

The Haltonian Magazine

71 Edition

Summer 1955

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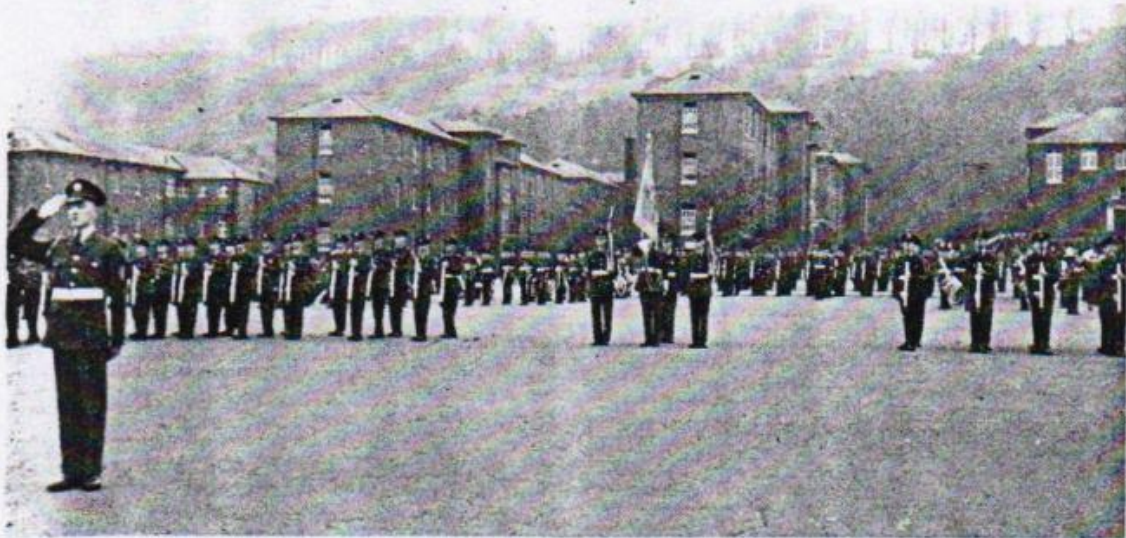
THE first of April, 1955, has come and gone. It was remembered by most people as All Fools' Day and celebrated accordingly. But to us it was memorable as the 37th anniversary of the founding of the Royal Air Force. Those 37 years have seen tremendous changes in aviation and to these changes Halton has contributed a great deal. This is neither the place nor the time to enlarge on Halton's contribution to flying in general or the Royal Air Force in particular, nor to describe the work of the R.A.F. since its inception. It is sufficient to say that, though measured in Military or Naval terms, the R.A.F. is comparatively young, in terms of experience it is as old as either and if responsibility brings on age, then surely it is as old as Methuselah. This experience has been distilled and passed on, efficiently we hope, to those members of the 71st Entry who have recently left us. They have had a lot to learn and have acquitted themselves well. We wish them good luck for the future and may they do as well as those who have preceded them. In this connection we congratulate Plt.Off. Hines of the 63rd Entry on his fine achievement at the R.A.F. College, Cranwell. He was awarded a

Cadetship from Halton and has, on completing his course, won the Sword of Honour.

This issue contains one or two innovations, but it must be sadly admitted that they have been included partly as a result of the paucity of material from our readers. If you find them interesting let us know; if not, the remedy lies in your hands—send more articles.

With Sqn.Ldr. Pritchard holding the reins of the Old Haltonian Section we, on the editorial side, have no need to use the whip. His ideas for improving the section are as varied as they are ingenious and he is proving himself an able successor to Sqn.Ldr. Scilley who, we are pleased to see, makes a return to our pages as an organiser and contributor from M.E.A.F. But may we be allowed one complaint which applies as much to Halton as to Hong Kong—please contributors type your copy; it is much easier for you to do it than it is for the editorial staff with their complete lack of facilities.

We wish you all good luck and may the heat of summer force on those ideas for the next issue.



The General Salute

## GRADUATION PARADE OF THE 71st ENTRY

THE month of April will be remembered by many for two important events. It will go down in the history of the country as the month when Sir Winston Churchill resigned from the office of Prime Minister. It will go down in the annals of Halton as the month when the 71st Entry of Aircraft Apprentices graduated. The former has just terminated a brilliantly successful career; the latter are just on the threshold of theirs—a career, incidentally, made possible partly by Sir Winston Churchill. Both are alike in that they chose to serve their country; both are alike in that they have connections with the Royal Air Force; let us hope that they will both be alike in the magnitude of their achievement.

If the boys of the 71st Entry were lucky in sharing a page of history with Sir Winston Churchill they were no less lucky in having such a distinguished and dignified reviewing officer. Resplendent in his blue, scarlet and silver uniform, the Lord Lieutenant of Buckinghamshire, Sir Henry Aubrey Fletcher, D.S.O., M.V.O., arrived at the dais accompanied by Air Marshal Sir Victor E. Groom,

K.C.V.O., K.B.E., C.B., D.F.C., Air Officer Commanding in Chief of Technical Training Command, Air Vice-Marshal G. B. Beardsworth, C.B., Air Officer Commanding No. 24 Group, Air Commodore G. E. N. Tindal-Carill-Worsley, C.B., C.B.E., Officer Commanding Royal Air Force Halton, Group Captain R. J. Carvell, Senior Training Officer of No. 1 School of Technical Training, Group Captain E. Knowles, M.B.E., Principal Education Officer of No. 1 School of Technical Training, and Wing Commander H. A. Paton, Officer Commanding No. 1 Apprentice Wing.

The parade passed off with its accustomed and expected high standard, though perhaps C/A/A Lewis should be reprimanded for regarding the arrival of the Reviewing Officer as the signal for resuming the mastication of his breakfast.

The Parade was under the command of Flight Sergeant Apprentice A. E. Thomson, 71st Entry. The other parade appointments were as follows:—

Colour Bearer                      S/A/A F. O. Hutchings



The Prize-Winners

Colour Escort C/A/A J. E. Hughes  
C/A/A H. W. Annan  
Colour Warrant Officer S/A/A P. G. Turner  
Parade Warrant Officer S/A/A D. S. Watson  
No. 1 Flight Commander S/A/A H. Gordon  
No. 2 Flight Commander S/A/A J. F. Turk  
Standard Bearers C/A/A N. A. Morgan  
C/A/A J. G. Redding  
Apprentice i/c Junior Entries  
S/A/A R. H. Wood  
Drum Major Military Band A/A G. M. Payne  
Drum Major Pipe Band A/A R. P. Rickwood

### THE COMMANDANT'S REPORT

At last the long rehearsed moment was over and the parade ground a depressing blank. A short break followed while the guests assembled in the Burnett Gymnasium for the prize giving. There, after welcoming the Reviewing Officer and his wife, the Commandant read his report.

He spoke first about the School in general, beginning with an item of great importance and "one which," he said, "should greatly encourage everyone, both staff and Apprentices, at Halton." At the Graduation at Cranwell the day before the Sword of Honour and two other prizes had been awarded to Senior Under Officer Hines who was an Apprentice in the 63rd Entry. This was, he said, "a convincing proof that the opportunity was

there for those who are able and keen enough to take it."

As usual there had been many visits during the term. Apart from those of various Army and Navy instructors there have been visits from Admiral Fisher, who was recently appointed Admiral Ground Training, Youth Employment Officers from Essex and Yorkshire and the C.C.F. contingents of several schools.

As a result of efforts to bring the instructional equipment up to date there were a Hunter and a Swift in the workshops and an order had been placed for a Rover Gas Turbine for the engines' laboratory. Another major improvement in the amenities was the gradual installation of fluorescent lighting.

In sport the School's fortunes had varied considerably. The winter games against Locking were lost by a narrow margin though Figgard inflicted a resounding defeat. On the other hand the junior soccer team had done very well and reached the final of the Berks and Bucks Minor Cup. Among the activities of Halton Society, the most noticeable was the fine performance of the Aircraft Recognition Society in the All England Contest. Mention was made too of the car built by the Motor Racing Section which appeared on television a short time ago.

The staff of the School had undergone several changes, the most notable being the departures of Wing Commander Lane, Officer Commanding Technical Training Wing, and Wing Commander Donovan who commanded No. 2 Apprentice Wing.

Then, turning to the 71st Entry, he said that 175 Apprentices commenced training in May 1952 but of these 52 were discharged, transferred to skilled trades or recoursed to junior entries. The remaining 123 were joined by 37 recoursed Apprentices, making a total of 160. Of those 131 were graduating. They comprised 96 Royal Air Force, 6 Royal New Zealand Air Force, 6 Royal Rhodesian Air Force, 15 Royal Pakistan Air Force, 3 Burmese Air Force and 5 Royal Ceylonese Air Force Apprentices. In the practical and theoretical examinations the entry achieved an average mark of 63.4% which was the lowest since the introduction of the new trade structure and generally showed a falling off of standards in all trades. In educational subjects the entry achieved an average of 50% which was slightly below the average for the past few years. As a result of their course in schools, 17 Apprentices were being recommended for the award of the Ordinary National Certificate in Engineering, while 19 had passed the Intermediate Examination of the City and Guilds of London Institute in aircraft servicing and maintenance. There were two first class passes, one of whom was awarded the Institute's Bronze Medal. In General Service Training the entry reached a satisfactory standard.

Once again visits to manufacturers' works had been arranged and representative parties of Apprentices from each trade spent some interesting and profitable days.

The entry took an average interest in sport and games with a number of representatives in the major boxing contests. School colours were awarded to 13 Apprentices of the 71st Entry.



S/A/A Hutchings receives his prize from Sir Henry Aubrey-Fletcher



The Inspection

The Commandant concluded his report with congratulations to Flight Sergeant Apprentice Thomson of the Royal New Zealand Air

Force who had been awarded a General Duties Cadetship at Cranwell.

### THE REVIEWING OFFICER

The prizes were then distributed by the Reviewing Officer who afterwards expressed his pleasure at the Royal Air Force inviting a soldier to review the passing out entry. He had come, however, not only as a soldier but as the Lord Lieutenant of Buckinghamshire, which county was happy to accommodate such a technical school. He—"a mere soldier"—was, he said, very impressed by the Royal Air Force since he had heard the

Duchess of Gloucester at 90 Group speaking to a pilot in a plane a thousand miles away. He continued that although he was unable to comment on the entry's technical ability, having dealt with 40,000 guards and troops in his time, he was able to comment on their parade. It was good, and their bearing showed that their spirit matched their performance.

Speaking to the parents he said that he hoped that they would encourage their sons in the Royal Air Force. The Commandant's reference to Hines's success at Cranwell showed that effort was rewarded and although he was not acquainted with the annual vac-



F.S/A/A Thomson being congratulated by H. E. T. Clifton-Webb, the New Zealand High Commissioner, and Mrs. Clifton Webb. Keystone Press Agency

ancies for Marshals of the Royal Air Force he saw no reason why their son should not fill one of them.

In conclusion he paid tribute to the remarkable progress made by the Royal Air Force in the last forty years but linked it with the hope that however proud of their own Service the boys might be they would not make unflattering comparisons with the other Services. It was dangerous to do so for in modern warfare the three Services were dependent upon one another and success would only come as the result of mutual confidence and trust.

**71st ENTRY CADETSHIPS****General Duties Cadetship**

F.S/A/A Thomson — — Christchurch High School, New Zealand

**PRIZE-WINNERS****Monsignor Beauchamp Memorial Prize (for the Best All-Round Apprentice)**

F.S/A/A Thomson — — Christchurch High School, New Zealand

**Highest in Order of Merit (All Subjects)**

S/A/A Hutchings — — Leicester City School

**Highest in Order of Merit (General Service Efficiency)**

1st F.S/A/A Thomson — — Christchurch High School, New Zealand  
2nd S/A/A Watson — — Carrick Academy

**Highest in Order of Merit (Educational Subjects)**

1st S/A/A Hutchings — — Leicester City School  
2nd L/A/A Whitby — — Stationer's Company's School, Hornsey

**Highest in Order of Merit****(T.S.T. Practical Fitting Test)—and Winner of Crebbin-Robinson Cup**

A/A Dodd — — Kingsteignton Secondary Modern

**Highest Average for Practical Fitting Test Over Three Years' Course**

C/A/A Hughes — — Ashford Grammar School

**Highest in Order of Merit (General Studies)****and Winner of Elliott Memorial Prize presented by the Royal Aeronautical Society**

S/A/A Turner — — Skinners Grammar School

**Highest Pakistani Apprentice in Order of Merit (Winner of Azhar Trophy)**

A/A Islam

**Highest ex-A.T.C. Cadet in Order of Merit (Winner of Quinton Trophy)**

S/A/A Gordon — — Waid Academy

**Pioneer Trophy (Highest Aggregate in Final T.S.T.)**

A/A Dodd — — Kingsteignton Secondary Modern

**Best Tradesmen in T.S. Test**

Airframe Fitter: A/A Dodd — — Kingsteignton Secondary Modern  
Engine Fitter: 1st A/A Smith — — Westcliffe High School  
2nd A/A Smith — — Southend Municipal College  
Armament Fitter: L/A/A Perryman — — Camelford Grammar School  
Instrument Fitter (Nav.): A/A Melton — — Cooper's Company School  
Instrument Fitter (Gen.): A/A Newton — — Sir William Turner's School  
Electrical Fitter (Air): S/A/A Watson — — Carrick Academy  
Electrical Fitter (Grd.): A/A Best — — Temple County Secondary School

**Sergeants**

Hutchings Leicester City Grammar School Turk E.P. Collier Sec. School, Reading  
Watson Carrick Academy, Ayrshire Gordon Sen. Sec. Waid Academy, Kilconquhar  
Turner Skinners Grammar, Tunbridge Wells



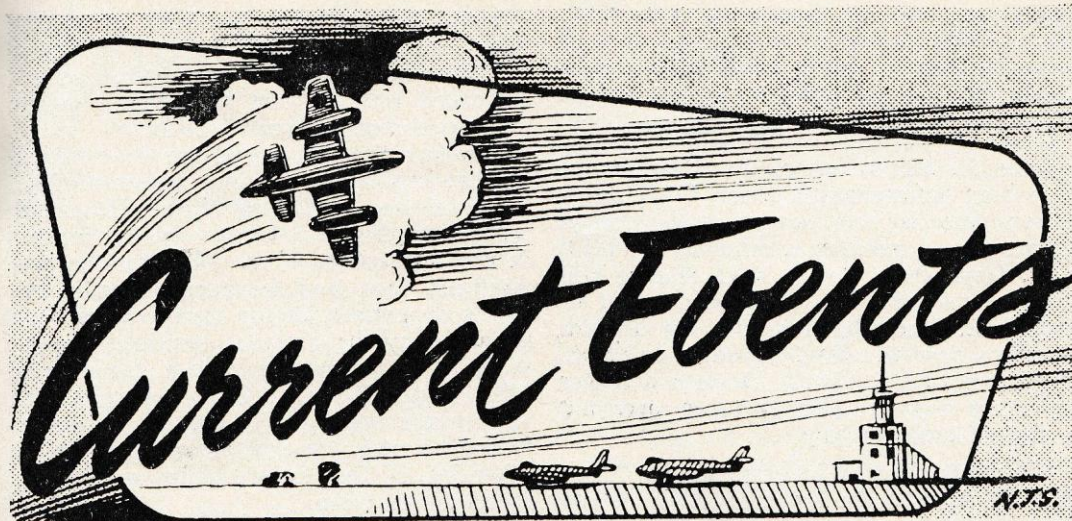
## 71st ENTRY POSTING LIST (in order of merit)

Hutchings, F. O.	32 M.U. St. Athan	Smith, D. K.	Linton-on-Ouse
Thomson, A. E.	Cranwell	Gartland, S.	Lindholme
Watson, D. S.	R.A.F. Horsham St. Faith	Cottrell, A. R.	F.E.A.F. (Seletar)
Turner, P. G.	Leuchars	Duffy, D. G. P.	Middle Wallop
Whitby, D. E.	Boscombe Down	Footner, J. B.	Wittering
Gordon, H.	Leuchars	Rice, A. J. F.	F.E.A.F. (Seletar)
Turk, J. F.	Abingdon	Duroe, D. A.	F.E.A.F. (Seletar)
Perryman, B.	Linton-on-Ouse	Hawthorn, A. R.	Rhodesia
Smith, F. H.	32 M.U. St. Athan	Khan, S.	Pakistan
Dodd, R. L.	Boscombe Down	Jacobs, G. H.	Malta (137 M.U. Safi)
Vickery, R. A.	Aldergrove	Neydorff, R. M. A.	Ceylon
Bell-Syer, B. P. B.	New Zealand	Braim, B. C. W.	32 M.U. St. Athan
Essom, R.	Scampton	Cattell, P. A. G.	32 M.U. St. Athan
Bottomer, D.	St. Mawgan	Munge, G. J.	Hemswell
Wood, M. J. W.	Scampton	Naqvi, G. S.	* Pakistan
Lainson, R. J.	F.E.A.F. (Seletar)	Honeyman, P.	Topcliffe
Annan, H. W.	New Zealand	Stormont, L. A.	New Zealand
Ham, P. W.	St. Mawgan	Robertson, I. D. T.	Ballykelly
Blewett, B. D.	New Zealand	Gray, E. B.	Malta (137 M.U. Safi)
Proudfoot, G. P.	Rhodesia	Htun Thein	Burma
Cobb, D. E.	Abingdon	Best, A. E. G.	5 P.D.C. Innsworth
Critchlow, J. L.	Gaydon		F.E.A.F. (Seletar)
Pratt, P. M. R.	Boscombe Down	Melton, H.	5 P.D.C. Innsworth
Chubb, P. J.	32 M.U. St. Athan		F.E.A.F. (Seletar)
Clayton, R. H.	F.E.A.F. (Seletar)	Brazier, J. M.	F.E.A.F. (Seletar)
Cowan, B. L.	Malta (Luqa)	Lewis, B. M.	32 M.U. St. Athan
Islam, M. S.	* Pakistan	Ullah, I.	* Pakistan
Barnes, A. E.	231 O.C.U. Bassingbourn	Forster, A. J.	Gaydon
Hughes, J. E.	Horsham St. Faith	Peers, N.	226 O.C.U. Stradishall
Standen, B.	St. Eval	McNally, R. B.	32 M.U. St. Athan
Crocker, G. E.	B.C.S.B. Lindholme	Palmer, J. A.	Ballykelly
Newton, J. M.	B.C.S.B. Lindholme	Salam, C. A.	Pakistan
Morgan, N. A.	Wittering	Wilkinson, M. C.	F.E.A.F. (Seletar)
Smith, G. J.	32 M.U. St. Athan	Farhat, N.	Pakistan
Newing, R.	Scampton	van der Merwe, D. J. C.	Rhodesia
Richards, D.	32 M.U. St. Athan	Asghar, M.	* Pakistan
Cunningham, P. D.	West Malling	Brailley, E. C.	Wyton
Redding, J. G.	Duxford	Bickers, A.	Marham
Clive, M. F.	Wyton	Willson, F.	St. Mawgan
Warford, D. E.	Malta (137 M.U. Safi)	Laycock, A. G.	32 M.U. St. Athan
Kelaart, J. W.	Ceylon	Burke, M. J.	Lyneham
Shah, G. S.	Pakistan	Watkins, J. W.	Lindholm
Wilson, G. A. G.	Topcliffe	Hussain, A.	* Pakistan
Jones, J.	Martlesham Heath	Anfield, P.	Ballykelly
Wilton, P. L.	Abingdon	Evans, E. F.	Malta (137 M.U. Safi)
Momen, A.	Pakistan	Ball, B. G.	F.E.A.F. (Seletar)
Peach, G. J.	Wittering	Coupar, W. B.	F.E.A.F. (Seletar)
Rashid, M. H.	* Pakistan	Golding, D. J.	F.E.A.F. (Seletar)
Robbins, F. J.	32 M.U. St. Athan	Braid, W. W.	Rhodesia
Atwill, A.	Rhodesia	Reynolds, G. R.	Malta (137 M.U. Safi)
Footner, A. B.	Wittering	Taylor, M. A.	F.E.A.F. (Seletar)
Howard, C. G.	Scampton	Johnson, D.	Rhodesia
Brown, L. M.	45 M.U. Kintloss	Bridgman, W. J.	Lyneham
Cochrane, I. D.	New Zealand	Quereshi, M. M. A.	* Pakistan
Meeten, B. J.	Odiham	Le Gallez, P. J.	Gibraltar
Hamilton, R. W.	32 M.U. St. Athan	Fox, K. S.	5 P.D.C. Innsworth
Paterson, A.	B.C.S.B. Lindholme		F.E.A.F. (Seletar)
Powell, T. G.	32 M.U. St. Athan	Issitt, B. L.	F.E.A.F. (Seletar)
Fernando, L. C.	* Ceylon	Malik, A. H. K.	* Pakistan
Mohamed, S.	Pakistan	Payne, G. C.	Ballykelly
Yates, T. J.	5 P.D.C. Innsworth	Ahmed, I.	* Pakistan
	F.E.A.F. (Seletar)	King, A. W.	Burma
Henderson, C. W. C.	Biggin Hill	Maung Sein	Burma
House, I. R. W.	Hemswell	Ilikumbure, S. P. S.	* Ceylon
Percival, R.	32 M.U. St. Athan	De Silva, A. F.	* Ceylon
Roberts, M.	St. Eval		

## The following Apprentices, ex-70th Entry, also qualified as Junior Technicians:—

Berryman, A. R. J.	West Walling
Cannon, P.	238 O.C.U. Colerne
Orme, B. S.	Church Fenton
Reed, P. E.	5 P.D.C. Innsworth
	F.E.A.F. (Seletar)

\* Denotes R.Cey. A.F. and R.P.A.F. Apprentices who qualified as "Satisfactory to carry out the duties of their Trade" although they did not reach R.A.F. Junior Technician standard



## Wing Notes

### NO. 1(A) WING

IT is unfortunate that these notes have to be handed in before the final Graduation of the 71st Entry takes place. However, we are in a position to offer our congratulations to F.S/A/A A. E. Thomson on his appointment to that rank and also for gaining the coveted award of a General Duties Cadetship at Cranwell. In Thomson we have another New Zealander graduating with the highest honours obtainable from Halton, as did his predecessor of the 68th Entry, No. 1 Wing, and it must surely strike many readers that here we have a serious challenge to the rest of us.

With the Graduation of the 71st Entry we shall see the start of the exodus of the Pakistani Apprentices. We understand that no more are coming to Halton as they are to be provided with their own schools of technical training in the future. We hope all those who are shortly to leave us will return to their own country with pleasant memories of Halton and this country. We wish them a safe journey back and all the best for the future, with the hope that in some way we shall hear from them from time to time. Our congratulations are extended to A/A Islam who has been awarded the prize for the best Pakistani Apprentice of the 71st Entry, and at this stage we should also like to extend our thanks to Flt.Lt. Sufi for all his past help and co-opera-

tion as the Unit Pakistan Liaison Officer.

Looking through the Schools results of the Final Examination it is worthwhile mentioning that it is a rare occurrence to see the highest aggregate mark going to the Armament Fitters. This result is a very creditable performance and we feel that all concerned, with a special mention for S/A/A P. J. Turner, S/A/A H. Gordon and L/A/A B. Perriman, together with the Educational Officer, Flt.Lt. Coombs, should be congratulated.

It is quite possible that the 71st Entry will go down in history as the first ex-Apprentices to go direct from Halton to posts Overseas. Twenty-four have volunteered and been accepted to go to such places as Gibraltar, Malta and the Far East (Seletar). With our most recent experiences of our English climate many of us will no doubt envy them as well as wish them good fortune in their new surroundings.

Coming back to Halton, No. 1 Wing has recently been in the throes of reorganisation into Entry—Squadron formation in order to bring us back into line with Nos. 2 and 3 Wings. No matter how we reorganise ourselves there will inevitably be some discomfort and snags. Nevertheless, on the whole we are now settling down with the firm conviction that the advantages far outweigh the dis-

advantages. In this conviction it is fairly obvious that one of its good points will be appreciated when the 75th and 77th Entries attend their annual Summer Camp at Woodvale during the month of May this year.

Since the last edition of the Magazine we have been unfortunate in losing Flt.Lt. Hopkinson who is now serving with Coastal Command. A welcome is extended to Flt.Lt. J. V. Doyle from No. 28 M.U. Harpur Hill who is now with No. 2 Squadron, and to Fg.Off. L. Mullgate from No. 64 Fighter Squadron now with No. 3 Squadron as Flt.Lt. Hopkinson's relief. Flt.Lt. Doyle is a rugger enthusiast and has already taken over the welfare of Station Rugby.

We should like to congratulate F.S. Gray of No. 3 Squadron on his recent promotion to

Warrant Officer. This has come at a time when he has been forced to take a prolonged rest in hospital and our congratulations are associated with our best wishes for a speedy recovery and an early return to duty.

Finally, our notes would not be complete without expressing our best wishes to Mrs. White of No. 1(A) Wing N.A.A.F.I. on her retirement. She has taken a very close interest in the Apprentices of the Wing for the past seventeen years and the appreciation of her efforts by present serving members has been expressed by the generous response received in order to present her with a parting gift. All Wing Officers, N.C.O.s, Airmen and Apprentices would like to make a permanent record through the medium of the Halton Magazine of their appreciation and thanks for all she has done.

#### NO. 2(A) WING

Many changes in the staff of No. 2(A) Wing have taken place in the past few months including the posting of the compiler of the Wing notes just as the last Magazine was being prepared. This left the February issue of the Magazine without our Wing notes. As a result this issue will have to cover the events of the last two terms.

So many changes have in fact taken place that recording them all will probably read like an edition of P.O.Rs. First and foremost of course is the change of the Commanding Officer. Wg.Cdr. E. Donovan, D.F.C., has left us to take up a flying appointment in Coastal Command. Wg.Cdr. F. H. Stubbs, A.F.C., D.F.M., who takes over, was recently in Cyprus in the British Middle East Office, which provided the secretariat for Joint Headquarters, Middle East. Wg.Cdr. Stubbs is an ex-Apprentice (20th Entry), as also are two other senior officers who have joined us. Sqn.Ldr. F. W. Pritchard, who has taken over No. 1 Squadron, was in the 8th Entry, and Sqn.Ldr. G. J. Macrae, the new C.O. of No. 2 Squadron, was in the 40th Entry. It is understood that the one remaining senior officer, Sqn.Ldr. Davis, D.F.C., seeing the way the wind is blowing, is considering rapid promotion for some unfortunate member of the 79th in the hope of providing a replacement for himself in the not too distant future. Another ex-Apprentice is Flt.Lt. S. C. Matthews who has joined No. 1 Squadron. Other officers

welcomed to the Wing are Flt.Lt. Holden (No. 1 Sqn.), Fg.Off. E. A. Hodges (No. 3 Sqn.), Plt.Off. G. H. Smith (No. 2 Sqn.), Fg.Off. W. R. Lane (No. 1 Sqn.), and the P.F.O., Fg.Off. N. E. C. Dear. Our congratulations go to Sqn.Ldr. J. C. Burch on his recent promotion.

Officers to whom we bid farewell are Sqn.Ldr. H. G. A. Scilley who has gone to Cyprus, Sqn.Ldr. E. Anslow who has gone to Headquarters No. 22 Group, and Fg.Off. C. F. F. Bennett who has been transferred to Technical Training Wing Headquarters. We also bid farewell to Wg.Cdr. J. R. C. Lane, the Officer Commanding Technical Training Wing, who has now been posted from Halton. He was one time C.O. of No. 2(A) Wing.

Three Flight Sergeants have come and gone recently—Flight Sergeants Berry (No. 1 Sqn.), Summer (No. 2 Sqn.), and Spanner. New arrivals among the Wing N.C.O.s are Flight Sergeants Corless and Yarrow, Sergeants Davidson, Giles and Rycroft, and Corporals Granados and Walker. Senior N.C.O.s who have left are Flight Sergeants Benson and Lingham, Sergeants Killingley, Devey, Culley and Appleby. Ex-Flight Sergeant Wilcox, now posted to West Kirby, is to be congratulated on his promotion to W.O.

We welcome the junior entry, the 79th, of whom there are over 300, and trust that they will soon help to put No. 2 Wing back into its rightful place in the B.K. Competition.

The Entry arrived at the same time as the annual influenza epidemic, an event which comes so regularly yet apparently catches everyone unprepared.

With the arrival of the 79th this Wing became the first to change to the new organization of one complete Entry to each Squadron. There are still some teething troubles with this arrangement but it has proved to have many advantages over the old organization.

We have had moderate success with the B.K. sports so far. We won the Senior and Junior Hockey, the Junior Cross-Country and Shooting, and the Senior Boxing. With regard to boxing our congratulations go to the three R.A.F. boy champions in the Wing—A/A Jones, L/A/A Utton, and A/A Baker; the last two have gained I.S.B.A. Championships. Full details of our sports activities are recorded elsewhere in this Magazine.

During the term the Wing Band showed their real quality by winning the band competition even though some members were absent through sickness.

With the departure of the 70th Entry some promotion boards were held to appoint new N.C.O. Apprentices; those who were successful are to be congratulated. Others have moved in the opposite direction and have gone down in rank. Holding N.C.O. Apprentice rank involves hard work but it also has its rewards. Our congratulations go to ex-Flight Sergeant Apprentice Gibson of the 70th Entry on his promotion to Corporal so soon after passing out.

Under the new entry per Squadron organization, No. 2 Squadron staff will be at summer camp with the 76th Entry in addition to the camp administrative staff. They will be taking part in some of the activities and it is believed that the Entry is looking forward to the night exercise, so much so, that one Flight Commander has suggested that on that particular occasion it would be more advisable to lead the Squadron from behind. If the next issue of the Magazine has no No. 2 Wing notes you will be able to estimate the result of that particular night exercise.

### NO. 3(A) WING

This term has been rather quiet compared with the last. Everyone was faced with the task of starting work after the merry making of Christmas.

Our first event was the change to Entries by Squadrons. This has now been completed and the 72nd are in 2 Squadron, the 74th in 3 Squadron, and the 78th in 1 Squadron.

The 72nd have finished their time in Workshops and can now be seen going to and fro on their hike to the Airfield and back. The 74th Entry have been busy with progress and very soon the 78th will be doing their best to pass the first interim examination.

Soon after the beginning of the term we were unfortunate in having several large falls of snow. One morning a new recruit arrived on the Wing—an eight-foot snowman—who placed himself in the middle of the square. It was hoped that he would prove a good substitute for the Wing on colour hoisting parades but apparently he did not measure up to the standard required. On being told of this by the Wing Warrant Officer he melted away with embarrassment.

Two outings were arranged for this term; an evening trip to a football match between Arsenal and Glasgow Rangers and a trip to Goodwood where the Halton Buckler was running.

The approach of the 71st Graduation is a reminder that the 72nd will be the Senior Entry on the Station next term. This is also an indication of the nearness of finals and no doubt the reading room of the N.A.A.F.I. will become more crowded than usual in the near future.

During the term No. 2 Squadron were unfortunate in losing F.S. Haseldene who left the R.A.F. after many years' service. We wish him the best of luck in the future in Rhodesia. Flt.Lt. Macken has rejoined 2 Squadron from the Airfield. We also welcome to the Wing Fg.Off. A. L. Ford, our new P.F.O., and Fg.Offs. J. S. Bates and T. W. G. Barton who have joined 1 Squadron.

We would like to congratulate S/A/A Wood on his promotion to Flight Sergeant Apprentice.

## TECHNICAL TRAINING WING

### WING HEADQUARTERS

The proposals submitted to the establishment committee for the organisation of the Technical Training Wing were, in the main, accepted and the Headquarters, which was part of those proposals, is now being born. We hope it will not be very long before our strength will be up to establishment so that we can stand on our own feet and the toes of other people, when necessary.

We are sorry to be losing our old Commanding Officer, Wing Commander J. R. Lane, who is going to Pakistan. He did much to forward the formation of a Wing Headquarters and it is indeed hard luck that he should move before it became a reality. However that is often the way things go. He can at least look back on a job well done and know that we are genuinely sorry to be saying "Au Revoir" to him, not goodbye, because we hope our paths will cross again.

We extend a very warm welcome to Wing Commander W. E. French, our new Officer Commanding, from a "tour" at the Royal Air Force Technical College, Henlow. He steps in at a difficult time, during the formation of a new headquarters, but his "new outlook" and his experiences at the Technical College will no doubt considerably benefit the Training Wing at Halton.

We also welcome as Adjutant, Flying Officer C. F. Bennett, an emigrant or fugitive from an Apprentice Wing at Halton. We feel sure he will fit his chair and will dam and control the paper stream to the Training Squadrons. We hope too that he will manage to keep his new staff, Corporal W.R.A.F. Marsden, L.A.C.W. Cumber and L.A.C. Mills, to whom we wish a very happy and profitable stay at Halton. They also serve ??

### AIRCRAFT ENGINEERING TRAINING SQUADRON

#### Airframe Fitter Flight

We welcome Flight Sergeant McNaughton to take over Supervisory duties.

Since the last issue of the Halton Magazine we have received two more modern aircraft, a Hawker P. 1052 and a Supermarine P. 510. We are starting to look quite modern.

The long awaited "strip lighting" is being installed in our Workshops, causing considerable chaos to instruction, but it will be well worth the trouble.

Liaison visits have been made by members of the instructional staff to Royal Air Force Duxford, North Coates and Bassingbourne.

Selected Apprentices of the 71st Entry paid a visit to Vickers Armstrong Works at Weybridge and our R.P.A.F. Apprentices went to the Hawker Aircraft factory at Slough. We hope both outings were profitable and that useful knowledge was gained from them.

#### Engine Fitter Flight

Since the last issue, the 71st Entry has been examined and the result was rather disappointing. Too many failed to reach the required standard. In any form of training, the first requisite is a competent instructional

staff. We believe we have that, but we must find out why the 71st did not do as well as previous entries. Anyway, what was the 71st can now feel that Big Brother is watching them.

We extend a very sincere welcome to Sergeant Hales from Turnhouse, who complained on his first day here that the weather at Halton was worse than at Turnhouse. There certainly was a welcome carpet laid for him, a deep white one. Flight Sergeant Clough has left us for a two-year attachment to the Royal Ceylonese Air Force. We will all miss his crisp comments to Apprentices marching out at cease work. These were very much to the point but were made in such a way that they achieved the desired result. All of us, including those he chased, wish him a very happy time in Ceylon and hope he may rejoin us one day.

Three promotions have to be noted. Corporal Technicians Etherington, Hall and Taylor have all received their third, the right way up, and they deserve it. They have all, on occasions, had to nip smartly from one phase to another and have always co-operated magnificently.

In January, the Engine Flight, and indeed No. 1 School of Technical Training, sustained a severe loss by the sudden death of Mr. P. S. Johns. He had been ill about a week and his death was a shock to all who knew him. "Johnny" was himself an ex-Apprentice from Cranwell and went back to the Service in 1939. He served in Canada and Northern Europe during the Hitler War and returned as a Civilian Instructor in 1945. He was a first rate instructor, always eager to help the new instructor as well as the Apprentice. It

was a privilege to know him and to work with him.

Apprentices of the 71st paid a visit to Napiers, Ltd., Acton, during the term. They were well received and were able to exchange experiences with the Napier Apprentices who acted as their guides. We wonder who learnt most and who envied whom.

The 72nd must now seriously get down to revision. Time is short and they must do much better than the 71st. Who knows but that there may be more Big Brothers about.

### G.E.T. WORKSHOPS

Life goes on in the Basic Shop much as usual. Chief Technician Walton has left us for Stoke Heath and we await his relief, Flight

Sergeant Bull. We hope that he will have a pleasant stay at Halton.

### AIRFIELD TRAINING SQUADRON

The old worn-out Meteor IIIs have been replaced at last by serviceable Meteor IIIs and one Meteor VIII. The poor overworked Mosquitos are still doing sterling work but the task of keeping them in a safe running condition becomes increasingly difficult and "improvisation" is the order of the day.

The Bessonneau hangar is to get a new lease of life with a "hard" floor and a new covering to house the Ground Electrical equipment. Rewiring of the lighting system will provide good practical experience for the Electrical Apprentices.

The "show piece" of the Airfield is still the Cockpit Classroom and is maintained in excellent condition by our oldest inhabitant, Mr. Henderson.

There have been a number of staff changes, the most notable being caused by the elevation of the Airfield Training Flight to the Airfield Training Squadron, necessitating the posting in of Squadron Leader Paxton and the departure of Flight Lieutenant Macken. We wish Flight Lieutenant Macken well in his "Wing" job and welcome Squadron Leader Paxton.

Other departures are:—

Corporal Saunders to civil life.

Sergeant Taylor to Armament Training Squadron.

Junior Technician Townsend to Royal Air Force Watton.

Junior Technician Small to Second Tactical Air Force.

Corporal Meason to Handley Page Ltd. to become a civilian instructor on the Victor.

With them go our best wishes for their future success.

We welcome the following to our Maintenance Staff:—Corporal Thomson, Junior Technician Paxton, Leading Aircraftsman Lupinsky, Aircraftsman Guess, Aircraftsman Ginger and Aircraftsman Millington.

We also extend a welcome to the following instructors who have recently come among us:—

Mr. Paul, Mr. Chandler, Mr. Bradley, F.S. Wood, Chf.Tech. Dale, Sgt. Lloyd, Snr.Tech. Tuck, Cpl. Deeley, Cpl. Elliot, Cpl. Kay, Cpl. Malley, Cpl. Taylor, Cpl. Woods, Cpl.Tech. Lane, Cpl.Tech. Garrett, and Jnr.Tech. Prendergast.

Cpl. Hutchinson will be leaving us soon to join the Rhodesian Air Force. We wish him happiness and lots of good luck as a "Colonial."

After Easter the 72nd depart from the Airfield to prepare for their finals. May they all graduate well and successfully.



The Airfield Staff

### ARMAMENT TRAINING SQUADRON

No. 71 Entry have at long last completed their training and we wish them good luck in the future. Dare we hope that they may improve their Basic in the years to come?

The population of Bay 10 increases steadily and an air of intense activity prevails as all instructors move up a little to make room for No. 80 Entry.

It is encouraging to be able to report at least some progress; the Basic Phase has at last been walled up and their activities on the cast iron Block is only a dull thud in classrooms now. There has been progress in receipt of new training equipment and whilst

we are still far from the "V" age, we are making progress in that direction.

There have been no postings out since last issue (an oversight which should not be too closely examined). We welcome Flight Sergeant Little who has arrived to fill a newly created supervisor post. A slip of paper just received heralds the impending arrival of a new officer to fill the long vacant second officer post in the Squadron. Pilot Officer Forrester has no idea—we hope—of what lies ahead of him, but we hope he will enjoy the experience and we look to him to provide the dash of youth in the Technical Wing Staff.

### ELECTRICAL AND INSTRUMENT ENGINEERING TRAINING SQUADRON

#### Instrument Fitter Flight

We welcome Mr. Banks from Melksham to occupy the "chair" of Civilian Supervisor. May he find it to his liking.

Mr. Edwards is leaving us soon to return to Singapore, the scene of former triumphs. A further loss follows with the resignation of Mr. Bulgin. We wish them both good luck and all the best in their new spheres.

We record with real pleasure the return of Mr. Tappin after his long illness. All is now in order and tidiness again.

Liaison visits have been made by members of the instructional staff to Royal Air Force Melksham, Cosford and Duxford, and Apprentices of the 71st Entry had an enjoyable and profitable visit to Messrs. Elliot Bros. at Rochester Airport.

The 71st have completed their training and will have left us for their new stations by the time this goes to press. We wish them the best of luck in the future and look to the 72nd to win back the Crebbin-Robinson Cup, a feat the 71st failed to do for us.

#### Electrical Fitter Flight

The section is, under the generalship of Flying Officer Jamieson, gradually taking its new "face," designed to offer far greater emphasis on the practical aspect of the trade training. Providing the re-roofing of Bay 7 does not take as long as that of Bay 8, we feel confident that Apprentices from previous entries, who visit the Station for the next Graduation or Battle of Britain Day, will find many changes for the better.

We have lost the services of Corporals Hughes, Mason and Gregory to civilian life and a number of other Royal Air Force instructors are due to follow in their footsteps. Chief Technician Hall has gone to Cardington for recruiting duties. He will be missed by this section and by the Aeronautical Society Branch for whom he did much sterling work.

Mr. Cassidy is still on the sick list. We hope his health will soon improve. Another casualty, Chief Technician Hetherington, managed to hibernate in P.M. Hospital throughout the worst of the winter weather. He has stomach trouble caused, they say, by having

to swallow so many unsavoury excuses from Apprentices.

The "March of Time" appears to leave little impression upon some of the evergreen civilian staff. We still find Mr. Parkhouse wrapped up in Royal Air Force "gens," Mr. Hogg nursing his D.4s and all the old faithfuls endeavouring to teach the young some of the mysteries of Faraday. Then, of course, there is Mr. Tripp, who is trying hard to make his section the permanent home of the Crebbin-Robinson trophy.

The paint brush has not been withheld in the M.T. phase since the last issue of these notes. Has this any significance?

## Gliding

In carrying out a flight in a glider, the recognised procedure is to fly in a set pattern, more or less round the perimeter of the airfield, until the glider has reached a position to allow an approach and landing to be made into wind; this is normally known as the 'circuit.'

### The Circuit

The shape of the circuit is approximately rectangular, as shown in Fig. 1.

Having cast off the cable at the top of the launch (described in an earlier article), the glider is turned to the left or right, according to the direction of the intended circuit. The glider is then flown along this first "cross-wind leg," which is roughly at right angles to the launch, until the glider has passed over the boundary of the airfield; when another

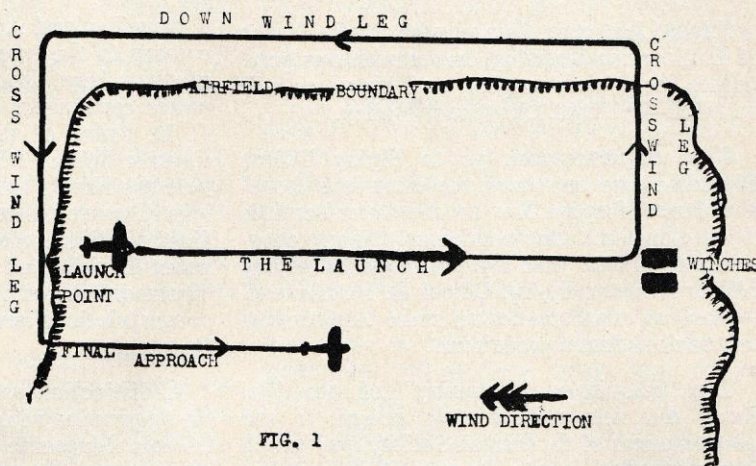


FIG. 1

right-angled turn is made, and the glider should then be flying parallel to the launch, but in the opposite direction, in fact along the "down-wind leg." Care must be taken not to allow the glider to get too far away from the boundary of the airfield; the ideal path along the down-wind leg is at an angle not exceeding 45° from the airfield boundary, as indicated in Fig. 2.

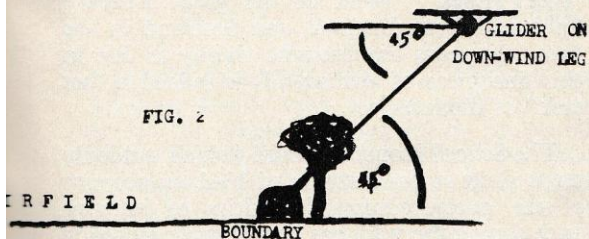


FIG. 2

Finally, when the glider has reached the end of the down-wind leg, another right-angled turn is made to bring the glider along the last cross-wind leg. At a height of between 200ft. to 150ft. the final turn is made on to the approach, followed by the landing.

R.C.P.



## School Notes

WE welcome Wing Commander H. R. P. Patterson, O.B.E., M.A., who takes control of the Engine Department at the School and acts as Chairman of the Technical Committee. He comes to us from the R.A.F. Technical College, Henlow, and with his earlier experience during the war at the Ministry of Supply and in Flying Training Command will be a great asset to the Staff here. (Wing Commander John Kerr whom he succeeds will be remembered by his friends for a long time here. His untimely death shortly after he was posted was not recorded before in these notes and the sympathy of all the School staff go to his widow and young daughter.)

Flight Lieutenant Dunne, who was in charge of Engineering Drawing, leaves with our good wishes for a civilian post, and his place will be taken by Flight Lieutenant Hailey.

Our congratulations go to Flying Officer Bleasdale who captained the victorious Royal Air Force Rugby XV in the Inter-Services Championship. One particularly happy occasion this Easter was the marriage of Flying Officer Rowe to Flying Officer R. M. Maxwell—teaching mathematics to some Apprentices can be doubtless a great bond.

The ubiquitous "watching" of the 71st Entry did not unfortunately extend to the performances of the Halton Society play which was presented in the Lecture Hall early in March. The play was well supported by officers and deserved better attendances from Apprentices. Rather ambitiously, "If" was entered for the Inter-Station Competition adjudicated by Group Captain A. C. Kermode, no stranger to the Halton stage. The play itself was one which he would have enjoyed producing with Apprentices. Our thanks go to Flying Officer Payne and Flying Officer Lawrence again for carrying through a difficult task with enthusiasm and cheerfulness.

Our visitors to the School have included students at the Royal Air Force Staff College at Bracknell. As on previous occasions there were two at least who had been here before as Apprentices.

There has been a slight rearrangement of rooms in the School. Lecture Halls "A" and "B" and the top corridor rooms, 64, 65 and 66, are to be reserved for examinations. The "E" Huts are now "English and General Studies" for the Electrical and Instrument Fitters, and E1 is also the Editorial Office for the Magazine, together with the office of the Head of General Studies.

The flimsy wire strands dividing the huts have now been replaced with stouter wooden supports and rails, and it would be a real boon if the betterment of this "garden city" could be completed by a stern resolve to renounce all litter.

New Zealand Apprentices have a facility in coming to the fore out of proportion to their numbers here, though not to their ability. The writer remembers one of the earliest, L/A/A C. D. Milne of the 26th Entry—now Group Captain Milne, D.F.C., at Air Ministry, who won the King's Gold Medal at the Cadet College, Cranwell, after gaining a Cadetship from Halton. Since then we have had Flight Sergeant Enright and now Flight Sergeant A. E. Thomson carries on the tradition. Our warm congratulations are extended to him on his Cadetship.

A distinction recently was achieved by an ex-Apprentice which could fitly be mentioned in this Magazine to which he contributed when a member of the 11th Entry. Group Captain F. D. Tredrey, C.B.E., recently retired from the Service and joined the staff of Messrs. Blackwood and Sons, publishers of Blackwoods Magazine which has had a continuous existence since 1827. His nobly produced history, "The House of Blackwood," was the occasion of a recent leading article in "The Times." Most of the great Literary figures of both England and Scotland in the past 100 years are brought vividly to life in this fine piece of writing. It is indeed a "set task" of distinction.

The School Honours Board (which suddenly stops short in the summer of 1941 on account of the overwhelming difficulties of keeping pace during the war) has been a mute reproach

for some years. Apprentices and others will have surmised that the authorities have not been unmindful of the responsibility of getting the board up to date.

It is understood that at Records, Gloucestershire, the special task of tracing the progress of each ex-Apprentice is now in progress, and eventually the record will reach shallower water where we can wade ashore.

## THE SENIOR ENTRY

**B**Y the time this goes to press, the 72nd Entry should be securely settled down in their new Squadron and thinking about leaving Halton for good. The Entry actually started entry drill in preparation for pass-out soon after mid-term. The future parade commander, F.S/A/A Wood, is to be sincerely congratulated on his promotion shortly before Easter.

The Entry made its mark at Halton very early by being the Entry from which the Station P.T. display team was chosen. It proved to be a great success and the team had many engagements.

This enjoyable beginning was followed by a second year which seemed much easier than we had been led to expect, and after the 69th Entry passed out life became easier still in the Wing until the rather chaotic change of Squadrons which, unfortunately for us, was not limited to the Apprentices.

The major event of this second year was the summer camp. It was late in the year and we caught some almost wintry weather, but even so it made a most enjoyable and quite unforgettable break from the normal routine. On one of the last nights at Woodvale practically everyone on the Station over the rank of Corporal turned out with searchlights and

lamps to trap almost half of the Entry who came in late. On seeing the situation the very placid mob marched through the gates to be greeted by threats and warnings from all sides. The concert given on the last night was a splendid finale to the summer (?) camp.

At Christmas the Entry gave a party for children from a Doctor Barnardo's home. Everyone responded very well to give them a really wonderful party, and we sincerely hope that other Entries with sufficient funds will follow this very successful idea.

The third year brought with it work at the airfield. This too had its lighter moments as, for example, during final airfields when an engine fitter S/A/A tested an electrical circuit on a Mosquito in the most practical manner, the resulting spray from the fire bottle proving most embarrassing for him. Another S/A/A, while wearing his oilskin, was severely admonished by a C/A/A from a more junior Entry. Whilst on the subject of N.C.O.s, it has been noted that others have spent part of their training time learning to clean drip-trays.

The 72nd Entry now enters its last term with the prospect of working parades on the square every morning, final schools and final workshops and then, it is hoped, the smartest passing out parade possible.

## Band Notes

**U**NLIKE last term, both the Military and Pipe Bands have had a quiet time although the tempo was stepped up during the month of March, with the Wing Pipe Band training hard to gain the honours in the Bands Competition. The winter weather with its accompanying "flu" epidemic was responsible

for the instruments, and in some cases the owners, being put away for varying periods. However, with the arrival of Spring much activity is taking place and at most times one can hear the shrill note of a trumpet or the sweet, delicate strains of the pipes.