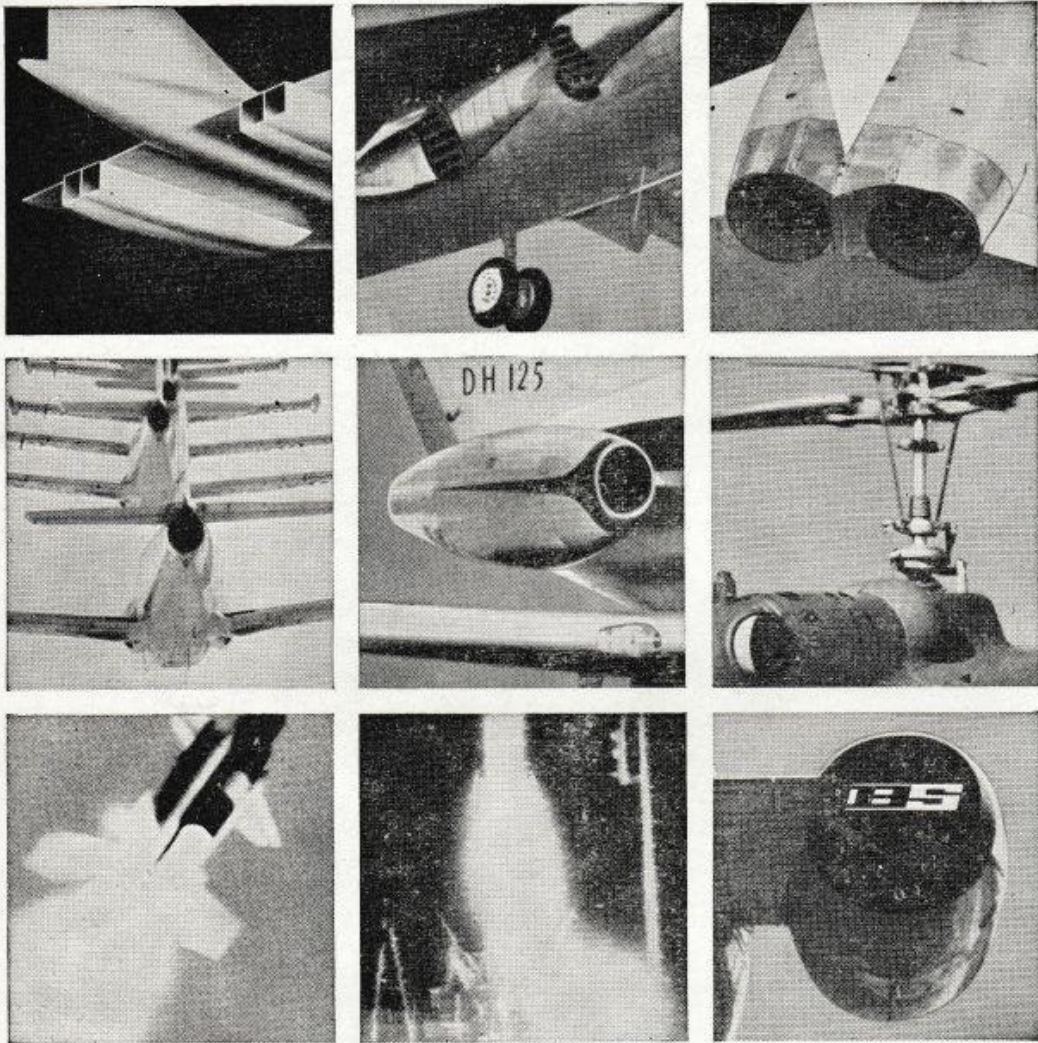


The Haltonian Magazine

98 Edition

Summer 1964

(Scroll down)



Power for the world's first supersonic airliner—for the world's first operational V/STOL aircraft—for the new supersonic TSR 2. □ Power for trainers in 12 of the world's air forces—power for executive aircraft—and for helicopters. □ Power for missiles and space research.

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EDITORIAL

Much of the editorial in last term's issue referred to the new training schemes. In this issue many of the reasons for the introduction of the schemes are explained in the Trenchard Memorial Lecture, "Technical Training for the Royal Air Force", given by Air Vice-Marshal M. K. D. Porter, C.B., C.B.E., F.R.Ae.S., A.M.I.E.E., at Halton on 11th May 1964. The air marshal, who is now Director-General of Signals at the Ministry of Defence (Royal Air Force), was in his previous post Director-General of Ground Training at the Air Ministry. An old Haltonian of the 17th Entry, he is one of that small and select band of ex-apprentices who have risen to air rank.

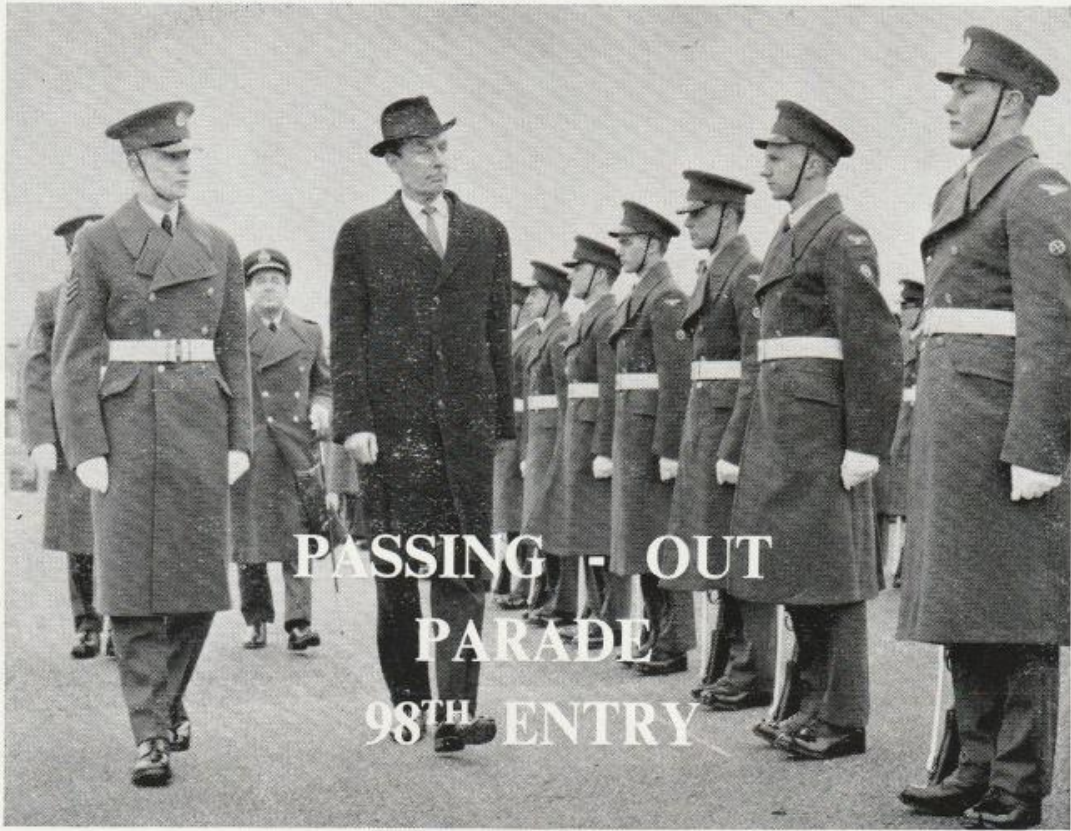
When the new types of apprentice arrive in the autumn, the members of the 100th to 106th Entries will remain to complete their training under the present scheme. They will have extra incentive to do well so that they may be counted among the very best of the entries of their type and set the highest possible standards for the new entries to live up to. Thus will they mark fittingly the end of a most successful era at Halton.

To the new apprentices who will be reading this issue on their arrival we bid a special

welcome and wish them every success.

A few weeks ago the Halton Magazine reached its fortieth birthday. The first Editor, Captain A. B. Fanstone, A.F.C., B.A., believed that it was a sturdy child, born in due season and not unwanted. He said that it sought to portray Halton in every mood—Halton the care-worn, Halton the care-free; Halton the grave, Halton the gay; Halton. If it could do this faithfully, yet withal artistically, it would have served its end.

The aim today is much the same; other aspects have changed greatly: as might be expected the price has risen—from sixpence to half-a-crown; the number of contributions from which the Editor can choose has, alas, fallen: Captain Fanstone received one hundred and thirty for the first issue; today our selection is much more limited, even though we do make payments for contributions by apprentices. We know that many apprentices can write well; they need only to make just that little extra effort, and to take on some of the enthusiasm of 'R', who has contributed regularly for much of the forty years, and whose article on road-walking we are pleased to include in this issue.



The 98th Entry passed out on 25th March, 1964. The Reviewing Officer was The Right Honourable Hugh Fraser, M.B.E., M.P., Secretary of State for Air. He was accompanied by Air Marshal Sir Donald R. Evans, K.B.E., C.B., D.F.C., Air Officer Commanding-in-Chief, Technical Training Command, Air Vice-Marshal J. K. Rotherham, C.B., C.B.E., Air Officer Commanding No. 24 Group, Air Commodore D. M. Strong, C.B., A.F.C., Commandant, Group Captain R. C. Fordham, C.B.E., Senior Training Officer, Group Captain H. H. Mayoh, Principal Education Officer, Wing Commander J. E. Boden, Officer Commanding Technical Training Wing, Wing Commander G. Bates, O.B.E., D.F.C., A.F.C., Officer Commanding Senior Entries, and Squadron Leader E. J. Griffiths, Officer Commanding No. 1 Apprentice Wing.

Parade Detail

The parade was commended by F.S.App. R. M. Joy.
Parade Adjutant Cpl.App. C. Cho-Young

Parade Warrant Officer	Cpl.App. F. J. Duncan
Colour Bearer	Cpl.App. P. I. Rogers
Colour Warrant Officer	Cpl.App. C. A. Woolford
Colour Escorts	Ldg.App. B. Holt Ldg.App. J. C. Lunn
Colour Orderly	Air App. G. M. Ventress
Escort Squadron Commander	Sgt.App. R. N. Coles
No. 1 Flight Commander	Sgt.App. J. W. Hockin
No. 2 Flight Commander	Cpl.App. B. Parker
Apprentice i/c Supporting Entry	Sgt.App. A. Rattigan
Band Sergeant Brass Band	Sgt.App. J. A. Burgess
Drum Major Brass Band	Air.App. D. Livings
Pipe Major Pipe Band	Ldg.App. J. Glencross
Drum Major Pipe Band	Cpl.App. G. V. Crowe

The Commandant's Report

The Commandant began by welcoming the Secretary of State to Halton. Then, addressing the parents, he said 'I would like to say a word of welcome to the parents. Many of you will, I am sure, have visited us before, but today is the climax of your son's Halton training. I give you a very warm welcome and I thank you sincerely for helping us to bring his apprenticeship to a successful conclusion'.

Review of 98th Entry

The Commandant then reported on the 98th Entry as follows:—

'Now I turn to my Report on the 98th Entry. On induction in May 1961 the strength of the Entry was 122 Royal Air Force apprentices, and one Royal Rhodesian Air Force apprentice. During the three years that have elapsed the Entry has lost seven apprentices and gained one from the 97th Entry. This wastage of only 5.7% reflects the creditable downward trend of recent years.

Technical Training

One hundred and seventeen Apprentices of the 98th Entry were presented for the Final Trade Test examination and, with two exceptions, all qualified as Junior Technicians. The average mark achieved was 69.9%, which maintains the high standard set by previous intakes.

Education Training

One hundred and seventeen Apprentices took the final examination in Educational subjects and achieved an average mark of 62.1%. Twenty-five Apprentices gained Class 'A' passes. In the General Certificate of Education at 'O' level there were 201 entries and 159 subject passes, giving a good pass rate of 79%. Altogether, 92 members of the Entry have entered for one or more subjects. Six Apprentices were candidates for G.C.E. 'A' level Mathematics: three gained passes and five were awarded 'O' level passes in Additional Mathematics.

Eleven Apprentices were awarded Ordinary National Certificates in Mechanical Engineering and 14 in Electrical Engineering. These successes mean that 21.4% of the Entry gained National Certificates and this result is comparable with those of other Entries during the past two years. Forty-three Apprentices entered for the City and Guilds examination and 28 gained passes.

The overall results show that a large proportion of the 98th Entry have made a very determined voluntary effort to gain extra qualifications.

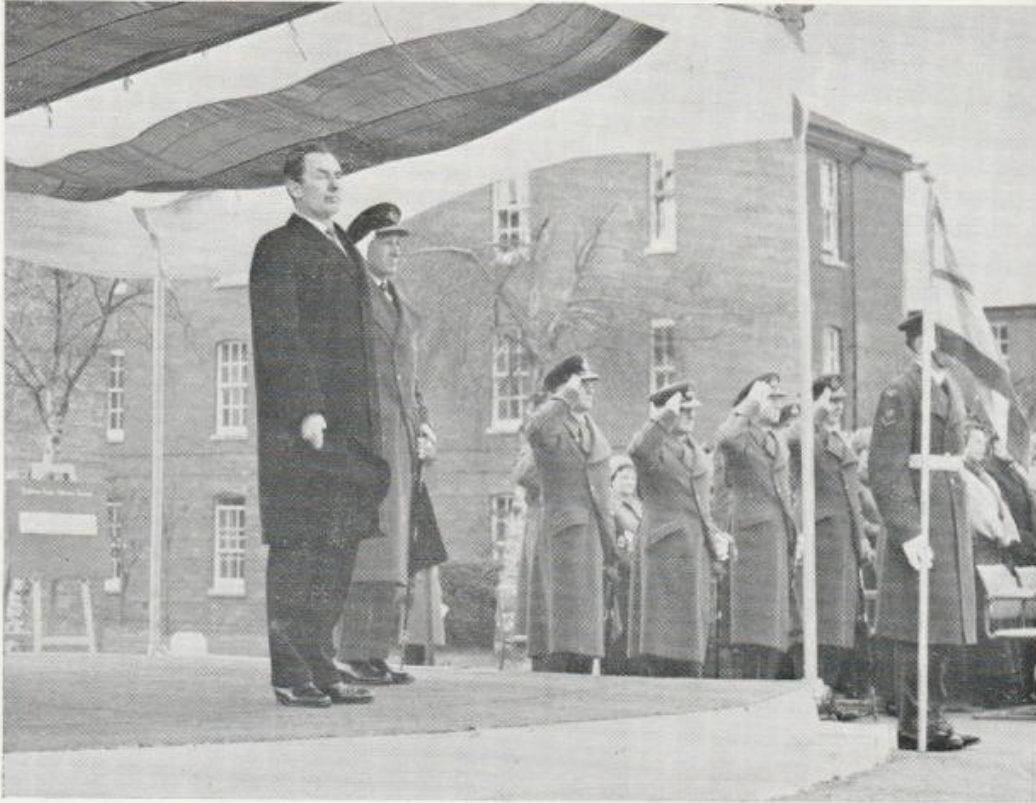
General Service Training

The third main part of the Halton Apprenticeship is concerned with General Service Training. This is designed to make a young man fit to be a member of Her Majesty's Armed Forces, to become a leader, an N.C.O. in the Royal Air Force. It is therefore concerned with developing character, physical fitness and the qualities of leadership and comradeship. Sport, drill and life in the Wing are the features here.

In the field of sport the 98th Entry has maintained a good all-round standard and has also produced some outstanding performers. Lake represented the Royal Air Force and Technical Training Command at swimming, setting up new R.A.F. Junior records in the 440 yards free style and 110 yards backstroke. McAlister shone on the rugby field, being picked to play for the Royal Air Force Colts XV where he carried out the dual function of both prop forward and pack leader. Ventress was a member of the R.A.F. Colts Table Tennis team. Members of the Entry have gained 18 school colour awards. In the Duke of Edinburgh's Award Scheme, three Apprentices—Crowe, McAlister and Roberts—have gained gold awards and nine have gained silver awards.

In 1963 two members of the Entry, Lake and Scott, entered the Devizes to Westminster canoe race. Out of more than 100 entrants from all over Great Britain, Lake with his partner achieved ninth place, and Scott with his partner 14th place. During summer leave in 1962, seven apprentices went on a cycling tour of Germany sponsored by the Lord Trenchard Memorial Fund. In 1963 Rogers was selected to accompany the Chief of Defence Staff on his South American tour.

The standard of the 98th Entry's drill has been exceptional. On three occasions they have led the R.A.F. contingent at State Routelining parades in London. They were also represented in the Parading of the Queen's Colour for the Royal Air Force in the United Kingdom at Halton in June 1962. On each occasion they created a good impression.



At Christmas 1962 and 1963 the Entry provided and distributed parcels of food to old people in the Aylesbury district. Each parcel was delivered personally by a member of the Entry and the tremendous success of the venture was borne out by the number of grateful letters received.

Special Service Attainments

Three Apprentices of the Entry—F.S.A/A Joy, S/A/A Coles, and L/A/A Legge, have been selected for Cranwell Cadetships in the General Duties Branch. Two other Apprentices, S/A/A Apprentice Hockin and C/A/A Allardyce, have been selected for training leading to Direct Entry Commissions in the General Duties Branch. Three are passing out as substantive corporals and 69, i.e., 58.9% of the Entry, have qualified for accelerated promotion.

Conclusion

To conclude my report I would like to say that although the academic record of the 98th Entry has been average, its discipline, general conduct and behaviour has been excellent.

The Entry has, in fact, maintained a higher standard of discipline than any other over the post-war years. Its members have always been cheerful and well spirited, demonstrating a commendable 'esprit de corps' and sense of responsibility to the School. In short, the 98th Entry has remained a close knit community which has left its mark on the School and has set a precedent for the behaviour of succeeding Entries.

Before I finish I would also like to say a word to the School's staff, Service and Civilians alike. The 98th Entry and their parents must surely be grateful to you today; so for them and for myself I thank you.

To the Entry I would say 'congratulations' on completing your training so successfully. But remember, it's only a start. Aim always to improve and live up to the fine tradition of those who have passed through this School over the past 40 years. Success and happiness to you all.

I will now ask the Secretary of State to present the prizes.

The Reviewing Officer's Address

The Reviewing Officer opened his address by saying that he was very pleased to be at Halton for the Passing-Out Parade of the 98th Entry. He continued 'I think we can all agree, who have seen it, that it has been an absolutely first class parade. I think we have all enjoyed it very much. I well remember my first visit which I made here in November 1962—on that occasion, too, I was greatly impressed with what I saw on the parade ground and the progress and success of the school. I learnt then to expect a high standard of Halton, and today I can assure you, as I go round the Royal Air Force, as I see you here this afternoon, I have not been disappointed.

I should like to congratulate you of the 98th Entry on your excellent record, especially perhaps for the work you have done outside the regular hours, and the high standard to which the Commandant has referred. Of course credit has, and must, be given to the prizewinners, but there are also those who have not actually come to the top in any particular field, and I do re-echo the words of the Commandant not to be dispirited by this, nor to abandon what I know is, in some instances, a fairly hard and tough battle. Remember the school report of a very well known field marshal which described him as backward for his age. He was told he must give more time to his work if he was to succeed at all, and yet with determination and hard work he ended up as Field Marshal Montgomery. So go on, if I may suggest it, doing your best; you will need to give of your best, and I can assure you that we in the Royal Air Force are most ready to receive it.

The ceremonies which you and which your parents and I have witnessed this afternoon end three years of very hard work. I am sure you will feel great personal pride that you have met the challenge of learning a highly skilled trade and passing all the tests—and severe they are—which have been set. I know you will not sit back on your laurels; you have much to do, but I am sure the thing is to continue as you have clearly done from the record given—to continue to improve your basic knowledge so that you will keep in the forefront the band of highly skilled

men which this country needs for its future strength and wealth. Those of you who are going out into the Service today will make a quite indispensable contribution to British air power. You all know that it is the men in the Service who make that power a reality, and this does not simply mean those who fly aircraft. Today the men on the ground, ever more than before, who service the aircraft and weapon systems, play an absolutely crucial part. Without them aircraft and missiles simply could not operate but, what is more, we must see throughout the Air Force that the actual availability of these weapons and these aircraft is kept to a high and constant pitch. We require the highest skills in the working of the complex equipment which we are at present using and, what is more, the equipment will become probably more complex as time goes on.

How wise Lord Trenchard was 44 years ago to set up this School. Shortly we will be re-equipping the Royal Air Force with a whole range of new aircraft and missiles in order to ensure that we retain our position as one of the most advanced Air Forces in the world. Amongst the aircraft on order are the T.S.R.2 low level tactical strike and reconnaissance bomber; the P.1154, a Mach 2-plus fighter with vertical take-off and landing capability; the H.S. 681, a tactical transport aircraft of most advanced design; the Belfast, a large, long-range strategic transport aircraft, and a military version of the V.C.10 which has already shown itself to be one of the best transport aircraft to go into airline service. In addition to this of course, as you know, are the hosts of various missiles and so forth coming in and planned. I think this re-equipment programme will reinforce your belief in the continuing future of the Royal Air Force so far ahead as can be seen. In these new aircraft will be little that is simple and nothing that will not call for skill, knowledge and intellectual capacity as good as is to be found in any walk of life in this country. In short, the Royal Air Force demands men of the highest quality, and I am convinced by all that I have seen and heard today that No. 98 Entry is made up of men of the required calibre. May I wish you all of the 98th Entry, good luck, good fortune and God speed'.

98th ENTRY — PRIZEWINNERS

CADETSHIPS

F.S.App. R. M. JOY (General Duties Branch)
Sgt.App. R. N. COLES (General Duties Branch)
Ldg.App. A. F. LEGGE (General Duties Branch)

COMMISSIONS

Sgt.App. J. W. HOCKIN (General Duties Branch)
Cpl.App. D. C. ALLARDYCE (General Duties Branch)

WINNERS OF AIR MINISTRY PRIZES—98th ENTRY

HIGHEST IN ORDER OF MERIT, ALL SUBJECTS

Sgt.App. R. N. COLES

HIGHEST IN ORDER OF MERIT, EDUCATIONAL SUBJECTS

First Prize. Ldg.App. A. F. LEGGE

Second Prize. Ldg.App. K. H. YAT

BEST 'SET TASK' GENERAL STUDIES

Cpl.App. P. I. ROGERS

HIGHEST IN ORDER OF MERIT, GENERAL SERVICE EFFICIENCY

First Prize: F.S.App. R. M. JOY

Second Prize: Sgt.App. R. N. COLES

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THREE-YEAR COURSE

Air.App. D. J. M. HUNT

BEST TRADESMEN IN TRADE STANDARDS TRADE TEST

AIRFRAME FITTER	.. .. .	Air.App. N. T. G. BAILEY
ARMAMENT FITTER	.. .. .	Air.App. I. J. MILLINGTON
ELECTRICAL FITTER (Air)	.. .. .	Sgt.App. R. N. COLES
ENGINE FITTER	.. .. .	Air.App. C. J. MORRIS
INSTRUMENT FITTER (Nav.)	.. .. .	Ldg.App. A. F. LEGGE

WINNERS OF SPECIAL PRIZES—98th ENTRY

MONSIGNOR BEAUCHAMP MEMORIAL PRIZE

The late Monsignor Beauchamp was Principal Roman Catholic Chaplain for the Royal Air Force and for almost 20 years Roman Catholic Chaplain at Halton. On his death a fund was raised to provide among other presentations a book prize to the best all round Apprentice passing out with each Entry.

Winner:—F.S.App. R. M. JOY

PIONEER TROPHY

Presented by the Royal Flying Corps and Royal Naval Air Service Ex-Boys Association to the Apprentice who obtains the highest marks in all technical training subjects at the final examination of each Entry.

Winner:—Sgt.App. R. N. COLES

CREBBIN-ROBINSON CUP

At the 1936 Model Engineering Exhibition held in London certain examples of basic exercises carried out by Apprentices at Halton were on display. These exhibits were admired by a Dr. Robinson and a Mr. Crebbin who kindly offered a Cup for the best Trade Standards Practical Fitting Test at the Final examinations of each Entry. In December, 1960, a second Cup was provided from School funds. One Cup is now awarded for the best Trade Standards Practical Fitting Test in Mechanical Trades and the other for the best Trade Standards Practical Fitting Test in Electrical and Instrument Trades.

Winner:—Mechanical Trades: Air App. D. J. M. HUNT

Winner:—Electrical and Instrument Trades.

Cpl.App. L. D. HENDRICKSE

ELLIOTT MEMORIAL PRIZE

Mr. R. D. Elliott was Sir Alan Cobham's ground engineer during his many flights to India and South Africa in the early 1920's. In 1926 Mr. Elliott was killed during the first England to Australia flight. In 1927 a Memorial Prize was awarded by the Royal Aeronautical Society to be presented to the Apprentice who gained the highest marks in English and General Studies at the final examinations of each Entry.

Winner:—Air.App. B. K. DONOVAN

QUINTON MEMORIAL TROPHY

On 13th August, 1951, Flight Lieutenant J. A. Quinton sacrificed his life in saving an A.T.C. Cadet when both were flying in an aircraft which was involved in a mid-air collision. For this supreme act of gallantry Flight Lieutenant Quinton was posthumously awarded the "George Cross". As a mark of esteem all A.T.C. Cadets at that time subscribed one penny per head so that the Quinton Memorial Trophy and replica could be presented to the best all round ex-A.T.C. Cadet passing out with each Entry at Halton.

Winner:—Sgt.App. R. N. COLES



98th ENTRY SPORTS

SCHOOL COLOUR AWARDS

ATHLETICS										
A.A. ELSY, A. R.	...	...	...	...	...	...	...	...	...	1963
C.A.A. PARKER, B.	...	...	...	...	...	...	...	...	...	1963
BASKETBALL										
A.A. EVANS, L.	...	...	...	...	...	...	...	...	...	1962/63
A.A. TALBOT, A. J.	...	...	...	...	...	...	...	...	...	1963/64
CANOEING										
A.A. LAKE, P. L.	...	...	...	...	...	...	...	...	...	1963
A.A. SCOTT, B. J.	...	...	...	...	...	...	...	...	...	1963
CROSS COUNTRY										
A. A. MILNE, G. D.	...	...	...	...	...	...	...	...	...	1963/64
HOCKEY										
A.A. ANDERSON, S.	...	...	...	...	...	...	...	...	...	1963/64
L.A.A. HUNT, M. J.	...	...	...	...	...	...	...	...	...	1963/64
RUGBY										
F/S.A.A. JOY, R. M.	...	...	...	...	...	...	...	...	...	1962/63
L.A.A. McALISTER, D.	...	...	...	...	...	...	...	...	...	1963/64
SHOOTING										
C.A.A. NELSON, J. R. A.	...	...	...	...	...	...	...	...	...	1962/63
SOCCER										
C.A.A. ALLARDYCE, D. C.	...	...	...	...	...	...	...	...	...	1963/64
L.A.A. FOLLARD, A. R.	...	...	...	...	...	...	...	...	...	1963/64
S.A.A. KABLUCZENKO, E.	...	...	...	...	...	...	...	...	...	1963/64
A.A. THOM, D.	...	...	...	...	...	...	...	...	...	1963/64
SWIMMING										
A.A. LAKE, P. L.	...	...	...	...	...	...	...	...	...	1963
TABLE TENNIS										
A.A. VENTRESS, G. M.	...	...	...	...	...	...	...	...	...	1963/64

98th ENTRY POSTING LIST

(in order of merit)

Coles, R. N.	G.D. (Pilot) Cadetship Cranwell	Morris, C. J.	Marham
Legge, A. F.	Substantive Corporal	Webster, E. A.	Kinloss
Joy, R. M.	G.D. (Pilot) Cadetship Cranwell	Munro, V. H.	Honington
Bailey, N. T. G.	G.D. (Pilot) Cadetship Cranwell	Redpath, F. W.	Waddington
Perrett, L. M.	Substantive Corporal	Holt, B.	543 Sqn. Wyton
Allardyce D. C.	C.F.S. Little Rissington Benson	Trotman, D. R.	Wyton
Wagg, S. J.	Direct Entry Commission	McCrintle, W. A.	Kinloss
Cho-Young, C.	G.D. (Navigator)	Kabluczenko, E.	Waddington
Lowry, S. G.	Kinloss	Isaac, M. P.	Substantive Corporal
Phillp, R.	A.E.S. Topcliffe	Millington, I. J.	Coltishall
Hockin, J. W.	Benson	Peck, T. A.	Coningsby
S'atter, A. M.	Waddington	Hannaford, J. T.	64 Sqn. Binbrook
Duncan, F. J.	Direct Entry Commission	Coleman, M. J.	Benson
Rogers, P. I.	G.D. (Pilot)	McGaughey, J. B.	32 M.U. St. Athan
Renshaw, R. W.	Cranwell	Folliard, A. R.	Wyton
Yat, K. H.	C.F.S. Little Rissington	Crowe, G. V.	56 Sqn. Wattisham
	111 Sqn. Wattisham	Hunt, M. J.	Benson
	Coningsby	Woolford, C. A.	St. Mawgan
	Benson	Firstbrook, J.	Coningsby
		Rees, J.	35 Sqn. Coningsby
		McAlister, D.	49 Sqn. Marham
		Wheldon, H.	Benson
			A.E.S. Topcliffe

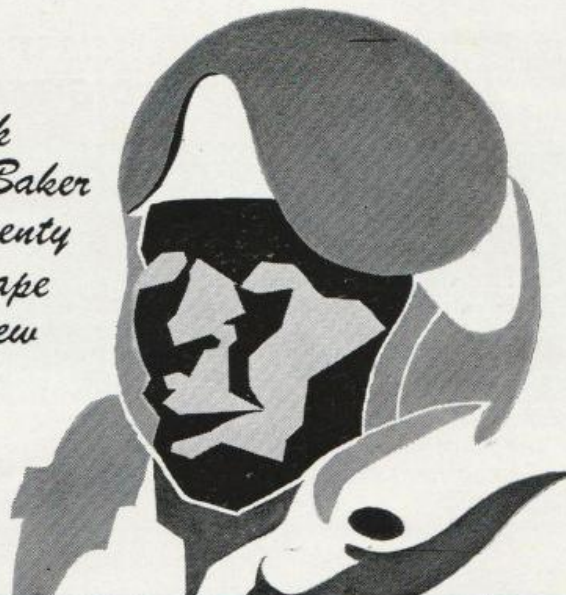
Ventress, G. M.
 Sydenham, B. J.
 Thom, D.
 Walker, E.
 Gardiner, R. C.
 Curtis, D. J.
 Clarke, W. R. L.
 De Pradines, R. S.
 Hall, C. M.
 Potts, D. C.
 Hendrickse, L. D.
 Brown, D. R.
 Lunn, J. C.
 Fiemmich, R. F.
 Coombes, J. M.
 Nelson, J. R. A.
 Yalland, G.
 Hunt, D. J. M.
 Coleman, M. J.
 Reed, E. A.
 Parker, B.
 Walker, M. D.
 Scott, B. J.
 Burgess, J. A.
 Steel, W.
 Cutler, H. F.
 Wilkinson, G. P.
 Elsy, A. R.
 Roberts, W. F.
 Donovan, B. K.
 Milne, R.
 Shaw, F. R.
 Trigg, K. B.
 Davison, D. B.
 Owens, B.
 Wood, A. J. F.
 Beniston, P.
 Brotherston, J. A.
 Ezekiel, S. G. S.

214 Sqn. Marham
 Leconfield
 207 Sqn. Marham
 100 Sqn. Wittering
 44 Sqn. Waddington
 Benson
 Coningsby
 229 O.C.U. Chivenor
 Marham
 Wyton
 Benson
 32 M.U., St. Athan
 Finningley
 Honington
 Coningsby
 Coningsby
 50 Sqn. Waddington
 4 F.T.S., Valley
 1 A.N.S. Stradishall
 Honington
 Benson
 Repatriated
 Wattisham
 Odiham
 Honington
 101 Sqn. Waddington
 111 Sqn. Wattisham
 3 F.T.S. Leeming
 206 Sqn. St. Mawgan
 Odiham
 Honington
 Benson
 214 Sqn. Marham
 56 Sqn. Wattisham
 Honington
 Waddington
 51 Sqn. Wyton
 C.F.S. Little Rissington
 C.F.E. Binbrook

Sweetland, A. E.
 Dale, D. F.
 Beere, P. J.
 Slater, K. A.
 O'Leary, J. A. P.
 Anderson, S.
 De Claire, P.
 Hunt, C. B.
 Alford, T. R.
 Milne, G. D.
 Evans, L.
 Rogers, B. G.
 Raendra, F.
 Robertson, D. F.
 Dooley, G. L.
 Jordan, A. J.
 Pengelly, J. L.
 Salisbury, C.
 Mason, M. S.
 Krause, J.
 Marsh, K. H.
 Burnett, G. R.
 Moiden, D. J.
 Holmes, P. J.
 Norman, C.
 Hetherington, T.
 Stevenson, I. T.
 Talbot, A. J.
 Engliand, M. A.
 Singfield, J. T.
 Munton, R. L.
 Jupp, H.
 Ingham, M. J.
 Woodcock, R. J.
 Evans, J. M.
 Lake, P. L.
 McGovern, J.
 Wahluch, P.
 Gurr, R. J.
 Hall, M. J.

Leconfield
 Ballykelly
 9 Sqn. Coningsby
 90 Sqn. Honington
 9 Sqn. Coningsby
 Benson
 Benson
 Wyton
 Cottesmore
 Kinloss
 32 M.U. St. Athan
 229 O.C.U. Chivenor
 32 M.U. St. Athan
 543 Sqn. Wyton
 32 M.U. St. Athan
 35 Sqn. Coningsby
 St. Mawgan
 32 M.U. St. Athan
 56 Sqn. Wattisham
 100 Sqn. Wittering
 Benson
 Coningsby
 56 Sqn. Wattisham
 Coningsby
 32 M.U. St. Athan
 Ballykelly
 3 F.T.S. Leeming
 Binbrook
 Binbrook
 90 Sqn. Honington
 Marham
 32 M.U. St. Athan
 Benson
 1 A.N.S. Stradishall
 111 Sqn. Wattisham
 32 M.U. St. Athan
 Honington
 Binbrook
 Waddington
 Benson

*On average, three lives a week
 are being saved by Martin-Baker
 ejection seats, a result of twenty
 years development of the escape
 equipment used by the aircrew
 of forty one nations.*



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APPRENTICE WING NOTES

No. 1(A) WING

98th Entry

In their final term, the 98th Entry lived up to their reputation for being a mature and effective Senior Entry. An encouraging precedent for smartness and reliability had already been set, and an excellent performance on the Passing Out Parade was safely predictable.

After marked appreciation had been shown by local pensioners for the Entry's Christmas donations, the 98th decided to leave the residue of their Entry Fund to the 104th Entry, stipulating that the cash should be used to buy parcels of food and sacks of coal for pensioners at Christmas. It is hoped that this year's gifts will thus treble those of previous years.

The Passing Out Dinner was organised by a committee of the Entry, and proved to be an exceptionally pleasant evening for hosts and guests alike.

We wish the members of the 98th every success in their careers in the Royal Air Force.

100th Entry

The Entry is now in its final two terms at Halton and has behind it the dreaded 6th Workshops Progress Exam, City and Guilds, Final Schools and General Service Exams. Shortly their taxi service to the Airfield will commence. It is understood that the L.D. Brigade has already booked its seats!

Before Easter the Entry paid a visit to No. 3(A) Wing which resulted in one flight notice board depicting a group of headstones with the caption 'What a way to spend an Easter!' However eventually it was a case of '(J)ankers away' with a firm decision to 'sea' that for the rest of the time everything was to be 'plain sailing.'

Some of the Entry Committee members are hard at it arranging a trip to a seaside resort (not Clacton!), as an outlet from Final Schools exam. Two members of the Entry have 'high

hopes' of spending some time at Kidlington and if given the chance will 'jump at it'.

With the departure of the 98th Entry No. 2 Squadron is now staffed with N.C.O. Apprentices of the 100th Entry. We wish all the N.C.O. A/A's every success in their new appointments!

On the 26th May, representatives of the Entry paraded 3 flights as part of the Halton contingent for a Route-Lining commitment in Whitehall, London. With this, their final event of this nature, the Entry completes four appearances in the great metropolis. It is hoped that shortly one member will be making a lone visit to Buckingham Palace. L/A/A Hulse is only 'one mile' away from his Gold Award in the D.E.A.S. We hope he makes it.

The Entry 7-a-side Rugby team put up a good showing in the Inter-Section competition and were beaten only by the bulk and experience (sorry, this should read—'Bulk of experience'!!) shown by the Wings' permanent staff team. In other sporting events, A/A Creasey, a keen go-kart enthusiast, turned in some good times in a meeting against an outside Club. Unfortunately plug trouble in the last race caused him to lose his advantage. It is reported that Creasey, despite the adverse conditions, got to know the mechanics of the new kart whilst he was actually racing. C/A/A Cunningham was selected to represent the Royal Air Force in a swimming match against the Universities Athletic Union. However, last minute team changes debarred him from taking part. Better luck next time Cunningham! A group of stalwart Entry members of the H.S. Sailing Club, having completed their hard work in scraping down and repainting the boats, are now enjoying sailing on the Halton reservoir.

102nd Entry

During the last term many memorable events have taken place. The most outstanding by far was 'summer camp' which was held at Llangurig. The smokers amongst the entry

prepared themselves for the ten days in comparative isolation by stocking up with multiple packets of cigarettes.

Generally speaking all enjoyed the ten days' rest from the arduous duties of Halton life. Included in the camp programme were rafting, bridge building and canoeing, which provided frequent unwanted baths for some unfortunates. The climax or anti-climax, as the case may be, was a fifty-mile hike. A new record time for the hike of sixteen hours twenty nine minutes shattered the previous record by two minutes.

Congratulations must be given to the twelve Apprentices promoted to the rank of Leading Aircraft Apprentice. Also we congratulate the sportsmen of the entry for winning school colours, especially A/A Allen, who represented the R.A.F. in a 'walk' against the Civil Service.

One could adequately conclude the notices for this term by mentioning that the entry route liners will be reaping the fruits of their many parades and 'bull' sessions when they go to London on May 26th for the State Visit of the President of the Sudan.

No. 2(A) WING NOTES

No. 2 Squadron

The 99th Entry have overcome one of the major obstacles in the form of Final Schools, but all concerned realise that the ultimate ordeal is still to come. The 29th July is rapidly approaching and already a few of the entry are looking back and remembering 'the good old days'.

In the sports field most of the squadron's representatives have been absorbed by school teams. Although the season is in its infancy, we have 3 members of our squadron playing for the school cricket team. For the last time in their Halton careers 6 Apprentices played Rugby for the school and 6 played Soccer. As mentioned in an earlier edition of the magazine our swimming team is unbeaten and outstanding performances were given by A/A Clancy. As a result of all the extra circular training our Cross Country team has done exceptionally well, L/A/A's Wooldrige, Coldrey and A/A Dixon have run for the school on many occasions, the

most notable achievements being in the Apprentice and Boy Entrant Cross Country Championships, held at Halton. The team also won the Royal Air Force Junior Championships held at Cosford.

Although not an internal event a group of Apprentices consisting of F.S./A/A Rattigan, C/A/A's Perry and Thompson, L/A/A Kerry, and A/A Earl, competed in the Group Shoot at Churn Ranges, Nr. Bagshot. With fingers crossed and flying suits at the ready a large number of Apprentices are hoping to be able to achieve some gliding results; unfortunately Mother Nature has been against the cause for the past term.

This being the last of the reports from 2 Squadron's 99th Entry we hope that our passing through Halton has not gone unnoticed, and that we shall be able to remember our days with nostalgia.

No. 3 Squadron

The 101st Entry completed two years training at the end of last term and is now in the 'home straight'. It was an uneventful term apart from the 5th Progress Examinations which the majority of the Entry passed without much difficulty.

L/A/A Maan successfully passed his 'A' level Physics examination—a most commendable achievement especially since he is the first Halton Apprentice to take and pass this examination.

In the sporting world the Entry, considering it is only 114 strong, has more than held its own, having representatives in all the Schools winter sports teams. Some of these sportsmen were even selected to represent the station on a number of occasions.

The Squadron staff has been strengthened, in that Sgt. Lawton has arrived to take over as N.C.O. i/c 'B' Flight, a role he is well suited for, having just left the Military Detention Centre, Cyprus.

Fg.Off. Mason is now a Flt.Lt. making No. 3 Sqn. 2(A) Wing the most top-heavy Squadron, rank wise, in the Senior Wings.

No. 3(A) WING NOTES

Sgt. Myers has recently received his L.S. and G.C.M., which has added a certain amount of colour to his uniform and to the Squadron Office.

By the time this edition of the Halton Magazine appears, we shall have said good-bye and bon voyage to Sqn.Ldr. Ayerst, Flt.Lt. Maisey, Cpl. Latcham, Cpl. (W) Allaway and Cpl. Stewart, all of whom are thanked for their able work on No. 3(A) Wing. Sqn.Ldr. Ayerst is taking up a new appointment as Staff Officer to the Commandant of the Joint Warfare Establishment at Old Sarum and his post as No. 1 Squadron Commander is being filled by Sqn.Ldr. J. McIntosh from St. Athan. Flt.Lt. Maisey is posted to North Coates on promotion to squadron leader and we extend him every good wish for the future. Cpl. Maltby has taken the place of Corporal (W) Allaway in the Wing HQ Orderly Room and we welcome him to No. 3(A) Wing.

104th Entry

On the 2nd May the 104th Entry had their Pass On Parade. They were complimented on their smart turnout and bearing by Gp.Capt. R. C. Fordham, C.B.E. who was the Reviewing Officer. Fortunately the rain held back and the 337 parents and guests of the Entry who attended the Parade were able to adjourn to the Maitland NAAFI in a dry state to enjoy their coffee and biscuits.

In their last term the 104th sportsmen distinguished themselves by winning the 'Cock O' the Walk' trophy. School Colours were gained by A/As Bedford, Simpson and Young and A/As Longden, Mullen and Whitear were given silver awards under the Duke of Edinburgh's Award Scheme. Congratulations also to A/A Burgess who was selected as the Commandant's Stick Boy for the month of January 1964.

We wish the 'Ton-four' boys all the best for their sojourn in the senior wing and hope that any bills they may have to pay in the future will not be too high!

105th Entry

The 105th, having set themselves a high standard from the very beginning on their arrival last September, have continued to maintain their activities, both official and unofficial, at a high level of performance during the winter months. Though outgunned in the Christmas Cock O' the Walk by the 103rd, they came back strongly at Easter and made the 104th fight the whole way for their narrow victory. Notable was the achievement of the Rugby Football XV, who not only soundly defeated their opponents on the other two Squadrons, but proceeded to teach their masters a lesson in the Station 7-a-side competition by defeating a team of Education Officers in the second round, before falling narrowly in the semi-final to the 101st.

Already the cricket field is brightly decorated with numerous pairs of brilliant white flannels—a sight which caused considerable thought in the the mind of at least one Staff N.C.O. as to where these gorgeous items of apparel were being kept! To date, no inspection has revealed anything more or less than what ought to be there. Having seen 'The Great Escape' at the camp cinema, he is currently to be found wandering around the blocks prodding the earth with his sharpened pace-stick (miscreants on parade, beware).

A/A Bills of the 105th Entry is to be congratulated on being selected as Commandant's Stick Boy for the month of March.

106th Entry

With the arrival of the 106th Entry on the 14th January, (they incidentally are the last entry at Halton under the present training scheme), the usual torture of ABC weeks had to be endured not only by the new boys but also by the staff. Eventually they were all fitted out with their new uniforms and squeaky boots, shorn of hair, photographed, 'jabbed' and generally punched, bored and counter-sunk. Since those first 'halcyon' days the 106th have now firmly established themselves on No. 3(A) Wing, although unfortunately, they will have to wait until October before they can truly say that they are no longer 'rooks'. However, as an Entry they are shaping up very well and even managed to convince the

TECHNICAL TRAINING WING NOTES

AIRFRAMES TRAINING SQUADRON

The Spring Term saw the graduation of the 98th Entry. Airframewise, the final results were splendid and the entry confounded even their most severe critics. The instructors were bombarded with the usual enquiries concerning individual posting—to which they have now formulated a stock reply, viz: 'My son—you will survive—fear not!' Prior to their graduation the entry invited their instructors to join them on a 'Beverage Consumption' evening. Willing, as ever, to comply with apprentices' wishes, we went along. The venue was Brill—in the words of a wise old man 'The last place God made—and he didn't make a very good job of it!' It took most of the evening to locate the village—the coach driver had a rough idea—'It's somewhere in the Northern Hemisphere'. However, the search proved well worth while. Beverage flowed fast and free and food to suit every taste was plentiful. (Difficulty was experienced in separating Cpl.Tech. Darwent from the 'grub tub'). In all, an exceedingly enjoyable evening for which the members of the 98th have our gratitude.

We extend a welcome to Ch.Tech Barker—our 'freshman' and, of course, an ex-Apprentice. May his tour of duty prove to be enjoyable.

With the advent of the cricket season it follows that the formation of the section team is paramount in our thoughts. Consequent upon our astounding success of a couple of seasons ago (which success was not enthusiastically received by everyone), be it known to all and sundry that, for obvious reasons, the team has been renamed '**The Barbarians**'. Captaincy, which the discerning members avoid like the plague, has been allotted to Cpl. Hall. He is to be afforded sympathy and a life policy in his perilous venture. Sgt. Phillips is to be observed getting in his fielding practice—it seems he throws Bert, (the gardener) against the crew-room wall, and catches him on the rebound—regardless of the angle. **OPPONENTS BEWARE!!**

We welcome amongst us—or is it upon us,—certain of the Engine Fitter fraternity. They take up their positions in what was once our 'Basic shop'. Their arrival was noticed by everyone—but everyone—whether they wished to notice or not. It was accompanied by a cacophony of sound—the rumble of engine trolleys—the yells of irate instructors and screams of injured and maimed Apprentices. But they made it, with very little loss of equipment and no loss of life!

Finally, on a serious note we bid farewell to two of our most familiar faces—those of Ch.Tech. Ransdale and Fg.Off. Stringfellow. The former, it is rumoured, is taking over where Fred Winter left off—well, if he rides 'em like he picks 'em, his retirement years should prove fruitful. We all wish him the very best of good fortune.

The latter, it seems, is to exercise his will and powers of persuasion in order to promote the growth and expansion of the R.A.F. in toto. We wish him every success in his new post and thank him for the effort he has made on our behalf during his time spent amongst us.

AIRFIELD TRAINING SQUADRON

Another winter has passed and the Airfield Training Squadron staff were certainly glad it was not as severe as the previous one.

The electricians have been burning real midnight oil to finish the 112 volt bay in time for the 99th Entry. At least they had room to build it. At one stage Sgt. Monk (Inst. Nav.) thought he would have so many A/A's in his bay that there would not be room for him and he would have to instruct from outside through an open window. Careful planning has avoided this but it is still like a tube train in the rush hour.

Sgt. Rich, i/c Armoury, has run out of people to teach. This has left him sitting in a room full of equipment and not a soul to tell about it. If they do not let him return it all to stores soon the frustration will send him mad.

Cpl. Hanby has done another good spraying job, this time on the Spitfire. As a result of his efforts we hear the Pakistan Air Force are after this aircraft as a museum exhibit.

Ch.Tech. Fisher has constructed a new Flight Safety cockpit using an old Hunter to replace his even older Meteor. I think he would have liked a more modern aircraft but as his modification somewhat ruins the airframe they will not let him have one.

Some faces have changed over past few months.

Postings in—Ch.Tech. Morgan (i/c Instrument Section), Sgt. Naylor (Instrument (Navigation)).

Postings out—Cpl. Rogerson to Singapore, Ch.Tech. Shedd and Sgt. Hardy to Lyneham.

The face in the controller's office has changed more than once with stand-ins for F.S. Stamp. (We are glad to hear his health is improving and he will soon be back to 'control' us.)

ENGINE FITTER SQUADRON

This may well be the last contribution to the Magazine from the present Engine Fitter Squadron, owing to the vast re-organisation taking place in the Technical Wing.

Gradually the Engine Squadron is closing down and moving to the New Workshops to make room for the Technician Apprentice. The present Engine Squadron instructors and equipment will be used to train the Craft Propulsion Apprentices. It is understood that the Wing Warrant Officer will be taking a special interest in the Craft Apprentice.

Good luck to the 98th Entry Engine Fitters, who were all successfully launched out into the Service. Their passing out marks matched the marks they achieved during training and their thanks must surely go to the skill and patience of all instructors.

With the passing of the 104th Entry to the Senior Wings, the Squadron had the opportunity to show 'Mums and Dads' round the Workshops. One Apprentice was seen to swell with pride, when his father was heard to say, 'your basic instructor was my instructor in 1928'. The instructor was seen to stroke his greying hair.

Congratulations go to A/A Slawson of the 103rd Entry who took part in the International Apprentices' Fitting Competition.

After competing with 150 other Apprentices from all branches of Industry in Great Britain, he was invited to compete in the final 8 to select the representative of Great Britain. Results are still awaited.

ELECTRICAL TRAINING FLIGHT

In the past term there has been the usual crop of staff changes.

Congratulations go to Cpl. Brian Ward on being accepted for a commission, and to Cpls. Wass and Jones, who intend to fly high in their new role as aircrew.

Farewell to Sgt. Andrew, who now forsakes his blue, leans firmly on his pipe, and dons jungle green to try his hand at instruction to the Malayan Air Force.

Farewell, also, to Cpl. Ward R., now at St. Mawgan, and Sgt. Dommett, who, after recently arriving from an instructional job at Handley Page, moves on to R.A.F. Henlow.

We welcome new arrivals Sgt. Horsefield from Boscombe Down, Sgt. Harvey sun-burnt from the Far East, Cpl. Brittell from Church Fenton, and Ch.Tech. Wallis from Germany, and hope they enjoy their stay at Halton.

The 98th Entry have now passed out into the big wide world. We offer them our congratulations on 100% pass and wish them good luck in their future careers. The award of five prizes and a G.D. Cadetship to S/A/A Coles was a truly magnificent effort.

This winter no complaints have been received on the bay heating system, for which we are very pleased. Does this mean the heating is good or was it a mild winter?

INSTRUMENT TRAINING FLIGHT

At the time of writing the 99th Entry are in their final term and working hard. They, and future Entries, are in the difficult position of having to try and maintain the past record of the Instrument Flight illustrated so well by the achievements of the 98th.

The prizewinners are to be congratulated, especially F.S.A/A Joy and L/A/A Legge, who not only took two prizes each but were selected for Cranwell cadetships. Prizes went also to C/A/A Hendrickse, L/A/A Yat and A/A Donovan, S/A/A Hockin must also be congratulated on his selection for a direct entry commission. We wish them all luck in their future careers.

There is only one newcomer to welcome—Cpl. Swann, who comes to us from Tengah, Singapore. We are also pleased to see the return of Sgt. Naylor, who was an instructor in the Flight on a previous tour, but who now goes to the airfield. Ch.Tech. 'Bob' Jones returned from Melksham with 'gen' flowing from his ears, having completed a course on the Military Flight System.

The latest entrant in the marriage stakes is Mr. Tom Bowers who enters for the second time. We wish him and his wife the very best for the future. To mark the occasion the Flight presented them with a pair of bedroom rugs.

Despite valiant efforts, the Flight was routed during the invasion. The contractors' mercenaries armed with paint sprayers defeated even the most deeply entrenched stalwarts. For weeks the bays were filled with

retreating groups carrying furniture and equipment to new positions, there to carry on the struggle in temporary exile. Such are the misfortunes of war that few managed to return to their original 'Empires'. Electronics is now back in the same rooms occupied over six years ago. 'And' says Mr. Ben Edgecombe, 'The roof still leaks!' The members of the Progress Section were quite philosophical about it all, claiming that they were due for their quarterly move anyway. There were no losses, but for some time we missed Mr. Sid Prout, our caretaker, and after a fruitless search under the dust-sheets we discovered he was off sick. He is now back and we wish him continued good health.

Entries from this flight to the Halton Handicrafts Competition resulted in prizes being won by Mrs. Hardaker for lampshades and Ch.Tech. Ted Beresford for wood carving.

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