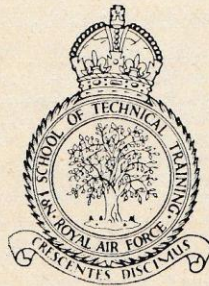


WINTER - 1947

THE HALTON MAGAZINE



Christmas 1947



EDITORIAL



The period under review in this issue of the HALTON MAGAZINE will be remembered not so much for the number of outstanding events as for the glorious summer and autumn of 1947. How far the irresistible call of outdoor activities has interfered with serious indoor study remains to be seen in the passing out results for the February, 1945 (50th) Entry of aircraft apprentices. Still, whatever the statistical results may be, we wish the Entry all good luck in the critical period ahead.

Twenty years ago a very important event in the history of Halton took place. On October 31st, 1927, H.R.H. Princess Mary, Viscountess Lascelles, honoured the Station with her presence and, received by Sir Samuel Hoare, Secretary of State for Air, declared open the new Royal Air Force Hospital. Unfortunately on that occasion the weather was at its very worst. Today, P.M.R.A.F. Hospital, Halton, is known throughout the land, and has fulfilled the high aspirations expressed in the speeches at the opening ceremony.

The same year, 1927, also saw the great triumph of British Pilots, machines and workmanship in winning the Schneider Cup race. An account of the work of the party connected with the overhauling and tuning up of the Schneider Cup machines is reprinted from the Xmas, 1927, HALTON MAGAZINE. The article was written by an ex-Haltonian who accompanied the team to Venice. Twenty years ago also, long-distance flights were headline news. The progress of our standard R.A.F. flying boats in a tour of 25,000 miles to Australia and Singapore was being followed with intense interest and imagination by Halton apprentices.

But to return to present-day realities! In the present issue of the HALTON MAGAZINE we are honoured by a personal message from the Air Officer Commanding-in-Chief, Technical Training Command, Air Marshal Sir Ralph Sorley, K.C.B., O.B.E., D.S.C., D.F.C.

To the numerous regular contributors who have so faithfully recorded the happenings in the many units which add up to a comprehensive picture of Halton we extend our thanks. To the Haltonian "free lances" who have submitted contributions in prose, poetry and drawings we also offer thanks and congratulations. We trust that their successes will spur them on to further efforts and encourage potential contributors to even greater and more successful efforts.

All our regular readers will wish Flight Lieutenant Gordon Hargrave a quick recovery from his present illness. His task as Production Manager of the HALTON MAGAZINE under present austerity conditions is difficult enough without the handicap of ill-health.

The Business Manager, Squadron Leader Birkbeck, A.F.C., reports that the sales of the Summer, 1947 number of the HALTON MAGAZINE have just about cleared expenses of production. Our thanks for his untiring salesmanship can best be given in the form of wholehearted purchase of the current issue.

Finally, we wish our readers a happy Christmas, a prosperous New Year and a pleasant Christmas leave.

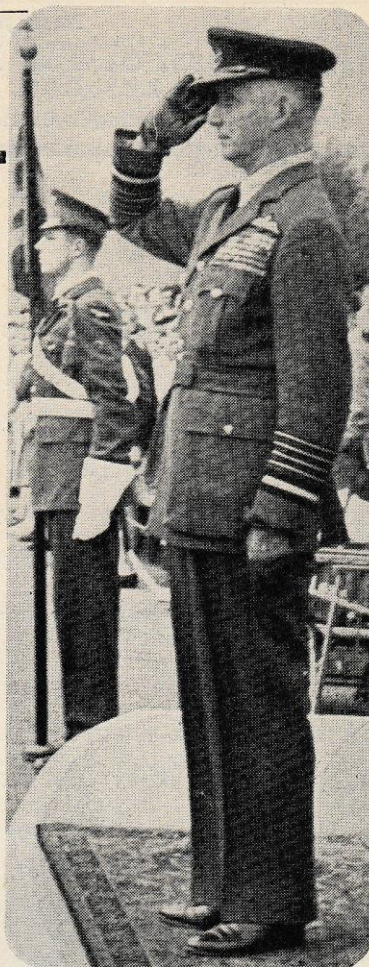
PASSING OUT INSPECTION
49th Entry of Aircraft
Apprentices

Polish Resettlement Corps (R.A.F.) Apprentices

Marshal of the Royal Air Force the Lord Tedder, G.C.B., carried out the Passing out Inspection of the 49th Entry of Aircraft Apprentices and the Polish Resettlement Corps (R.A.F.) Apprentices on the 30th July, 1947, the occasion of the successful completion of their apprenticeship.

He was accompanied by the Air Officer Commanding - in - Chief, Air Marshal Sir Ralph S. Sorley, K.C.B., O.B.E., D.S.C., D.F.C., and the Air Officer Commanding No. 24 Group, Air Vice-Marshal R. O. Jones, C.B., A.F.C.

In congratulating the Apprentices on the excellent standard of their drill and discipline, the Chief of Air Staff said that drill and discipline was no longer merely a means to an end in itself, but was something which developed a sense of pride in oneself, in one's team, and in one's service. In the past, discipline had been based on fear, strangely enough as a device for overcoming fear. He felt, however, that the Apprentices had gone on parade that day because they were proud of themselves and of the team or Entry to which they belonged. Air Force discipline is not the discipline of the herd but the discipline of individuals who are prepared to sink them-





selves in the team. Each individual has his responsibilities to the team from the C.A.S. himself in his office at Whitehall to each individual at his bench, and each individual from the highest to the lowest, has directly or indirectly, something to do with the lives of those flying in the air. He went on to say that this is a tremendous responsibility which must be remembered the whole time, particularly in the case of the technician whose work could not always be traced to the individual in the same way as the work of the C.A.S. could be traced back to him, literally through the official files.

He reminded Apprentices that as a nation we had in the past shouldered great responsibilities and that many nations still relied on us as the ultimate bulwark of sanity and decency. He quoted "Peace without power is but a dream," and explained that power was a mixture of many things—industrial as well as military ; air power was now so obviously dominant that it demanded from each of them the highest standard of efficiency ; he felt assured the Apprentices were of that high standard. He had no sympathy with the common school of thought which says that the younger generation is a useless, lazy lot. There is nothing wrong with the young generation provided, from the Air Force view, it does a 100 per cent. job. They, themselves, could recall with pride the epic days of 1940 and 1941 when we, as a nation, had shouldered alone, the whole responsibility for the survival of decency, commonsense and sanity in the world. That had been

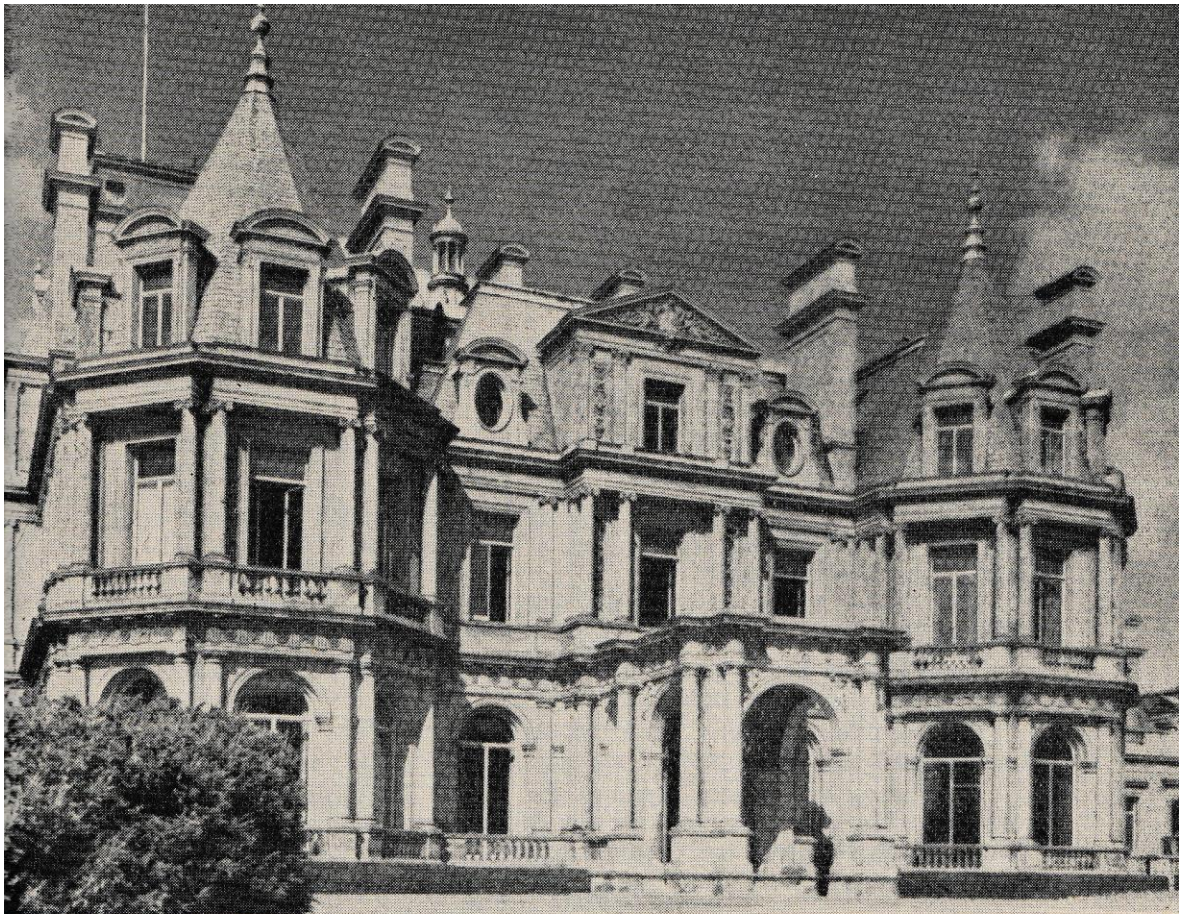


a very great responsibility, which, though once more shared by the whole world, they, as members of the Royal Air Force, had now taken some of the burden on to their own shoulders.

In congratulating those Apprentices awarded cadetships and the prize winners he had a special word of encouragement to those less fortunate ; the race for the highest positions was a long and difficult one and it was not always that the early leaders won at the end.

He had a special word of admiration and friendship for the Polish Apprentices. His personal experience of their fellows' services during the war showed they had high qualities ; he appreciated their difficulties, admired their courage and in wishing them God Speed assured them of our constant friendship. He made special mention of the way the Polish Apprentices had faced up to and overcome their problems—personal, language and technical. They had done well. In concluding his address, Marshal of the Royal Air Force the Lord Tedder reiterated the Service's demand for the very best and expressed his confidence in the Entry's intention to give of their best.





HISTORY OF THE ROYAL AIR FORCE HALTON—Continued

Period 1925

On the 5th January, Squadron Leader F. Sowrey, D.S.O., M.C., A.F.C., took over command of No. 2 Section from Squadron Leader P. C. Maltby, D.S.O., A.F.C., and on the 11th January, Squadron Leader C. C. Darley, A.M., took over command of No. 5 Section from Squadron Leader J. H. Wilford.

January also saw the arrival of the 5th Halton Entry, numbering 330. Entries were divided between Nos. 1 and 2 Sections.

In August, the September, 1922 (6th) Entry was inspected by Major Sir Philip A. G. D. Sassoon, Bart., C.B.E., C.M.G., M.P., Under Secretary of State for Air, who was accompanied by Air Vice Marshal F. R. Scarlett, C.B., D.S.O.

This entry had been posted to No. 2 Section on attestation, though half was ultimately transferred to No. 1 Section in April, 1923.

The total number left to pass out was 483. Results of the passing out were :—

Leading Aircraftmen	.....	.....	.....	81
Aircraftmen 1st Class	.....	.....	.....	259
Aircraftmen 2nd Class	.....	.....	.....	106
Failed	.....	.....	.....	34
Not examined	.....	.....	.....	3

September saw the arrival of the 6th Halton Entry, numbering 450.

In October, No. 5 Section became known as Administrative Section and Nos. 1 and 2 Sections became known as Wings. Owing to the reduced number of apprentices it became possible to allot one Barrack Block to the staff of Headquarters Flight and to dispense with their accommodation in North Camp.

On the 19th November the Old Haltonians' Association was founded under Lt.-Col. A. F. S. Caldwell, D.S.O., assisted by Mr. E. C. Classon. The aims were :—

(i) to enable ex-aircraft apprentices to keep in touch with one another by keeping records, forwarding correspondence and arranging for reunions and sports fixtures.

(ii) to help ex-aircraft apprentices in any way during their service and on return to civil life.

A card index was compiled. An annual subscription was fixed at 3s. 6d., which included three copies of the HALTON MAGAZINE. The membership reached 900.

The Model Aeroplane Club was also founded in November under Captain E. G. M. Neville.

The Debating Society was founded by Captain A. B. Fanstone, A.F.C., and the first debate was held in November.

In December the first theatrical entertainment was produced—an original mock trial—performed in the dining halls of Nos. 1 and 2 Sections.

After many preliminary meetings the Halton Light Aeroplane Club was formed in December, with the Air Officer Commanding as President. Mr. C. H. L. Needham was Organising Secretary and Treasurer.

The Honours Board

Cadetships

January.	J. Clarke	Sir Charles Wakefield Scholarship, Sword of Honour, R.M. Groves Memorial Prize, Abdy Gerrard Fellowes Memorial Prize, Aeronautical Engineering Prize.
	C. W. Dickens	
September.	A. C. Bentley	Sir Charles Wakefield Scholarship.
	C. McK. Grierson	Sir Charles Wakefield Scholarship, Aeronautical Engineering Prize.
	W. M. Moore	
	C. C. O'Grady	

THE HALTON ESTATE

Planting was continued. Twenty acres on Boddington Hill were planted with Larch, Silk Spruce and Scotch Pine, so arranged as to show a pattern in future years. The results were not very satisfactory.

Fourteen acres on the west side of Boddington Hill were sold off.

The Forestry Commissioners, represented by Mr. Lovegrove, made an exhaustive examination of the woodlands. Air Ministry acted on the Commissioners' report and a five year scheme was adopted for dealing with the exploitation of the timber and the re-planting of the cleared and derelict areas.

During the five years (1925-1930) further areas were disposed of, including Splash Covert, Boddington Hill, Belle Wood and Daniels Hill.

For securing the large number of forest plants required over this five year period a nursery was commenced below the North Camp site.

The following buildings were constructed :—

Maitland Barracks,
Dental Surgery,
Racquets Court.

The airmen's Married Quarters were commenced and the School Buildings were completed.

In addition the Stadium and Station Cricket field were laid out.

SPORT

The Barrington-Kennett Trophy was won by No. 2 Section. Winners of events were as follows :—

No. 2 Section. Boxing, Rugby, Cross Country, Inter-Squadron Cricket and Athletics.

No. 1 Section. Soccer, Inter-Section Rugby, Golf, Inter-Section Cricket and Shooting.

A.C.1 Morris was selected to represent the R.A.F. Association Football Team versus the Army and the R.N.

Halton won the Aylesbury League Football Cup.

No. 5 Section won the Field Challenge Shield in the Men's Station League.

In the Inter-Unit Rugby Cup Competition Halton beat Duxford in the first round, Northolt in the second round but was beaten by Henlow in the third round.

Halton won the Berks, Bucks and Oxon Cross Country Championship. Among other cross country fixtures Halton beat the Guards and R.A.F. Henlow.

The following were the results of events in the Royal Air Force Athletic Championships :—

360 yards Hurdles	.....	.....	Halton 2nd
One Mile Team	.....	.....	Halton 4th
High Jump	.....	.....	Halton 2nd
Putting the Shot	.....	.....	Halton 3rd
One Mile Relay	.....	.....	Halton 2nd
Two Mile Relay	.....	.....	Halton 2nd

Halton also put up the best time for the 440 yards Relay but was disqualified in favour of Cranwell.

In the individual events, Leading Aircraft Apprentice Golightly was 3rd in the Two Miles Walk and Leading Aircraft Apprentice Thrower was 3rd in the 220 yards.

Halton tied with Eastchurch for 2nd place in the King's Cup Competition.

Halton won the Chief of the Air Staff Rifle Cup, being captained by Flying Officer E. J. Wright.

Sergeant L. C. Twelves won the Airmen's Tennis Championship Cup.

In the Royal Air Force Boxing Championships (other ranks) Corporal Rollason won the Middle-Weight Championship and Leading Aircraftman Bill carried off the Welter-Weight Championship.

Squadron Leader F. J. Murphy was selected to represent the Royal Air Force Hockey Team against the Royal Navy.

Halton won the Royal Air Force Open Tournament Hockey Cup.

Flt. Lt. E. A. Fawcus and Fg. Off. M. S. Shapcott were selected to represent the Royal Air Force Cricket Association Team in Inter-Service matches.

WING NOTES

49th ENTRY CADETS



No. 1 Apprentices' Wing, Halton

Yet another Summer Term has come and gone in the history of No. 1 (A) Wing, which now extends over a quarter of a century, and the unit is still going strong. Following a winter made difficult by snow and ice, we felt we deserved the six months of continuous fine weather which followed, and which enabled full use to be made of all the facilities and advantages associated with Halton and the surrounding countryside.

Toward the middle of May, the first peace time inspection of the Wing was made by Air Vice-Marshal R. O. Jones, C.B., A.F.C., Air Officer Commanding No. 24 Group, which set the standard maintained throughout the term and prepared us for the reception shortly afterwards of the new 56th Entry, which filled "A" Squadron to over-flowing with much distinctly promising material for the Regular Air Force. The 56th Entry, incidentally, were received initially at R.A.F. North Weald where final selection, attestation and allocation to trades were carried out; this new arrangement enabled the normal training programme for the present entries in the Wing to proceed without the distraction normally associated with intake week, when hundreds of civilian candidates flood the area in shepherded parties.

June saw the tented Summer Camp in full swing with all manner of outdoor manœuvres arranged by the Combat Training Section, by day, followed by impromptu concerts at night. Judging by the many sun-tanned skins and general high spirits of those participating, one feels obliged to observe that the term "Browned Off" must be a contradiction in terms.

All energy was directed during the six weeks preceding 30th July, toward the final preparations for the Passing Out Day of the 49th Entry. The administrative staff called for wet towels, Station Headquarters called for reports, whilst the Wing Warrant Officer called for action on the square. The procedure differs little in general effect from year to year, but the details are always new as are the personalities of the Senior Entry which demand, and get, all the study that time and opportunity permits.

The 49th Entry acquitted themselves well in all sections, and especially on the Passing Out Parade, when the Chief of Air Staff carried out the inspection and addressed them, together with their parents and many visitors of high rank, following the prizegiving, in the Burnett Gymnasium. The day ended with the Entry Dinner and Dance. In deference to the Commanding Officer's request that any final night "rag" be carried out without material damage to buildings, owing to the extreme necessity of conserving supplies of glass, etc., the 49th Entry retired after a good evening without a pennyworth of damage being done and thereby enhanced the respect of the staff for them. All at Halton wish the ex-49th Apprentices good luck at all times in their future careers.

The Winter Term brought into being a new allocation of entries between Squadrons. Each Squadron now accommodates approximately one third of each entry, which will facilitate promotion of N.C.O. Apprentices within Squadrons, and enable Squadrons to compete one with another at games on more even terms, thus fostering a Squadron spirit. To fill the gap left by the 49th Entry, the 53rd Entry was transferred from No. 2 (A) Wing, thus the Wing is now made up of the entire 51st, 53rd, and 56th Entries.

Having completed his two year tour in command of No. 1 (A) Wing, Wing Commander J. H. Newberry, D.F.C., moved on in October to fresh fields and new experiences within the Royal Air Force. Under his command the wing has prospered and maintained the tradition behind it in spite of end-of-war difficulties and changes of staff due to Service releases. The staff and the 51st Entry, who know him best, bid him "Au Revoir" and put on record their appreciation of the energy and interest displayed by him in all unit activities.

We welcome Wing Commander D. R. Biggs, D.F.C., as our new Commanding Officer, who, during the war period saw service in No. 2 Group with Wing Commander Newberry; under his guidance we shall continue to progress and he is assured of the loyalty and respect of all under his command.

During the past term we bade farewell to Flight Lieutenant A. E. Richardson, who commanded "C" Squadron, and who has now joined

the R.A.F. Regiment, where his enthusiasm and interest in those placed in his care will be an asset ; also to Flying Officer G. H. Brown, our hard working Wing Adjutant, upon whom fell the responsibility of completing the necessary paper work which in its effect can mean so much in the welfare of all individuals within the unit be they Apprentices or Permanent Staff. In their places Squadron Leader S. Slater, D.S.O., D.F.C., and Flight Lieutenant G. D. Reynolds have been selected to fill the vacancies and to complete the team of Officers, N.C.O's. and Airmen, whose desire it is to serve the cause of apprentice training whole-heartedly.

No. 2 Apprentices' Wing, Halton

Now that the re-organisation of the Squadrons on a Trade Basis instead of the Entry Basis is completed the results should, after a "settling down" period, have a very good effect all round.

The Squadron Sports in particular should benefit as the older and more experienced players can give an encouragement and example to the younger ones, that should stand them in good stead.

The 52nd are slowly but surely getting that poise and self possession that all Apprentices seem to get when they see the "Open Road" ahead of them.

The 54th are now well established and, if they go on as they are going, they should be able to give a very good account of themselves not only in sport in which they seem to excel, but in any other Station activity.

At the same time we should like to extend a hand of welcome to the "Babes"—the 57th Entry. They seem to be very promising material and it is hoped that they realise their luck in being in No. 2 Wing !

As is inevitable during the War/Peace transition period, many more changes have taken or are taking place. First our C.O., Wg. Cdr. A. P. Dottridge, D.F.C., is leaving us. Fg. Off. J. Derbyshire has been posted to "Welsh Wales"—no doubt the fact that he is now "on his own doorstep" so to speak will compensate for his leaving here. His job has been taken over by Flt. Lt. W. Gillies.

Flt. Lt. G. O. Russell, D.F.C., has taken over "B" Squadron and Sqd. Ldr. H. Grant is taking over "C" Squadron from Sqd. Ldr. C. C. Woods, who is returning to the doubtful "Glories" of "Civvy" Street.

Flt. Lt. S. Ireland has settled down in the "Ilkla Moor" area and Flt. Lt. P. Drabble is reigning in his stead.

Flt. Lt. W. H. Turner, the R.A.F.'s one and only "Master at Arms" has been posted to Group Headquarters and his place as Wing P.F.O. has been taken over by Flt. Lt. N. Sears.

Special mention must be made of the week in July spent in the Neo-Butlins Camp, held on the Station.

The weather unfortunately did not come up to the level of the rest of the Summer, but in spite of that little handicap everyone enjoyed themselves to the full and the success of the Camp was due in no small measure to the enthusiasm and understanding of the Camp C.O., and his gallant band of "Cheer Leaders".

The boxing show they put on was first class and it is a pity it wasn't staged at the Burnett Gym or even the Albert Hall, as many so called championship bouts have given much less boxing entertainment even if the skill at times wasn't of the Joe Louis vintage.

Taking it by and large No. 2 Wing has a particularly bright era ahead of it and if it goes on as it is at present it should "even make history".

No. 3 Apprentices' Wing, Halton

The last edition told of all the horrors of winter but with the Autumn here we can tell of the pleasures of the sunniest summer in the memory of the apprentices.

In the very near future we shall be celebrating our first Birthday, and we are sorry that the Officers who fostered the Wing in its infancy have left for Flying Duties. We wish them many happy landings.

During the summer both the 50th and 55th Entries have worked and played hard in the traditional Halton manner. Our debut in the Barrington Kennett Trophy was very encouraging in that we gained second place and we are looking forward to an even better performance in the next round.

The 55th entry had their first experience of camp life in July, and although it was'nt exactly camping weather, the full programme was carried out enthusiastically under the watchful eyes of the R.A.F. Regiment Instructors.

The 50th are now the senior entry on the Station, and, with the thought of the Schools Final Examination and Central Trade Test Board looming up they are getting down to some serious swotting (We hope!).

Congratulations to the Guard of Honour provided by the 50th Entry on the compliment paid to them by The Lord Tedder, G.C.B., the Inspecting Officer, on the passing out parade of the 49th Entry.

We have practically a new complement of Officers and several new N.C.O.'s in the Wing. Sqn. Ldr. G. B. Johns, D.S.O., D.F.C. (one of the few), is Commanding Officer A Squadron, relieving Flt. Lt. Sawyer who is shortly taking a civilian post. B Squadron is commanded by Flt. Lt. R. J. Harrison (Ex H.M. The King's Flight) with F. S. Craig as his chief "Whipper in." Flt. Lt. King our new Adj. took over from W.O. Parkes who is now P.F.O. in the absence of Flt. Lt. Harvey, unfortunately still in hospital, and to whom we wish a speedy recovery.

WORKSHOP NOTES

INTRODUCTION.

With the advent of the Passing Out of the next Entry, early in the New Year, 50 Entries will have completed their Apprenticeship Training and passed on into the Service as qualified Tradesmen since the Introduction of the Aircraft Apprentices' Scheme which commenced in 1920. In July 1947 the 49th Entry took their final Examinations and are now at R.A.F. Station, St. Athan, carrying out their Improver Year of Training.

The results obtained by this Entry were very encouraging and came up to the expectations of the Training Staff, being well above the average of the two previous Entries who were the first to pass out under the 3 year Post War Syllabus of Training.

In accordance with existing Policy the first 25 per cent. in the General Order of Merit of Final Examinations were sent to Bridgnorth and Andover for Medical, Aptitude and Officer Quality tests and assessments, for Selection to Cadetships. Of this number 9 were graded and assessed as suitable for presentation to the Air Ministry Selection Board for the Final Selection into the various Branches.

The successful Candidates were :—

General Duty Cadetships.

S/A/A Knapper. F.II.A.
C/A/A Keeling. F.II.A.
C/A/A Henderson. F.II.A.
S/A/A Armour. F.II.A.
S/A/A Turner. Elect.

Technical Cadetships.

C/A/A Harland. F.II.E.
S/A/A Pattinson. Inst/Mkr.

Equipment Cadetships.

C/A/A Becker. F.II.E.
S/A/A Robinson. F.II.A.

The results achieved on the C.T.T.B. Examination were as follows :—

L.A.C. 9. A.C.I. 105. A.C.II. 71.

There were no failures and the average percentage of marks gained by the Entry was 60.1 per cent. which is a most creditable achievement.

Thirteen prizes were awarded for outstanding achievements as noted below :—

1st Fitter II.A.	152 C/A/A Keeling.	D.G.
2nd " "	138 S/A/A Robinson.	P.F.
1st Fitter II.E.	967 C/A/A Wilson.	J.
2nd " "	067 C/A/A Breakes.	A.
Fitter Amourer.	072 A/A Williamson.	J.
Instrument Maker.	960 S/A/A Pattinson.	I.D.
Electrician.	151 L/A/A Bardwell.	D.

Highest Aggregate. (General)	960 S/A/A Pattinson.	I.D. Inst/Mkr.
Highest Educational Subjects.	980 C/A/A Carter.	J.S.R.B. F.II.A.
Best Basic Manual Exercise. (During Training.)	062 C/A/A Durrant.	D.B. F.II.A.
Elliot Memorial Prize (Cheque). (Top General Studies.)	025 C/A/A Dyer.	A.E. F.II.A.
Crebbin Robinson Cup. (Best Test Job.)	995 C/A/A Button.	P.J. F.II.A.
Outstanding Sgt/App.	960 S/A/A Pattinson.	I.O. Inst/Mkr.

We take this opportunity of congratulating those Apprentices who have won Cadetships and Prizes and trust that these successes are only a forerunner of even greater achievements in the future. Finally the best wishes of the Workshops Training Staff are extended to all ex-Apprentices of the 49th Entry.

In the last issue of this Magazine the 50th Entry were reminded of the close proximity of their Final C.T.T.B. Examinations. The Examiners are now "knocking at your door" and I trust that you will "open up" to them with the full confidence that you will win your points with flying colours. We have great hopes of your successes so do not fail us. I am sure that you can and will produce a record number of L.A.C.'s, not forgetting your chances of Cadetship Selection if within the first 25 per cent. in the General Order of Merit. The best of luck and success to you all in your Final Examinations.

To the 51st Entry who will soon become the Senior Entry I would say "keep at it" and work hard. You have little more than 6 months training left before you face your Final Examinations. You are doing well but the majority of you can do much better. It was in September, 1945, that you and I commenced our separate tasks at Halton and it is my ambition to see you through the whole of your 3 years training which I hope will terminate with overwhelmingly high achievements. If you have wasted even a minute of your Instructional time in the past it is never too early to reflect on your foolhardiness and work at high velocity to make up for such time lost. I want to see at least 25 per cent. L.A.C.'s and 75 per cent. A.C.I.'s from this Entry. It can be done and I am sure that you have the capacity to do it.

The Junior Entries are now well settled into their training and are showing good results. More individual effort is required however from the majority of you if you are to attain the standards which will bring you within reach of Selection to Cadetships and L.A.C. Classification, so I advise you to really get down to it during working hours and spend at least an hour each evening in "Private Study."

The 57th Entry commenced their training on October 13th, and the 58th Entry are due to commence training in February, 1948. We will then have 9 Entries under training with a Trainee population of approximately 2,000.

The Workshops were open to the Public on Battle of Britain Day (September 20th) and Apprentices were on duty to explain the types of equipment on show and any other questions put to them relative to Apprentices' training. This task was carried out with outstanding efficiency and the Apprentices concerned are to be congratulated upon the impression made on the Public by their smartness and the display of their wealth of knowledge.

The Workshops Training Staff take this opportunity of wishing all Apprentices a Happy Xmas and a Prosperous New Year.

P. M. F.

Fitter II.A. Section

Recent months have not detracted from the usual smooth running of the Fitter II.A. Section and Apprentice Training continues along paths parallel to those ensuring the success of the British Aircraft Industry as a whole.

To some the connection may seem a little strained but the industry is well aware of the potentialities of R.A.F. Apprenticeship. This fact is reflected in the welcome received on the occasion of conducted visits by Apprentices to the various firms and in the manner in which we are asked to co-operate at various functions. Our minds spring readily to the S.B.A.C. Show at Radlett and the Northern Heights Lisdell Flying Club Gala Day at Langley Airport, both of which were witnessed and enjoyed by many Apprentices.

In such manner was the Halton spirit born and nourished and to the qualities of keenness, efficiency and esprit de corps, interrupted but undismayed by the upheavals of 1939-1945 we return slowly but surely.

Efforts to improve the present syllabus are still being made, and the most up to date processes and features of Aircraft development are being considered for inclusion in the curriculum of future Entries.

Since our last notes were published in the summer the most important event in the daily happenings of this Section has been the successful passing out of the 49th Entry. We offer our sincerest congratulations to those Fitters II.A. who reaped the rewards of patience, untiring effort and devotion to their studies, while to those who "missed the boat" we will only recall the many other ways to the stars.

Congratulations to Corporal App/Air. Keeling on being top in the Entry at his trade and along with Sergeant Apps/Air. Knapper, Robinson and Armour, and Corp./App. Henderson in gaining cadetship.

And so on to the 50th Entry. Your aim should be to surpass the endeavours and successes of all previous Entries. We believe this task to be within your capabilities. The set-backs of the past tend only to sweeten the successes of the future and there is still time to make amends. We look to you to make the most of your remaining months at Halton.

The 51st and 52nd Entries are on the fringes of their final year and up to date results promise that both Entries will pass out well. However the policy of counting chickens has been too often disproved at Halton and we would add a word of caution to those who appear content to rest on their laurels, and to those who are not in the forefront at the time of going to press, a reminder that there is still ample time available to ensure good passing out results—but they will only be achieved by constant effort.

To the remaining junior Entries we must lay considerable emphasis on the fruits of the sustained effort and steady progress. The Apprentice who wins is not the Apprentice who crams his effort into the last weeks of revision. Success lies within the reach of those who are prepared to concentrate on their Technical Training commencing with their first days at Halton.

In conclusion, however, we will take the opportunity of wishing you all a Merry Christmas and continued success in 1948.

A. P. C.

Fitter Armourers

1. *General.*—There have been few changes in workshop training. Bomb Disposal has been introduced into the syllabus; W/O. Kennard has taken over from W/O. Cowdrey who was posted to Thorney Island. The 49th Entry visited the Armament Experimental Establishment at Boscombe Down on May 13th to see a display of modern Armament Equipment and a flying demonstration, which included live bombing and air to ground rocket and machine gun exercises.

2. *49th Entry.*—On the final C.T.T.B. examination the Entry obtained a good result—One L.A.C., 13 A.C.1., and one A.C.2. We wish them all the best of luck in the future.

3. *50th Entry.*—The entry will shortly be starting the revision phase prior to the final examination. There has been a definite improvement during the past six months, but a lot of more hard work will be necessary to uphold the average obtained by the past three or four Entries.

4. *51st Entry.*—The Entry will be taking their C.T.T.B. manual test next week. The results should be satisfactory. The Entry has suffered from the 2nd year lag but no doubt they will rectify this as the final examinations draw near.

5. *52nd Entry.*—The Entry has been working well and making good progress. If they continue at the present standard their final results should be very satisfactory.

6. *53rd Entry.*—Making satisfactory progress but their efforts are slacking off a bit. The second year is a difficult one but a very important year, and calls for a greater effort.

7. *54th Entry.*—The Entry started off very well but is showing signs of slowing up. An improvement now will make all the difference between a good and a fair result.

8. *55th Entry.*—Making very satisfactory progress and results so far are good. Keep up the same standard and you will do well.

9. *56th Entry.*—The Entry has made a good start but it is too early yet to make a real assessment.

M. F. H.

Fitter IIE Section

Since the last issue of the magazine, the 49th Entry have completed their training and are now occupied on the Improver Course at R.A.F. Station, St. Athan. Results obtained on the final examination were up to standard and the following classifications were obtained.

L.A.C.'s.—4, A.C.1's—37, and A.C.2's—26.

Average marks obtained were 59.1 per cent.

C.A.A. Wilson and C.A.A. Breakes were first and second respectively in trade attainments and C.A.A. Button won the Crebbin Robinson Cup for the best test job.

Commissions were won by C.A.A.'s. Breakes and Harland and the Section wishes them "all success".

It is hoped that the Entry appreciated the value of their training at Halton and are using their skill to the best advantage to the Royal Air Force and themselves and so building up the spirit of the Service.

The 50th Entry are now in the final phases and are due for the C.T.T.B. examination in January. They are realising how short a time remains and are getting down to some serious work in an effort to learn the more basic facts of their trade. Their present standard is quite good and some very good results are expected.

Very excellent results have been obtained in phase examinations by

the 51st Entry and a great deal will be expected of them in the final examination. They should prove a credit to Halton Training.

The results obtained by the 52nd Entry are varied and they are not up to usual standard. The majority have to overcome "disturbing elements" in their classmates. A great deal more hard work will be necessary if they want to equal the percentage obtained by earlier Entries.

These remarks might also apply to the 53rd and 54th Entries, but there is still plenty of time left for a change in attitude. They must settle down to serious work in the very near future to be a success in their selected trade.

The 55th Entry show great promise and results to date are more than satisfactory. If the present standard is maintained, very good results will be seen.

The 56th Entry are getting down to their Basic Training and quite a lot of enthusiasm has been shown. It is hoped that the 57th Entry who commence training on the 13th October will prove just as enthusiastic.

The Hercules Engine has now been withdrawn from the syllabus and the Centaurus is being taken by the 55th Entry.

C. F. E.

Electrical and Instrument Section

The C.T.T.B. Examination of the 49th Entry commenced on June 21st, 1947. The results obtained were:—

Instrument Makers. 1 L.A.C., 6 A.C.1's and 4 A.C.2's: S.A.A. Pattinson gained second place in the order of Merit for all Trades, and was also granted a Cadetship. The average marks of the Entry in all subjects was 61.5 per cent. whilst an exceptionally high average of 76.4 per cent. was obtained in Basic. The latter percentage being the highest since 1932, when training in this trade was recommenced.

Electricians. 16 A.C.1's, and 17 A.C.2's. S.A.A. Turner was awarded a Cadetship.

The 50th Entry are now approaching their last month as Aircraft Apprentices. They are working hard and it is thought that they will reach the high standard set by their predecessors and perhaps better it. An ex-Aircraft Apprentice on a Unit is "looked up to" so let us have a final effort.

Now that the 51st Entry are nearing Senior Entry class they must realise that wasted time is lost time. By "getting down to it" a little more there is no reason why they should not outshine previous passing out results.

More work is required from the 52nd Entry in their last year of training. Team work is essential and it must be borne in mind that revision is of no avail when simple principles are left to take care of themselves.

The 53rd have taken their intermediate examination, and show good promise. To keep this up means hard work, you have the tools so make use of them.

The 54th are now at a difficult period of the course. It would appear that the Electricians are going ahead, whilst the Instrument Makers are lagging behind. A much greater effort is required now that the curriculum is approaching a more complex stage.

The 55th and 56th Entries are progressing, and it is well to remind them that knowledge gained now is essential to the complete understanding of the second and third year's work. If you are not sure ask your Instructor.

The 57th Entry started technical instruction on October 13th, and we welcome them to Halton.

Great interest was shown by the general public on Battle of Britain Day

and Apps/Air of the 50th Entry were kept busy answering questions regarding the exhibits.

Flt. Lt. Bevans relinquished his appointment of Officer i/c Inst./Elec. Section on being posted to Japan. Flt. Lt. Bevans has held this post for the past four years and we wish him the best of luck at his new unit.

We extend a cordial welcome to his successor, Flt. Lt. Pitts.

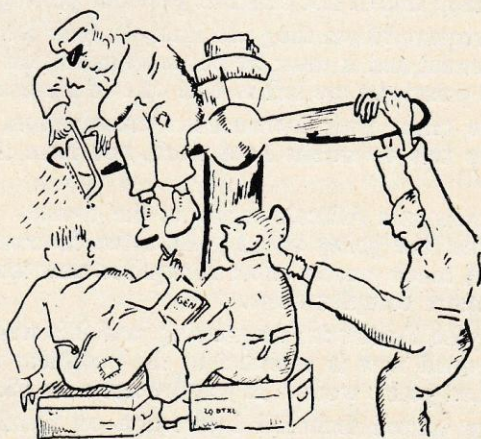
Airfield Training Section

The 50th Entry Fitter IIA's. and E's. are now resident at the Airfield and by the time this Magazine is in print will have proceeded into Revision. This Entry came to us with very mixed reports of their progress, but I am glad to say that after having completed half of the Phase they compare very favourably with past Entries, and, providing they keep it up, should do well. So far they have had the blessing of excellent weather, but in any case are not likely to suffer the hardships imposed on the 49th Entry prior to the "shut down" earlier in the year due to the fuel crisis. If the number of scraped knuckles and snagged fingers is any indication of the hard work they are putting in (and I think it is), this Entry should easily break the record for the number of Cadetships and L.A.C's. on passing out. The Electricians of this Entry are also taking the Airfield Phase with the Fitter II A's. and E's. and are showing prospects of doing well. Being the Senior Entry, the 50th were in great demand for a wide variety of duties, including Information Guides, etc., at this year's Battle of Britain at Home. I am very pleased to say, that from all reports, a very good show was put up by them, and a large number of the general public were amazed at their knowledge of the types of aircraft in the Aircraft Park.

A Lincoln aircraft has recently been added to the equipment of this Section, and it is hoped that in the near future at least two more new types will help to keep the Aircraft situation up to date.

To the 51st Entry, Fitter IIA's. and E's., due down here in January, I would say this, "Do not anticipate the Airfield Phase merely as being a "relief" from Workshops and a change of scenery, but remember that this Phase, consisting as it does of a wide variety of interesting subjects, together with the thrill of handling serviceable aircraft and engines for the first time, calls for every ounce of effort and concentration of which you are capable."

H. E. S.



The balance of a propeller is of vital importance.

SCHOOL NOTES

At long last some measure of uniformity is apparent in the following departmental notes. I refer to the dawning hopes that the worst of our staffing troubles are over. But there is still a very long way to go before we have reached pre-war conditions of educational continuity so necessary to a three years' apprenticeship course. To the education staff past and present who have rendered such loyal and devoted service under conditions of severe stress and strain I would again offer sincere thanks and admiration. To those who are coming in to turn the tide to victory I would offer a word of encouragement. We believe this indeed is "The darkest hour before the dawn," and though the struggle is reaching its climax, victory can and must be achieved.

Air Frames Department

The lovely summer which has passed and the colourful, sunny autumn we now enjoy at Halton have been in no respect conducive to sustained mental effort on the part of many apprentices. However, with beech leaves rapidly falling and a growing sharpness in the air, perhaps a snap and keenness will now be seen in school work—especially that of senior entries. Soon the 50th Entry will sit its final examinations and enter school no more. Prudence demands a great effort now and we look for good results.

The hydra-headed difficulties which have beset us this year, due to staff changes and shortages, have left their strongest mark on the attainments of the junior entries. Happily, the period of trial seems to be ending. We welcome again to Halton Dr. J. Fox, from Locking, who will strengthen the department considerably on the metallurgical side.

In its recent intermediate examination, the 54th Entry produced a number of excellent papers, but for many apprentices there should now be an 18 months' period of sustained effort if disappointing results in the final examination are to be avoided.

We extend greetings to our latest entrants, the 57th Entry, and trust that whatever good their hands find to do, they will do it with all their strength.

Most apprentices are familiar with the small wind tunnel in the aerodynamics laboratory which has served so well since it was built 20 years ago. Adequate in its day, it is now felt that a larger, improved type of tunnel is required for experimental work on flight. Designs for a 3-ft. diameter open-jet closed-circuit tunnel have been obtained and we hope to see construction begin before long.

P. H. L.

Engines Department

During recent months the tempo of work in the Department has increased enormously. The 56th Entry was absorbed by loading Education Officers to the maximum, as we thought, and then when one of our number was posted without replacement, the last straw was carefully laid on our backs! To meet the increased demand for instruction brought about by the arrival

of the 57th Entry, a welcome addition of strength has come from Locking in the persons of Sqn. Ldr. Ruda, Sqn. Ldr. Oliver, and Mr. Gibson.

In the period under review there have been no large additions to the equipment, but steady work has gone on to install a second Ford V8 and the Bristol engine. The Ford V8 has proved a problem to cool and has taught the staff a lot about fans and where they get their air from—it is surprising how little comes through the radiator. Once the Ford is serviceable the Meadows engine will be finally shut down. To those of us who have watched the Meadows' exhaust manifold turn white hot and tried to read the wildly vibrating rev.-counter, it seems odd that this engine with its spidery two-bearing crankshaft has not long ago ended its days in a welter of oil and noise.

It now seems that some of the post-war weariness is giving place to energy and interest. Malcontents there are—but the majority want to get on. The two entries in their final year have done some exceptionally hard work and will have earned whatever success comes their way. The junior entries who have so far taken their Intermediate examination produced no outstanding results, but it is hoped that more settled conditions will help them in the next two years.

Electricians' and Instrument Fitters' Department

This department has recently experienced many changes in staff, six members having departed, and replacements for their work were not readily available. We expect the addition of three Education Officers in the near future and should again be fully powered.

Additions and overhauls have been made to the equipment in the electrical laboratories which are very welcome and have proved a great success.

The 50th Entry are now working steadily as the Finals approach and it is to be hoped that they will give of their best in the examination.

In the 51st Progress Examination results were patchy—some good—but too many on the weak side. A consistent effort must be made for the next year if they wish to reach the level of past finals—but they can do it.

Also the 53rd Intermediate results show that they have some leeway to make up as compared with the 52nd Entry—and now is the time to begin.

The 54th Instrument Fitters suffered in particular from staff changes, but their results are good and a very welcome omen for their future success. The same cannot be said of the electricians, in spite of the efforts of some half-dozen apprentices, who are outpacing the rest. It is hoped that the general level will be raised by some more solid work on the part of those in the lower half.

Finally, a word to the 55th, 56th and 57th Entries—steady effort right from the start saves a lot of concentrated exertion near the time for examinations, is much easier for you, and gives far better results both at Halton and long after you have passed out. So get down to it now!

C. H. G. S.

General Studies Department

The results of the Final Examination for the 49th Entry bore out the forecast made in the last number. In spite of the three weeks' suspension of studies during the Fuel Crisis, the examination results were actually slightly better than those of the previous examination. This cannot, however, be taken as absolute proof that three weeks' leave, two months before a Final Examination, would always raise the standard of output. In any discussion on the pros and cons of the 5-day working week the operational word is still "working."

The Intermediate Examination of the 54th Entry revealed a good standard of all of the subjects of the syllabus—except English—which was somewhat disappointing.

It was recently decided to revive "Set Tasks," of which Old Haltonians will have vivid memories. Shortage of thick, stiff-covered notebooks has made it impossible to produce the massive theses of yore. In their place, we produce much shorter and we hope more readable articles of about 3,000 words on a host of topics, not necessarily based on the syllabus. The results are most encouraging. Everyone benefits by this new scheme and several very promising writers, not previously recognised, have been discovered.

The plan entails much greater use of the School and Wing libraries than has been customary for some time past. Wing libraries are finding the demand for non-fiction increasing considerably.

We expect to be making the use of Film Strips a feature of our General Studies before long. At the moment, the obstacles in our way arise from the fact that the D.C. generated locally seems to burn out our bulbs too quickly to be considered economical. We shall doubtless overcome this.

Our staff has undergone several changes in the last six months. As an offset to our losses, our strength has been reinforced by the addition of Flt. Lts. Walsh, Daybell and Pendlebury—all new to the Education Service.

We feel sure that the General Studies' Department has its feet firmly on the ground and future prospects are good. F. W. C.

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THE SAGA OF WAAF "G"

I do not seek your sympathy, I do not ask for aid,
I hide the fact I'm understaffed, and often underpaid,
And that I toil unceasingly for very little gain,
To give a little help to those with very little brain.
I lecture all the airwomen, make curtains for their rooms,
Plead frantically with Barrack Stores to change some hairless brooms.
I dash madly round the sections, I have no time to sit.
I fumigate the Barrack Blocks with D.D.T. and Flit.
With School of Cookery Trainees I delicately strive,
So that, in spite of what they do, the Air Force will survive.
There are people on this unit who are slightly round the bend,
They sing upon their locker tops and bang upon the end.
I deal with these with smiling mein, and don't change my expression,
While dealing with some absentee—or listening to confession.
I do not like to have to strive to keep the W.A.A.F. in bed,
I do not like to look for them at 12 p.m. instead.
Most of them co-operate and keep their bed-space bright,
But some of them dash off at six, on their Domestic night.
Sometimes I check equipment that each W.A.A.F. is supposed to own.
To find "one on, one in the wash, and one was lost at home."
So airwomen, please bear with me, each time I start to bind.
You'll find my mind beneath the rind is very often kind.
I very, very, much regret I cannot see my way
To let your 36 include another extra day.
So if there's something you don't like, be careful not to show it,
Or else the news will get to Group and soon Command will know it.
Air Ministry will take it up and send me on a course,
To learn by heart K.R's. & AC.I's. There could be nothing worse.
For I too, have my orders, and dare not reason why,
For like the brave six hundred, I must either do or die. J. B.