

The Haltonian Magazine

57 Edition

Winter 1950

(Scroll down)



**The world is looking up . . .
to **BRITISH** design**

The Hawker P.1052—the jet fighter which flew from London to Paris at an average speed of 618 m.p.h.—is yet another triumph for British designers and technicians. Their skill and vision enable Britain to lead the world in aeronautical development.

Rotax designed and made vital electrical equipment for the Hawker P.1052 and take pride in having been associated so intimately with the success of this new achievement.

In the design, development, manufacture and service of complete electrical systems and equipment, Rotax continues to contribute vitally to the progressive development of British aircraft.

COMPLETE ELECTRICAL SYSTEMS
AND EQUIPMENT FOR AIRCRAFT

ROTAX

(Hawker P. 1052)

ROTAX LIMITED • WILLESDEN JUNCTION • LONDON, N.W.10 • ENGLAND
ROTAX AUSTRALIA PTY., LTD. • 81 BOUVERIE STREET, MELBOURNE, N.3
ROTAX CANADA LIMITED • MONTREAL AIRPORT, DORVAL, P.Q.

EDITORIAL

When this issue appears, we shall be on the threshold of Christmas and preparing to open the door to 1951. We wish all Haltonians, present and past, a happy time during the festive season and good fortune in the future.

* * * *

Since our last issue, several of those inevitable postings that fashion our lives have brought great changes at Halton. Group Captain N. C. S. Rutter, C.B.E., has left the station officially, though he is still living near, at least for a time. We say farewell to him knowing that with his departure we have lost both friend and counsellor. During his tour of duty, everybody learned to appreciate his sympathetic treatment of apprentices and their manifold personal and training problems. His interest in the Station was unceasing and, as Chairman of the Magazine Committee, he was a tower of strength. We have not allowed him to go without a message to all readers, which will be found elsewhere in this issue. Wing Commander R. A. R. Coote-Robinson, O.B.E., too, has left us. To him also we wish the best of fortune.

* * * *

Group Captain D. O. Finlay, D.F.C., A.F.C., has taken over from Group Captain Rutter and Wing Commander E. Holden, D.F.C., from Wing Commander Coote-Robinson. We welcome them. The former is too well-known to need introduction and looks like taking local hurdles in his stride, whilst Wing Commander Holden, we are told, is not likely to be "faulted" by our problems.

* * * *

Happy the editor who can write saying that he has one or two contributions to spare. We are happy in that sense just at present, but we hope to find the need for more pages so pressing soon that we shall have to ask for more of them to print all that is being sent to us.

* * * *

An innovation in this issue is a prize competition in the form of a crossword with a difference. You might let us know what you think of it.

* * * *

As we go to press, we learn that Flt/Sgt/App/Air E. T. J. Manning and Sgt/App/Air J. A. Tucker of the 57th Entry have been selected for cadetships at Cranwell. Congratulations to both of them.

* * * *

Nobody except the editor can ever assess accurately the work of the Magazine Committee. In particular the influence of the assistant editor is often far beyond that of the editor himself, and rightly so, for it is the assistant editor who does the really hard work. It is with a special sense of losing one's right hand man that we must record the posting of Flying Officer A. H. Craven who has recently left Halton to go to the College. Our loss, however, is Cranwell's gain, and we have no hesitation in wishing him the very best of good fortune there.

PASSING OUT PARADE OF THE 57TH ENTRY



The Saluting Base

When the 57th Entry of Aircraft Apprentices passed out at Halton on Tuesday, 1st August, they had the honour to be reviewed by Marshal of the Royal Air Force Viscount Trenchard, G.C.B., G.C.V.O., D.S.O., D.C.L., L.L.D. He was accompanied by Air Marshal Sir John Whitworth Jones, K.C.B., C.B.E., A.O.C.-in-C. Technical Training Command, Air Vice Marshal R. O. Jones, C.B., A.F.C., A.O.C. No. 24 Group, Air Commodore N. Carter, C.B., D.F.C., Commanding R.A.F. Halton, Group Captain N. C. S. Rutter, C.B.E., Senior Training Officer, No. 1 School of Technical Training, Halton, and Wing Commander B. Robinson, Officer Commanding No. 2 (Apprentices) Wing.

The parade took place in ideal weather, with intermittent sunshine and a strong breeze. There was a large attendance, which included a contingent of the A.T.C., which Lord Trenchard afterwards addressed.

After inspecting the Guard of Honour at Station Headquarters which was provided by apprentices of the 59th Entry, Lord Trenchard proceeded to the Henderson Parade Ground, where the parade was, as always, conducted entirely by the Aircraft Apprentices. The Military Band, the Drum and Fife Band and the Pipe Band all took part in the parade. The 57th Entry maintained the usual high standard of Halton Passing Out Parades, and F/Sgt/App/Air Manning is to be congratulated on the way in which he and his subordinates conducted it. After the parade, the 57th Entry, their friends and relations, the visiting officers



Inspecting No. 2 Flight

and the officers and N.C.O. instructors of the School assembled in the Burnett Gymnasium for the distribution of prizes. After the prayer, the Station Commander, Air Commodore N. Carter, C.B., D.F.C., presented his report on the Entry, which began its training on 23rd September, 1947. He stated that the general quality was up to the standard of the previous post-war years, and that 175 apprentices would pass out. After speaking of the technical training that the Entry had received in modern equipment including gas turbines, he went on to praise the Fitters IIA for the "exceptional and most commendable keenness" they had shown, particularly in applying themselves to private study. All trades except the Fitters IIE. had shown an improvement, especially the Fitters IIA. who had an average of 77% on their manual test. The Fitters IIE. had been overtaken by the Armourers and Instrument Makers and were being hotly pursued by the Electricians. Forty-seven apprentices had qualified for National Certificates, this being about 26% of the Entry, which was average. Discipline had been good and considerable keenness had been shown in sporting activities; he especially commended No. 2 (Apprentices) Wing in this respect. Seven apprentices from the Entry had represented the School at Soccer, five at Cricket, two at Rugger, one at Swimming, one at Fencing and one at Boxing. In all twenty-seven had been awarded their School Colours. Seventy per cent. of the Entry had volunteered for Air Crew and the Entry had four hundred and sixty-nine hours of flying time to its credit. Eleven apprentices had gained 'A' Certificates for Gliding. Air Commodore N. Carter ended his report by pointing out that only sixty-five of the Entry would be going to St. Athan, and that the remainder would proceed immediately to selected flying units. In conclusion, he introduced Lord Trenchard, saying: "We are greatly

honoured to have Lord Trenchard with us today at Halton, which owes its existence to his foresight and encouragement; we hope he has not been disappointed."



Sgt/App/Air Murray receives one of his many prizes.

Lord Trenchard began by congratulating those who had been awarded Cadetships and the Prize-winners. The following three Cadetships were announced: Cpl/App/Air Brand in the General Duties Branch, Sgt/App/Air Murray and Cpl/App/Air Large in the Technical Branch. The prizewinners were: Highest in Order of Merit, All Subjects Efficiency — F/Sgt/App/Air Manning; Highest in Order of

Merit, Educational Subjects—Sgt/App/Air Murray; Highest in Order of Merit C.T.T.B. Practical Fitting Test (and winner of Crebbin Robinson Cup)—Ldg/App/Air Offord; Highest Average for Practical Fitting over Three Years' Course—Cpl/App/Air Bradshaw; Highest in Order of Merit in General Studies (and winner of Elliott Memorial Prize presented by the Royal Aeronautical Society)—Sgt/App/Air Murray; Best Tradesmen in Central Trade Test Board Examination: Fitter IIE.—Cpl/App/Air Bradshaw, App/Air Johnston; Fitter IIA.—Ldg/App/Air Usher, Cpl/App/Air Large; Electrician—Ldg/App/Air Sharman; Instrument Maker—Sgt/App/Air Willis; Fitter Armourer—Ldg/App/Air Russell.

Lord Trenchard commenced his speech by pointing out that the parade had taken place at a momentous time and that the high standards which Halton set to the Royal Air Force may help us to preserve peace. He went on: "I am more than pleased to come back to Halton and see it again. Halton and Cranwell are the two pillars on which the Royal Air Force is maintained and if the standard is held up we may have a chance to avoid war." After speaking of the Farnborough Air Display, which, he said, had shown wonderful organisation, training, maintenance and turn-out, Lord Trenchard spoke of the plans he had had for Halton. "I am more than sorry," he said, "to see how few apprentices there are here compared to what I hoped for thirty years ago. Show by your pride and keenness that the education here is worth coming to for its value in your future lives. Life is made up of unfairness; rise above it and do your best to leave your job better than you found it." He went on to define discipline as "one thing and one thing only—playing the game, to one's seniors, one's equals and, most important of all, to one's juniors." In conclusion Lord Trenchard said: "I hope the parents here today will persuade their friends that for the boy's own benefit it's worth joining the Royal Air Force. We must see that this college is built up to the size it was." He ended by wishing the 57th Entry good luck and Godspeed in their Air Force careers.

58th ENTRY

The 58th Entry arrived at North Weald on the 22nd January, 1948, for aptitude tests, and 161 were selected to commence training at Halton along with 10 selected Boy Entrants from Locking. They were received into No. 3 Wing. When the new training organisation became effective in December 1948 the F.I.A.'s were posted en bloc to 2 Wing, the F.I.E.'s to 1 Wing and the ancillary trades remained with 3 Wing. The strength of the Entry is now 152, there having been several discharges and transfers, and it is unfortunate that one or two of the apprentices, discharged for medical reasons, were brilliant boys who would have done well at Halton.

Throughout their training the 58th Entry have taken an interest in their work and a pride in their units, and it has been due in part to this spirit that the general standard of apprentices has improved. Whilst at Halton, F.I.E.'s have blazed new ground at workshops as they were the first entry to be trained on the Hercules 100 and to receive E.R.S. training on Gas Turbines.

In addition to training, the Entry have carried out all normal routine commitments, such as guards of honour, visits to manufacturers and many local functions. They have a full quota of representatives in Wing and Station sports and many have given valuable support to the Halton Society. Sgt/App/Air Lidiard has been outstanding in the Entry for his efforts at swimming, gliding, and shooting. He has already been selected for the Command Swimming Team and was reserve for the R.A.F. The Entry has done well in gliding and several have gained their 'A' and 'B' certificates. In the Halton Society, Sgt/App/Air Marsh has devoted much of his time and energy to the Halton Branch of the Royal Aeronautical Society. Another member of the 58th Entry who deserves mention in the field of sport, is Ldg/App/Air Brockhurst, who has represented the Station at Rugby and Athletics.

The Entry generally has been up to the normal standards in every aspect, and have worked together and established a clearly defined and separate identity from other entries. Although it cannot be said that the entry spirit has been outstandingly high, at least they have been united, and have stuck together throughout the entire three years. This comradeship is now shown in the earnest desire of the Entry to acquit themselves with distinction in the final results and on the Passing Out Parade which will be taken by Flt/Sgt/App Allison on the 19th December, 1950.

We wish the 58th Entry the best of luck on leaving Halton. May they carry to the Squadrons of the R.A.F. the highest traditions of this great School, leaving nothing but credit to the School, their Squadrons, and themselves.



No. 1 (A) Wing



No. 2 (A) Wing



No. 3 (A) Wing

WING NOTES

NO. 1(A) WING

During the last six months the Wing has witnessed several important changes in staff. Our Commanding Officer, Wg.Cdr. D. R. Biggs, D.F.C., was posted to Air Ministry. He will always be affectionately remembered in the Wing for his efforts in all aspects of Apprentices Training and a special mention must be made about his leadership in the rebuilding of the Halton Society of which he was President. In his place we welcome Wg.Cdr. Dadswell, B.Sc., D.I.C., from Far East.

In the Schools we were sorry to lose Wg.Cdr. Rundle, O.B.E., noted for his quiet, sympathetic and humorous handling of both his Staff and Apprentices. We sincerely hope he enjoys his retirement in his native Cornwall. He has been succeeded by Wg.Cdr. Morgan, O.B.E., whom we hope will have a happy stay here. Another retirement we greatly regret is that of Flt.Lt. Reynolds whose work for the sport of the Wing and for the Halton Magazine was untiring.

During the course of an Inventory check of our Wing P.S.I. a long-lost cup was unearthed. In previous years this cup was awarded for drill. It has been decided to re-introduce this cup forthwith as it is considered it will add a little interest to this rather dull and boring subject. The competition will be organised on a knock-out basis and at the time of going to press the 62nd Entry have thoroughly defeated the 61st Entry, although rumour has it that the 66th Entry will walk away with the cup. But time will tell.

An experiment being carried out in the Wing is that of wearing denims with suitable identification flashes instead of the normal working dress. The 65th Entry are the first guinea-pigs.

The Wing has been prominent in all sports, especially in Football, Basket-ball, Cricket and Shooting. Shooting, always a popular sport, is becoming even more so now that the days are shorter and temperatures outside are lower than ever. So it is not surprising to find that expenditure of the free ammunition is steadily increasing, with gratifying results. In the St. Dunstan's Trophy No. 1 Wing has two teams in the semi-final after battling with many of the thirty-two teams which entered. In outdoor shooting during the summer many rounds were fired, mainly at the summer camp, although shortly before that three Apprentices teams and several individual competitors from the Wing went to Bisley to return with a most remarkable achievement by App/Air Jones who won the Royal Air Force individual apprentice championship for 1950. Finally, Cpl. Fairchild of the Wing permanent staff gained a reputation at local County Meetings where he obtained the highest aggregate Small Bore score with an average of 99.8.

NO. 2(A) WING

There is no doubt that ex-Halton apprentices, a few years after passing out, must often refer to an event which happened when they were here. The present-day apprentice will certainly be able to look back on several major events that have occurred in the short time since the 2 Wing notes were last written. One can call to mind immediately the visit of Viscount Trenchard, the introduction of the bonus award, the increase in rates of pay, and the introduction of the new trade structure. The 1950 apprentice has plenty of landmarks, and we must hope that he realises fully the depth and importance of them all. Even the

most apathetic apprentice—if, indeed, he exists—must appreciate that the bonus award and the new trade structure are of vital importance to him as an individual, and an apprentice who wastes his time at Halton nowadays should surely be advised to investigate the depth of Tring reservoir.

To pass on to more general subjects, the machine continues on incoming and outgoing entries: the 56th and 57th have left and the 65th and 66th are in. Both of the outgoing entries did credit to No. 2 Wing: the 56th achieved a standard slightly higher than was expected and, by a last-minute effort, developed an Entry spirit which resulted in an impressive passing-out parade and a quiet farewell. To Cpl/Apps/Air Armitage and Fitzpatrick we offer our congratulations on being awarded G.D. cadetships at Cranwell: we wish them every success and a share in the Sword of Honour.

For the 57th Entry we have nothing but praise, not only for their passing-out results but for three years' honest endeavour and a magnificent entry spirit. Sometimes we are led away by passing-out results: they loom before us and are magnified beyond their true value. Surely it is the spirit of the individual and the teamwork of the Flights that matter at Halton and in the Royal Air Force. To all junior entries we commend the example of the 57th who, ably led by Flight Sergeant Apprentice Manning, were a credit to the Squadron, Wing and Unit. We congratulate Sgt/App/Air Murray and Cpl/App/Air Large on winning commissions in the Engineering Branch, and Cpl/App/Air Brand on a G.D. Cadetship, and we wish them successful careers.

The wet summer has resulted in a fairly quiet season of cricket and athletics, but all the cricket fixtures were completed with varying success. No. 2(A) Wing did very much better in this year's B.K. athletics, and were only beaten on the post by No. 1(A) Wing into third place. We have some very promising juniors and, though now by far the smallest Wing, we hope to spring a few surprises in this year's B.K. We are now in the throes of rugger, soccer and all winter sports and, under the new organisation, it is expected that the standard of achievement on the games fields will improve considerably. By combining organised games and major games coaching within the Wing we aim to unearth a lot of talent and, at the same time, ensure that all apprentices (and staff) are engaged out of doors on Wednesday afternoons. The Wing won the B.K. Swimming: much credit goes to Sqn.Ldr. O'Connell and Sgt. Dyer (now regrettably transferred to No. 1(A) Wing) for the work they put in for the team, and we congratulate Sgt/Apps/Air Inches and Lidiard on their grand efforts. We have started well on the 1950/51 B.K. Competition by winning the Senior Shooting, largely through the enthusiasm of F.S. Scriven.

In the workshops there have been few changes. The fact that No. 2(A) Wing continues to lead in the standards of trade passing-out results is gratifying to the staff. We are, however, not yet satisfied, for we are fully aware that a large number of apprentices do not give all they should to their technical training, and so by no means fully repay their instructors for the long hours of service that they all give. We wonder how many apprentices appreciate the fact that our instructors are giving their lives to the R.A.F. and to the country, and that by inattention and backwardness some apprentices are holding up the efforts being made by all true-minded people to place our country in a position of strength

and security. We should like our apprentices in No. 2(A) Wing to follow the example of the test pilots we saw at Farnborough this year: men like Derry and Lithgow achieved their position in aviation simply by concentration of effort and a devoted sense of duty to the country's needs. Ask yourself the question "Am I doing just that?"

The F.I.A.'s Instructors' Shield was awarded this term to Cpl/App/Air Doggerel, 60th Entry, and again the Commandant honoured us by making the presentation. We congratulate Cpl/App/Air Doggerel and trust that he will receive higher awards on his passing-out day.

To Warrant Officer Ponting, M.B.E., and Sergeant O'Keefe, B.E.M., we offer our congratulations on their well-earned awards in the Birthday Honours List, and to Warrant Officer Palmer we say how pleased we are with his promotion. Sqn.Ldr. Worthy, Flt.Lt. Jones and Fg.Off. Waddingham are welcomed to No. 2(A) Wing, and we wish them a successful and satisfying stay at Halton. We have had with regret to say goodbye to Flt.Lt. Russell, who has completed a three-year tour at Halton.

NO. 3(A) WING

Since the last issue of the Halton Magazine, No. 3(A) Wing has undergone a major change in organisation. After a trial period of a year and a half, grouping of trades in Squadrons has been discarded, and the basic unit in the Wing is now the Entry. Each entry is a complete Flight containing apprentices of all three trades, with three Flights in each Squadron. This has met with approval from the apprentices, who like living with their contemporaries rather than with mixed entries of the same trade. Wing, Squadron and Flight administration will be greatly simplified. The main drawback is that Flight Commanders are not in command exclusively of those apprentices for whose technical training they are responsible. However, it is anticipated that this disadvantage will be far outweighed by the advantages.

Another notable event in the Wing has been the success gained in the B.K. Trophy Competition. Sound teamwork throughout the year, and a consistently good standard in all sports, had their just reward. It is hoped that this success will inspire the Wing to even greater efforts in the current year, with emphasis on teamwork rather than on scattered individual brilliance.

The Wing is looking forward to a successful season in the School Inter-Squadron Leagues in Football, Rugger and Hockey. Besides providing valuable week-end relaxation, benefit should result from friendly contests against Squadrons in other Wings. Within the Wing inter-Flight games and "pick-up" games are popular during week-ends, and an effort must be made to extend these activities.

The Drum and Fife Band has now reached a high standard of proficiency in both playing and drill. The presence of a band in the Wing has had a beneficial effect on marching and ceremonial parades, as well as providing a good hobby for apprentices interested in music. Several outside engagements were carried out, much to the enjoyment of all. The Military and Pipe Bands of the No. 1 S. of T.T. Trumpeters have also been aided by apprentices from this Wing.

The Physical Training Display team has also distinguished itself in several outside engagements during the Summer, and credit is due to the staff and apprentices who have given their time to make it the success it has been.

Redecoration of the Wing has been partly completed. It is the hope of the inhabitants of the uncompleted portion that this work will be carried out as soon as possible. Curtains are now hanging in all barrack rooms. The Wing Lecture Room has been re-equipped with tables and chairs, and Squadron Quiet Rooms are used by many apprentices.

All branches of the Halton Society are supported enthusiastically by members of No. 3(A) Wing and provide pleasant, instructional and, in some cases, profitable relaxation and hobbies. It is hoped that more apprentices will avail themselves of the facilities at their disposal during the current year.

Gliding also has its enthusiasts, though the limited facilities available are not sufficient for the demand. Every effort is made to select the most deserving apprentices for gliding instruction, though we do sympathise with those who cannot be accommodated. Flying of apprentices in the Tiger Moth is still being carried out by pilots on the Wing Staff.

The 60th, 61st and 62nd Entries each spent a fortnight at Summer Camp. This made a pleasant break from the routine of the School. Unfortunately the last two Entries did not enjoy such good weather as the 60th, but to their credit they maintained high spirits under adverse weather conditions.

Squadron Leader Granville has left to take up a post at Headquarters No. 1 Group, Bomber Command. He was relieved by Squadron Leader Akhurst, to whom we extend our welcome and best wishes for a pleasant tour at Halton. Flt.Lt. Wakeford has recently left to take up a Squadron Commander's post at Hednesford. We congratulate him on his promotion and wish him every success in his new work. We extend a welcome to his relief, Plt.Off. Jordan, and wish him a pleasant and successful tour of duty in the Wing.

In the Schools, opportunities for experimental work in electricity have been increased now that benches in the A.C. Laboratory are rigged with power points fed by the three-phase alternator installed some time ago. This laboratory has such visual aids to learning as a Cathode Ray Oscillograph and a Neon Tube operated by a Tesla Coil whose garish glow usually draws a small crowd of visitors on "open" days.

For those who wish to study technical theory at leisure, suitable books are available in the Wing Library, and additions will be made as occasion permits. The habit of reading needs to be encouraged amongst apprentices, who must not regard the notes in their notebooks as necessarily representing all they need to know. On the contrary, they should take every opportunity of reading what other authorities have written.

In general, we can look back on the past six months with some satisfaction. There has been an improvement in the general bearing, turnout and marching in the Wing, but much yet remains to be done. Let everyone try to improve himself in every possible way, and the Wing will be a credit to the apprentices serving in it.

On The Playing Fields

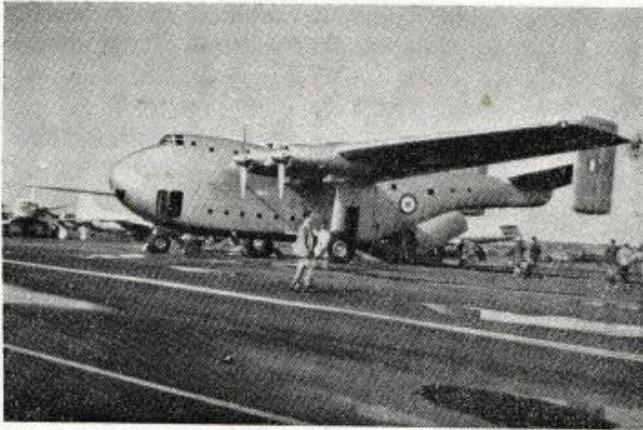
There must be very few of us indeed who, at one time or another, have not either ourselves quoted, or heard others quote, those famous lines which claim that the playing fields of Eton deserve a major share of the credit for the famous victories of past ages won by our armies on foreign battle-fields. But not so many of us realise just how true was that statement. In an age when a landed gentry class bred an eldest son for a commission in the Army and a youngest son for the Church—with, perhaps, an in-between for politics; in an age when the rank-and-file of the fighting forces consisted of a few thousand criminals, mercenaries, half-wits and illiterates who were capable only of blind obedience to their officers' orders; in an age when a battle was a stand-up fight between opposing military forces and when the use of airborne forces had only reached the carrier-pigeon stage; in such an age the public schools played a special part in pre-training for victory.

Times have changed. Warfare is no longer a stand-up fight between small professional armies, carried out according to chivalrous rules; the sons of a fast-disappearing gentry no longer monopolise the commissioned appointments; the Church no longer praises warfare; the successful common man now guides our political destiny; the rank-and-file is now John and Joan Citizen by the million; aircraft in many forms have taken the place of horse, sabre and musket; we live in an age when the first military force to drop an aitch may have to bear the responsibility for ending civilization as we know it today. The pre-training for victory now needs far larger fields than of old.

It is no exaggeration to state that R.A.F. ex-apprentices played a major part in saving the country from defeat—an early defeat—in the last World War, and that, but for them, the way of life so precious to us all would have been banished from our country for centuries to come. They trained the flood of eager (but very unskilled) volunteers and the less eager (and even less skilled) torrents of conscripts, and eventually modelled them into the ground-crews of our huge war-time air force; they helped to organise the mushroom-like growth of countless fighter and bomber squadrons—always at hand to give technical guidance or, when necessary, to slave-drive to still further efforts tired fitters and riggers, armourers and electricians, instrument repairers and wireless mechanics. Others figured among the pilots, the navigators and the gunners of that pitifully small early bomber and army co-operation force which operated over enemy territory in slow, poorly-armed Hampdens and Battles against the might of the German Air Force when it was at the height of its power. Yet others were among the pilots of the comparatively few fixed-pitch early Spitfires and Hurricanes who flew, undaunted, to defend their unfortunate kinsmen from the savage attacks of hordes of Nazi fighters and bombers when they were stranded on the beaches at Dunkirk, and who fought the daylight raiders out of the sky during the Battle of Britain. They were the so-called "Brylcreem Boys."

The majority of that fine force are now merely fast-fading memories—names on the Halton Apprentices School Roll of Honour, photographs in humble homes throughout the countryside they saved, subjects of reminiscences when ex-apprentice meets ex-apprentice in Officers' or Sergeants' Mess. Most of the cream of a force second to none is dead—killed in air combat or by bomb or bullet when on ground duty or

(Continued on Page 69)



The S.B.A.C. Show 1950

General Aircraft
G.A.L.60

The high-pitched screaming whine of propellor turbines, coupled with the low pulsating roar of contra-propped piston engines, mingling with the blasting scream of pure jets, beneath a thundery grey overcast autumn morning sky, was the first impression that many thousands received as they approached Farnborough and this year's S.B.A.C. Show, the eleventh to be held.

Buyers, technicians and people from all branches of aviation, travel yearly from the far flung corners of the world to this greatest of all air displays, which exhibits the world's best aircraft, flown by the cream of the world's test pilots, all bearing the hallmark of quality, "British Made."

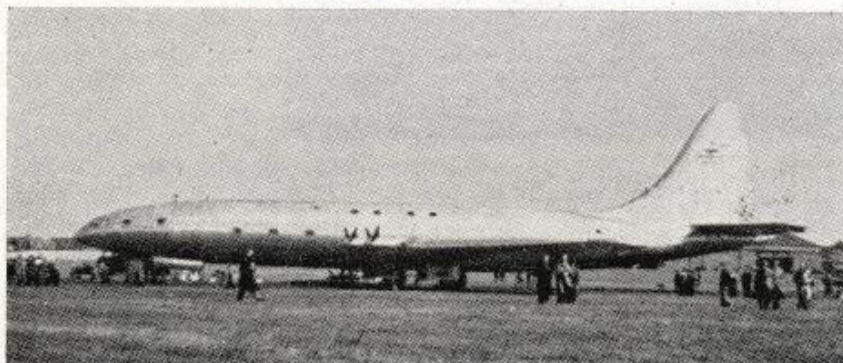
It would be impossible in such a small space to do justice to all the outstanding aircraft, for indeed they were all outstanding. However the flying display is worth special mention. First off was the Avro Shackleton, its Rolls Royce Griffon engines giving it a remarkable rate of climb. Next came the Ambassador, which, in its graceful single engined fly past, made many of us wonder why it is actually provided with four. Immediately afterwards we were treated to a display of flight refuelling using a Lincoln Tanker and a Meteor.

There was a lull; the crowd were waiting for something to happen. It did! With an ear-splitting roar, which was almost a report, the Seahawk had gone. That is all that can be said about it. Following this, came the Westland Wyvern, carrying a full load, to carry out an unblemished aerobatic display. Flying on only one of four available



Avro 707

engines seemed to be infectious as the Viscount, the first prop-turbine aircraft in the world, gave us just as wonderful a display as did the Ambassador. Two initial training aircraft, the Percival P.56 and the Handley Page H.P.R.2, and the advanced trainers, the Avro Athena and the Boulton Paul Balliol, showed in their flying that they had all the robustness and handling qualities good aircraft require. Britain's first jet bomber, the Canberra, deserves credit for its surprisingly fast and agile performance; truly a worthy successor to the faithful "Mossie"!



Bristol Brabazon I

The Comet. Do we need to say anything save that it surpassed all expectations, which, as this is perhaps the world's most talked of aircraft, were extremely high? The versatile Meteor was present in several of its various guises; the night fighter, the day fighter, the fighter bomber, and as an engine test bed. Altogether six different Meteors were shown.

John Derry, flying the Venom night fighter, gave an unsurpassed performance of all the aerobatics in the "pilot's handbook," using the skill and timing that only he possesses. Not once did he hesitate or falter: his famous slow roll can only be described as perfect. While we were watching him, the two fastest aircraft at the show, the Hawker P.1081 and the Supermarine 535, took off. The pilots of these aircraft were constantly trying to outdo each other in the speed of their fly-past and both must have left the speed of sound behind as a spectator.

As a complete contrast, the Prestwick Pioneer took off at walking pace in less than its own length. Using all Flappery and Slottery with which it is provided, it can fly at surprisingly low speeds and in fact it landed in less than the runway's width, over the Brabazon which was being positioned for take off. One cannot think of landings, without recalling Reynold Porteus in the Auster Aiglet, who, after giving a marvellous demonstration of aerobatics, carried on his tricks on taxiing by hopping from one wheel to the other with brilliant precision.

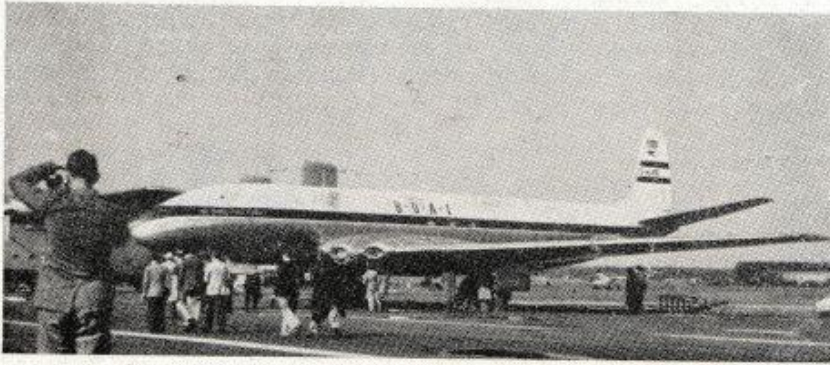
As a fitting and magnificent end to the flying display, the Brabazon I took to the air, and, despite its deceptively slow speed, sailed majestically overhead, while the spectators could hear the unhurried, confident commands of Mr. Pegg to his crew relayed over the radio telephone as he circled and landed his monster charge.

No description of the S.B.A.C. Show would be complete without mention of the excellent ground exhibition which accompanies the flying display. In this exhibition, all firms which manufacture accessories in any way connected with the aircraft industry are represented at their various stands. They show the picture behind the scenes; the small

things which do not receive publicity but play such an important part in the aircraft of today. Here you see anything from a mushroom head rivet to an aero-engine.

In passing it is worth mentioning that, of the forty-one aircraft at the show, twenty-two were powered by gas turbine engines, propellor or jet. Truly a remarkable achievement when one remembers that jet propulsion for aircraft is only ten years old.

The Static Aircraft Park is also worth a mention. In it were a number of aircraft which did not take part in the flying display, yet were important. In particular there was the Avro 707 Delta wing research aircraft. Although those who were lucky enough to be there on the first day saw it flown in, it was not flown in the display since it had not flown a sufficient number of test hours.



D.H. Comet

Farnborough 1950 marks a year of great British achievement both in aircraft and engines; seven types of engine on show are being manufactured under licence in America. For anyone who still doubts Britain's lead in the world of aviation, a visit to the next S.B.A.C. show is strongly recommended.

THE TWINS.

(Continued from Page 62)

drowned when carrier or troopship found a resting-place fathoms deep. Those more fortunate who survived will soon be too old to retain their places in a service the very life-blood of which is youth. The vacant spaces left by their passing must be filled, and filled quickly. Temporary, second-rate stopgaps are not enough—the vacant spaces can only be satisfactorily filled by the best of Britain's youth who have learned how to play a fine game, who have learned what it really means to be one of a team, who have learned how to take defeat cheerfully and victory gracefully, on the playing-fields of Halton.

Halton's present fine playing-fields—some of the best to be found anywhere in the country—were made by past apprentices. During the period 1925—1928 countless Saturday mornings were spent prising millions of stones from hard wasteland—the land on which Kitchener's Army trained for Flanders and Gallipoli during World War I—and carrying them away in barrack-room buckets—buckets which afterwards required much burnishing before the next room inspection. Rough, stone-strewn wasteland was turned gradually into the fine fields Halton apprentices now have at their disposal. And it is up to the aircraft

apprentice of today to prove that he is worthy of the privilege of playing on fields with such a glorious past.

Times have changed—both outside and within the Royal Air Force—within the past few years. The Royal Air Force itself has improved in many ways: the pay is better, the food is incomparable to that served up in pre-war days, promotion is more rapid, the uniform is both smarter and more comfortable, and living conditions have improved a hundred-fold. The Service of today offers a lot—to those who are prepared to offer service in return. But whether the present-day youth is made of the same fibre—whether he possesses the same spirit as did the youth who eventually turned the tide in favour of democracy, whether he can replace the youth who has gone, is doubted by many. Despite the doubts, no-one can deny that the indescribable spirit of the pre-war days still lives on the playing-fields of Halton. Only the efforts of present and future aircraft apprentices can ensure that future historians will write with an equal pride of Halton to that of past historians and poets when writing of Eton.

F.L.C.