

The Haltonian Magazine

80 Edition

Summer 1958

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## EDITORIAL

WE take the opportunity of welcoming to Halton our new Commandant, Air Commodore T. N. Coslett, O.B.E., who has taken over the command of the station from Air Commodore E. D. McK. Nelson, C.B. Air Commodore Coslett is now at Halton for the third time. In 1926 he came here as an Aircraft Apprentice. He graduated to the Royal Air Force College in 1929 and has since become one of the 29 former Apprentices to hold Air Commodore rank.

Air Commodore Coslett became acquainted with Halton in its more modern form when, in 1944, he came as a group captain to fill the post now known as Senior Training Officer.

Present Apprentices must be happy to know that their Commandant is a person who is not only likely to understand their problems because he has faced them himself but who also knows from his own experiences what can be achieved as a result of Halton training. People are always telling Apprentices what they can do if they try: how much more convincing to be able to say, "You could one day be Commandant of Halton; it has been done before—look!"

\* \* \*

Air Commodore Nelson has left Halton to become Commandant of the R.A.F. Staff College, Andover. We wish him well in his new appointment where we feel sure he will gain the same respect for his sincerity and thoroughness that he won from those under his command during his tour of duty at Hal-

ton. Mrs. Nelson, too, will be missed for her altruistic and strenuous activity in the social life of the station. We hope she will be happy at Andover.

\* \* \*

No. 1 School of Cookery this term severs its forty years connection with Halton when it moves to new premises at Hereford. Wing Commander Kevis, the C.O. of the School, writes later in the Magazine. We hope that they will soon settle in their new surroundings.

Although we are always sorry to see old friends go, we cannot help noticing that the Halton Society is to benefit by the departure of the School of Cookery to the extent of acquiring a permanent home for all sections under one roof. The Society is almost bound to profit from this change; apart from anything else it should regain something of the sense of unity which was present, we understand, in its early days. In addition, however, many people see this move as the Society's salvation from Apprentice apathy. While we do not wish to damp anyone's optimism, we feel somewhat sceptical about this. Whatever benefits the change brings, it is unlikely to imbue many more Apprentices than at present with the lasting interest required of an active member. No-one wants a sudden increase in membership if the new people have only a kind of grasshopper enthusiasm.

(Continued on page 46)

### TRENCHARD MEMORIAL HEAD FUND

In the Autumn, 1957, edition of the Magazine we appealed for contributions towards the cost of the bronze portrait head of the late Viscount Trenchard which has been obtained for the Trenchard Library in Apprentice Schools. We have pleasure in reporting that the response to this appeal has been very fine. Past and present Apprentices and educational staff have already contributed half the amount needed. Since it looks as though it will not be long before the target is reached, it is proposed to close the fund on 31st December, 1958; any further subscriptions should be sent to Halton before that date. Overseas representatives of the Old Haltonians in particular are asked to make a note of the closing date.

## Glider Flight

In the last contribution to the Halton Magazine, covering the gliding activities of the 79th Entry, there was good cause to moan about the bad weather conditions for gliding. It was hoped that conditions would be better for the 80th Entry over January, February and March, as is sometimes the case. Luck was against them, however, and the total gliding done was less than by the 79th Entry; in fact only 50 launches were carried out during the whole period.

Again, with the 80th Entry, a great deal of promise was shown by the pupils, but even the greatest enthusiasm can be damped by continuous rain and snow, and the attempts at flying a correct circuit were disrupted by high winds. Despite the keenness shown by

each and every one of the pupils, conditions were so much against them that they had no real chance to get anywhere near the solo stage.

Rather than finish on a blue note let me add that the pupils from the 80th Entry, having been initiated into the cult of gliding, have every opportunity in the Royal Air Force of today to continue with their gliding training, and something has been definitely accomplished here at Halton if the interest of only a few of these boys has been aroused.

So, with luck, the next contribution to this Magazine will be full of the number of launches achieved, solo completed and gliding certificates attained by the 81st Entry.

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*Editorial* (Continued from page 11)

The problem of apathy is not by any means peculiar to Halton. In schools, colleges, universities, churches, chapels and so on one can hear the complaint that people "couldn't care less". In Britain, this apathy extends to politics—in the recent local government elections less than fifty percent of the electorate voted! It seems an unfortunate state of affairs when people do not care who governs them. On the other hand, thinking about the political muddle in France, which recently developed into a first class crisis, one wonders whether perhaps some people do not care too much! The moral is possibly, to quote the well-known advertisement, "Not too little, not too much. . . ." But who is to judge what is just right?

\* \* \*

As if to give reality to talk of apathy we come to the question of copy for the Magazine. In the last edition, as usual, we asked for more copy from Apprentices. We also announced a competition covering writing, photography and cartoon drawing. We regret to say that there has been no response whatever. Although this does not come as a great surprise to the editorial staff it is nevertheless rather irritating. Often Apprentices criticise the Magazine because it has "not enough car-

toons", "not enough funny articles", or "not enough **interesting** articles", but not one of the critics is willing to do anything to correct this lack. Not only do they not draw cartoons or write funny or 'interesting' articles—whatever 'interesting' means to an Apprentice!—but they cannot even be bothered writing a letter to the editor voicing these criticisms.

We again offer prizes—announced elsewhere—for written work, cartoons and photographs. There must surely be some Apprentices among the two thousand on the station who have a talent for something else besides convulsively strumming a guitar.

\* \* \*

We hope that the 80th Entry, who left Halton many weeks ago, are happy on their new stations. We look forward to finding familiar names in the Old Haltonians' lists in future Halton Magazines. To our knowledge we have never published in the Magazine an ex-Apprentice's impressions of the Service a short time after leaving Halton. A member of the 80th Entry might like to contribute what could be the first article of a new series.

To the three Apprentices of the 80th Entry who were offered cadetships and to the two who were offered direct commissions in the G.D. Branch we extend our hearty congratulations.

## GRADUATION OF THE 80<sup>TH</sup> ENTRY



The Inspection

Air Ministry Photograph

THE Graduation Parade of the 80th Entry of Apprentices at Halton took place on the Henderson-Groves Parade Ground on April 2nd, 1958. The Reviewing Officer was Air Marshal Sir Gilbert Nicholetts, K.B.E., C.B., A.F.C., Inspector-General of the Royal Air Force. He was accompanied by Air Marshal Sir Arthur McDonald, K.C.B., A.F.C., Air Officer Commanding-in-Chief Technical Training Command, Air Vice-Marshal H. D. Spreckley, C.B., O.B.E., Air Officer Commanding No. 24 Group, Air Commodore E. D. McK. Nelson, C.B., Commandant of No. 1 School of Technical Training, Group Captain A. K. Hunter, O.B.E., Senior Training Officer, Group Captain E. A. Stockwell,

Principal Education Officer, and Wing Commander C. W. McN. Newman, D.F.C., Officer Commanding No. 3 Apprentice Wing.

The Parade was under the command of Flight Sergeant Apprentice R. H. Paice, of the 80th Entry. The following N.C.O. Apprentices were subordinate commanders:

Parade Adjutant S/A/A R. J. Courtnell  
Parade Warrant Officer  
S/A/A G. F. Smart (R.N.Z.A.F.)  
Colour Bearer S/A/A G. C. Walker  
Colour Warrant Officer  
S/A/A D. F. Clarke

Colour Escort  
S/A/A R. E. Bright (R.N.Z.A.F.)  
S/A/A A. G. Doxey

Colour Orderly C/A/A A. R. Jackson  
 Escort Squadron Commander  
 F.S./A/A D. E. Dudley  
 No. 1 Flight Commander  
 S/A/A J. B. Crombie  
 No. 2 Flight Commander  
 S/A/A T. Z. Slaiman (R.Cy. A.F.)  
 No. 2 Squadron Commander  
 F.S./A/A M. A. Firmin (R.N.Z.A.F.)  
 No. 1 Flight Commander  
 S/A/A B. P. North

No. 2 Flight Commander  
 S/A/A D. R. M. Fulton (R.Rhod.A.F.)  
 N.C.O. i/c Ensign C/A/A Blackman  
 Standard Bearers C/A/A B. Spurway  
 C/A/A N. Armiger  
 Apprentice i/c Supporting Entry  
 C/A/A B. H. Martin  
 Drum Major Brass Band  
 A/A P. P. Walden-Hughes  
 Drum Major Pipe Band  
 A/A J. Squires

The Entries on parade were the 80th and 81st.

### THE COMMANDANT'S REPORT

After the Parade, the Prize-Giving took place in the Burnett Gymnasium, where the Commandant delivered his report on the 80th Entry's career at Halton. He first welcomed the Reviewing Officer, Air Marshal Sir Gilbert Nicholetts. Since leaving the R.A.F. College, Cranwell, in 1922, the Air Marshal had had a long and distinguished career. As a flight lieutenant, he was one of the crew of two in the Fairey long range monoplane which in 1933 broke the world record for non-stop flight by flying to the Cape. Before his appointment as Inspector General, Sir Gilbert was Air Officer Commanding R.A.F. Malta, where he had ample opportunity to assess the quality of the Halton Apprentice.

The 80th Entry began with a membership of 262, but a fairly large proportion had been lost by relegation, discharge or transfer to a lower trade level elsewhere, whilst there had been some additions from senior entries. The number graduating was 161, including six Apprentices of the Royal New Zealand Air Force, three of the Royal Rhodesian Air Force, one of the Royal Ceylon Air Force and nine Burmese.

There were three points of special merit about the 80th Entry: their general spirit, their educational attainments and the contribution made by their N.C.O. Apprentices to the running of the School.

The spirit of the Entry was an improvement even on the 79th, who had shown the most notable advance in recent years in this respect. Not only had this spirit produced a most co-operative attitude towards authority: it had also proved a valuable stabilising influence throughout the Apprentice population generally.

The average percentage mark of the 80th Entry in their final examination in educational subjects was the highest for a May Entry for the past six years. Ordinary National Certificates in Electrical or Mechanical



Prize Winners of the 80th Entry; left to right:  
 A/A Blewitt, F.S./A/A Firmin and C/A/A Feist.

Air Ministry Photograph

Engineering had been awarded to 36 of the graduating Apprentices, whilst their results in the other external examinations (the City and Guilds and the General Certificate of Education) were equally gratifying. Air Commodore Nelson stressed the value of their sound educational training in enabling them to keep abreast of modern technological developments.

The Entry's N.C.O. Apprentices had been of a high quality, setting an excellent example, working hard, and giving loyal support to their superiors. The Commandant felt that they deserved a special "pat on the back" for their part in improving the spirit of the School.

Six members of the 80th Entry were graduating as substantive corporals, and ten would qualify for accelerated promotion to corporal technician after one year. Three Apprentices had been accepted for cadetships, two at Cranwell and one at Henlow. Another two Apprentices had been offered direct commissions as pilots in the General Duties Branch.

Summing up, the Commandant found the 80th Entry notable for their increased awareness of the value of their training, their sound sense of responsibility, their good discipline and their cooperation with authority. If they

maintained this approach they would be happy and successful in the Royal Air Force.

Air Commodore Nelson wished the Entry the best of good fortune. He also thanked all the Halton staff for their loyal support during his two years of command.

He then asked Air Marshal Nicholetts to present the prizes.

#### ADDRESS BY THE REVIEWING OFFICER

The Reviewing Officer congratulated the 80th Entry on their wise choice of the finest of all careers, service in the Royal Air Force. He thought that their parade had been magnificent, and their steadiness and precision of movement no doubt indicated keenness and general efficiency. Flight Sergeant Paice, who took the parade, was especially commended.

Air Marshal Nicholetts stressed the vital importance of discipline in the armed forces. The Apprentices should bear in mind that lack of discipline, either in the air or on the ground, was the main cause of flying accidents.

The Royal Air Force would expect the Apprentices to carry many responsibilities; in this they would be greatly assisted by their Halton training.



Business Apprentices of the 80th Entry

Air Ministry Photograph

In lighter vein, the Air Marshal wished them all happy lives, and strongly advised them to get posted overseas as soon as possible. In that way they could see something of the world while still young enough to enjoy it. They should, however, beware of designing females.

In conclusion, he wished all the 80th Entry long and successful careers in the Royal Air Force. "I wish", he added, "that I was in your shoes".

### 80th ENTRY CADETSHIPS

Cadetships in the General Duties Branch have been awarded to :

S/A/A D. F. Clarke  
F.S./A/A M. A. Firmin (R.N.Z.A.F.)

A cadetship in the Technical Branch has been awarded to :

S/A/A R. E. Bright (R.N.Z.A.F.)

(The New Zealand Apprentices' cadetships are subject to confirmation by the New Zealand Authorities).

Direct commissions as pilots in the General Duties Branch have been offered to :

S/A/A J. Bates  
C/A/A J. C. Drury

### PRIZE WINNERS

**Monsignor Beauchamp Memorial Prize (for the best all-round Apprentice)**

F.S./A/A M. A. Firmin (R.N.Z.A.F.)

**Pioneer Trophy (for the highest marks in all Technical Training Subjects)**

F.S./A/A M. A. Firmin (R.N.Z.A.F.)

**Crebbin-Robinson Cup (for the best Trade Standards Practical Fitting Test)**

A/A N. B. J. Blewitt

**Elliott Memorial Prize (presented by the Royal Aeronautical Society for the highest marks in English and General Studies)**

C/A/A R. J. Soppit

**Quinton Memorial Trophy (for the best ex-A.T.C. Cadet)**

C/A/A N. R. Feist

### AIR MINISTRY PRIZES

**Highest in Order of Merit, All Subjects**

F.S./A/A M. A. Firmin (R.N.Z.A.F.)

**Highest in Order of Merit, Educational Subjects**

First Prize: F.S./A/A M. A. Firmin (R.N.Z.A.F.)  
Second Prize: S/A/A B. F. Sansom

**Best "Set Task", General Studies**

S/A/A R. E. Bright (R.N.Z.A.F.)

**Highest in Order of Merit, General Service Efficiency**

First Prize: F.S./A/A M. A. Firmin (R.N.Z.A.F.)  
Second Prize: S/A/A G. C. Walker

**Highest Average for Practical Fitting over the three year course**

S/A/A J. Bates

**Burma Defence Services Prize (for the best Burmese Apprentice in Order of Merit)**

C/A/A G. D. Eadon

### Best Tradesmen in Trade Standards Trade Test

Airframe Fitter	...	...	...	F.S./A/A M. A. Firmin
Armament Fitter	...	...	...	S/A/A D. F. Clarke
Electrical Fitter (Air)	...	...	...	S/A/A B. F. Sansom
Electrical Fitter (Ground)	...	...	...	A/A B. B. C. Orchard
Engine Fitter	...	...	...	A/A W. Hodge
Instrument Fitter (Nav.)	...	...	...	A/A W. C. Francis
Instrument Fitter (Gen.)	...	...	...	A/A R. B. Skinner



**80th ENTRY POSTING LIST**  
(in order of merit)

Firmin, M. A.	Awarded G.D. Cadetship * Promoted Temporary Corporal	McKellar, A. C.	Ballykelly
Bright, R. E.	Awarded Technical Branch Cadetship *	Tuckwood, J. W.	R.A.F. College Cranwell
Feist, N. R.	Odiham Promoted Substantive	Duke, M. V.	Gaydon
Sansom, B. F.	Corporal 8 F.T.S. Swinderby Promoted Substantive	Jones, R.	Bassingbourne
Crombie, J. B.	Corporal C.S.E. Watton	Draycott, J.	Arabian Peninsula
Paice, R. H.	Corporal C.F.S. Little Rissington Promoted Substantive	Land, E. C.	Lynham
Argent, P. G.	Corporal Honington	Newman, S. F.	2 A.N.S. Thorney Island
North, B. P.	Duxford Promoted Substantive	Holland, J. N.	32 M.U. St. Athan
Drury, J. C.	Corporal Honington	Wilson, R. L. W.	Watton
Godsell, M. A.	2nd T.A.F.	Francis, W. C.	A. & A.A.E. Boscombe Down
Dudley, D. E.	Northolt	Greenwood, A. J.	Honington
Clarke, D. F.	F.T.S. South Cerney Awarded Cadetship General Duties Branch	Swan, W. P.	2nd T.A.F.
Walker, J. F.	Lynham	Gaylard, D. I.	Cottesmore
Harman, E. J. E.	Abingdon	Eadon, G. D.	Gibraltar
Smart, G. F.	R.A.F. College, Cranwell	Goatham, M.	Abingdon
Peaple, T. D.	32 M.U. St. Athan	Kendale, S. J.	32 M.U. St. Athan
Slaiman, T. Z.	Honington	Harris, J. W.	Benson
Barnes, D. E.	R.A.F. College, Cranwell	Steele, M.	Scampton
Orchard, B. B. C.	Promoted Substantive	Fulton, D. R. M.	Wittering
Hooper, R. L.	Corporal	Winterbottom, R. J.	2nd T.A.F.
McFadden, I. M.	8 F.T.S. Swinderby	Cassingham, A. J.	St. Eval
Doxey, A. G.	Honington	Lidbetter, T. S.	32 M.U. St. Athan
Lidbetter, G. H.	Upwood	France, A. J.	5 F.T.S. Oakington
Bates, J.	2 A.N.S. Thorney Island	King, M. J.	8 F.T.S. Swinderby
Soppitt, B. J.	Kinloss	Barrington-Hines, T. A.	5 F.T.S. Oakington
Palmer, A. J. P.	Binbrook	Edwards, W. H.	St. Mawgan
Hodge, W.	St. Mawgan	Forbes, J. J.	Cyprus Aircrew
Beck, D.	C.F.S. Little Rissington	Courtneil, R. J.	Ballykelly
James, W. B.	Marham	Evans, J. M.	2nd T.A.F.
Swyer, B. R.	Honington	Farley, T. I. F.	R.A.F. College Cranwell
Bean, L. A.	Iraq M.E.A.F.	Smithson, J. H.	Gibraltar
Emmings, K. A.	Scampton	Hobbs, D. G.	Flying College Manby
Thomas, J. H.	Colerne	Middleton, D. L.	Honington
Compton, M. J.	C.S.E. Watton	Smith, G. W.	Gaydon
Hyrons, M.	Honington	Steele, B. G.	Wyton
Freeston, W. J. A.	32 M.U. St. Athan	Wilkinson, D. W.	32 M.U. St. Athan
Bacon, M. R.	Honington	Curnock, D. L.	A. & A.E.E. Boscombe Down
Sesson, D. W.	Ballykelly	Ibbotson, R. G.	Upavon
Bone, F. T.	2nd T.A.F. Aircrew	Grigg, M. E.	Bassingbourne
Sampson, P. R.	7 F.T.S. Valley	Watt, G. A.	7 F.T.S. Valley
Sowells, W. T.	8 F.T.S. Swinderby	Blewitt, N. B. J.	8 F.T.S. Swinderby
Stapley, I. T.	R.A.F. College Cranwell	Scourfield, J. B.	Arabian Peninsula
Boorman, H.	A. & A.A.E. Boscombe Down	Smart, P. L.	Dishforth
Mitchell, D. P.	Cranwell	Jones, A. F.	Arabian Peninsula
Brown, G. J.	Gaydon	Brawn, R. G.	Wittering
Blackhurst, J. H.	8 F.T.S. Swinderby	Wilde, P. A.	Finningley
Lee, M. T.	Ballykelly	Wharton, J.	St. Eval
Homes, A.	St. Mawgan	Jackson, B. C.	Cyprus
Palmer, R. S.	32 M.U. St. Athan	Carden, V. S.	R.A.F. College Cranwell
Burch, P. J.	Honington	Rowbotham, C. A.	Ballykelly
Getave, J. E.	Lynham	Knott, B. G.	Gibraltar
Daley, J. W. R.	231 O.C.U. Bassingbourne	Lilley, E. G.	Kinloss
Debris, T. J.	5 F.T.S. Oakington	Neville, R. C.	231 O.C.U. Bassingbourne
Blackman, E. C.	C.S.E. Watton	Cooper, D. R.	†
Holbrook, D. R.	Kinloss	Selby, M. G.	Cottesmore
Ward, P. J. D.	32 M.U. St. Athan	McCrinkle, I. J.	Gibraltar
Gallagher, A. F.	Gibraltar	Wilson, M. R.	Abingdon
Dobb, H. B.	5 F.T.S. Oakington	Gray, E. J.	†
Austin, E.	†	McDermott, D. W. T.	5 F.T.S. Oakington
King, I. D.	†	Pe Chi, M.	St. Mawgan
Courtneil, F. W.	†	Parsons, D. C.	C.S.E. Watton
	†	Grindley, G. L.	8 F.T.S. Swinderby
	†	Smallman, H. S.	
	†	Kyar Yin.	
	†	Lake, C. D.	
	†	Thomas, G. R.	
	†	Matthews, J. B.	
	†	Stevens, L. F.	
	†	Day, L.	
	†	Elkington, M. I. N.	
	†	McIntyre, W. R.	
	†	Maung Maung Than.	
	†	Ko Myint Aung.	
	†	Lia Ram.	
	†	Carew, R. R.	

\*Subject to confirmation by the New Zealand Authorities

†Satisfactorily completed the course although not reaching Junior Technician Standard

**The following Apprentices Qualified as Junior Technicians in the trade of  
Armament Fitter Bombs:**

Hall, A. G.	Marham
Walker, G. C.	A. & A.E.E. Boscombe Down

**The following Apprentices ex-79th also qualified to Junior Technician Standard**

Canning, J.	Innbrook	Lang, A.	2nd T.A.F.
Cocking, J. S.	Honington	Lansdowne, I. R.	Lynham
Cook, P.	8 F.T.S. Swinderby	Martin, D.	Scampton
Cooper, A. G.	2nd T.A.F.	Mines, M. J.	R.A.F. College Cranwell
Diamond, G. C.	C.S.E. Watton	Pearce, A. N.	32 M.U. St. Athan
Diffey, L. G.	32 M.U. St. Athan	Roberts, M. J. S.	Gibraltar
Dowey, W. M.	8 F.T.S. Swinderby	Savage, J. H.	Abingdon
Grant, M.	Scampton	Seal, A. J.	Binbrook
Hill, P.	Honington	Simmons, J. H.	Lynham
Holdham, R. H.	St. Mawgan	Shepherd, D. K.	Aldergrove
Langdon, W. G.	Coltishall	Skinner, R. B.	32 M.U. St. Athan
		Wilson, A. P.	2nd T.A.F.

## 80th ENTRY SPORTS AWARDS

### SCHOOL COLOUR AWARDS

#### ATHLETICS

S/A/A Walker, G. C. 1957

#### CRICKET

S/A/A Slaiman, T. Z. 1956

#### CROSS COUNTRY

C/A/A Peuple, T. D. 1957

#### RUGBY

A/A Burch, P. J. 1957, 1958

C/A/A Grindley, G. L. 1957, 1958

S/A/A Harman, E. J. E. 1957, 1958

#### SHOOTING

A/A King, M. J. 1957

A/A Sampson, P. R. 1956

C/A/A Swyer, B. R. 1957

#### SOCCER

A/A Cook, P. 1957, 1958

A/A Edwards, W. H. 1957, 1958

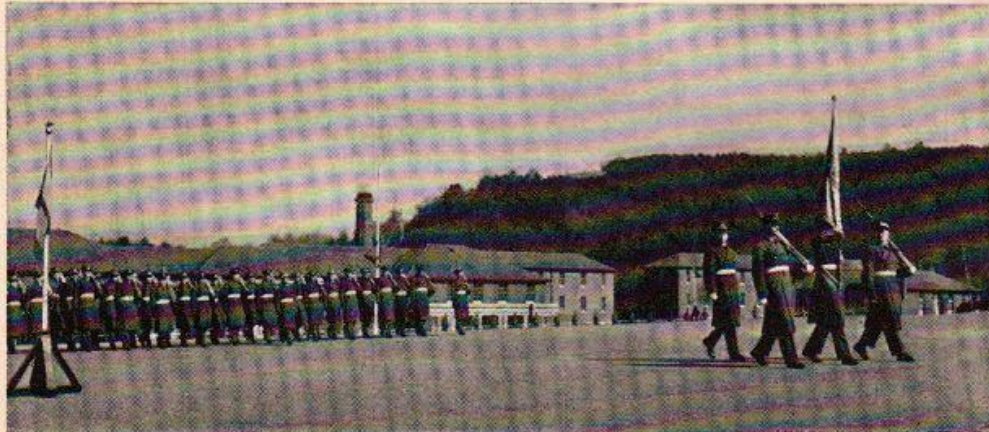
S/A/A Gallagher, A. F. 1957, 1958

L/A/A Goatham, M. 1957, 1958

A/A Mines, M. J. 1957, 1958

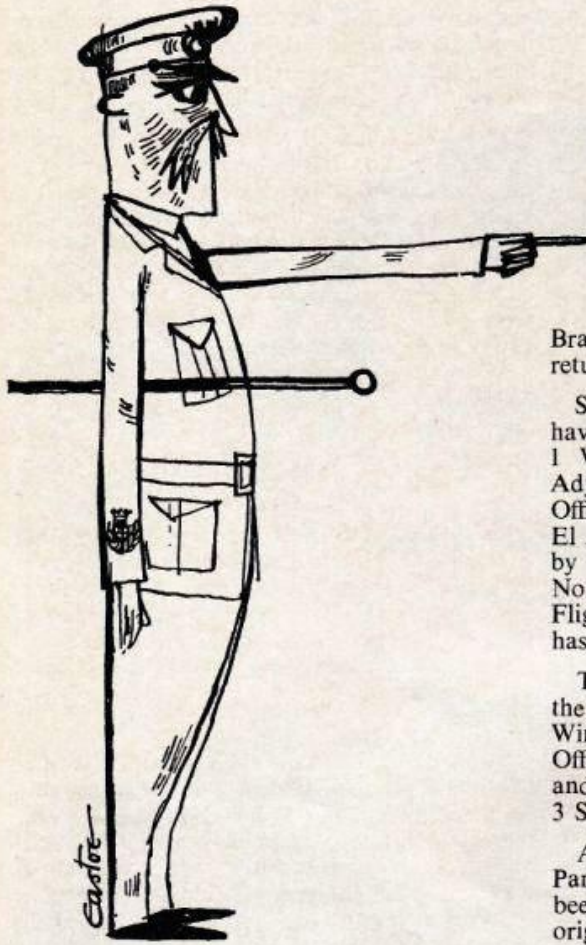
#### SWIMMING

S/A/A Fulton, D. R. M. 1956, 1957



The March Past.

Air Ministry Photograph



### No. 1(A) WING

At the time of writing, with very few exceptions, all Apprentices have departed in high spirits for Easter Leave. The 80th Entry have graduated, and departed from the Wing and are now preparing to join their new units—at home and overseas.

F.S./A/A Paice, S/A/A Sansom, and S/A/A Doxey of the 80th have been promoted to Substantive Corporal,—no doubt this is the first step towards rapid promotion for such capable young men.

We were all pleased to learn that S/A/A Bates of the 80th has been selected for a Direct Commission in the General Duties

## CURRENT EVENTS

Branch. Who knows, he may well some day return to Halton; it has been done before.

Since the last issue of the Magazine there have been several changes in the staff of No. 1 Wing. Flight Lieutenant Hayhow (Wing Adjutant) has joined 2nd T.A.F. and Flying Officer Edgington has joined the units now at El Adam. The Adjutant's post has been filled by Flight Lieutenant Crowley, previously the No. 1 Flight Commander of No. 1 Squadron. Flight Lieutenant Cooke of No. 3 Squadron has gone to Aden.

The following officers have arrived to join the Wing: Flying Officer Davis to take over Wing Administration and Equipment, Flying Officer Lewis to No. 1 Flight No. 1 Squadron and Flying Officer Wright to No. 1 Flight No. 3 Squadron.

All who know Squadron Leader (Pop) Parsons, will be sorry to learn that he has been admitted to P.M. Hospital for what we originally thought was going to be a long stay. However, Pop is made of stern stuff and even though he may be there for another 3 months, he is quite perky and in very fine form. His discharge from hospital will coincide with his retirement from the R.A.F. It is of interest to note that Squadron Leader Parsons started his service as an Apprentice at Halton in 1925, and after 33 years service will retire as a Squadron Leader at the station at which he started.

The Wing has carried off the Barrington-Kennett Trophy and the Apprentices and Boy Entrants Soccer Cup. Having won the B.-K. for Winter Games, every effort will be made to achieve a similar victory in the Summer term, even though the opposition will be formidable. The Wing was also well to the fore when it came to collecting prizes in the end-

of-term Band Competition, details of which can found in Band Notes.

At the end of Easter Leave the 88th Entry moved from the I.T.F. to Squadrons, and no doubt will succeed in "making their mark" in the future. We shall soon be "inducting" the 89th and organising the 81st for their graduation, tasks which will occupy much of our time during the very busy Summer term.

The Wing Talent Nights and Reviews organised by the Padre, Squadron Leader (Rev.) S. Gordon Bennett have been a great success

and, judging from the large and appreciative audiences, his efforts were well rewarded. Wing activities in this respect are now in abeyance until late Autumn.

The Padre has also changed the form of service for No. 1(A) Wing on Sundays, by introducing a modified service more suited to young people. This includes "lesson reading" by the Senior N.C.O. Apprentice and the introduction of hymns that are easier to sing and more widely known. This new form of service has proved popular with Apprentices and permanent staff alike.

### No. 2(A) WING NOTES

**A**N item of congratulation which was too late for the last notes, although it occurred before Christmas, was the success of F.S. Lenz's Pipe Band and trumpeters in the December competition. C/A/A White was the winner of the Commandant's Silver Trumpet and the Wing was winner of the Corps of Trumpets. For the fourth time in succession A/A Squires was the Best Drum Major and the Wing had the winning Wing Pipe Band.

Staff changes include the departure of Squadron Leader B. Brownlow, on promotion, the I.T.F. being taken over by Flight Lieutenant T. J. Cresswell from South Cerney. Flight Lieutenant P. C. Evetts has been posted in supernumary from the late Battle of Britain Flight at Biggin Hill. Pilot Officer A. Boydell arrived from Kirkham to replace Flying Officer J. I. Bisley, posted to Yatesbury. The genial presence of Warrant Officer "Nick" Carter is no longer around; we wish him well in his retirement and new post of Courier, at the same time welcoming from Cardington Warrant Officer H. P. B. Baker, who has previous knowledge of Halton. Others who have left, for civilian life, are Sgts. Anderson, Larner and Turtle, in whose place we have F.S. Capel, Sgt. Salter and Sgt. Cavadino. Cpl.(W) Kempster left to get married and her place in the Orderly Room has been taken by Cpl. Bates.

A/A Bee of No. 1 Squadron is the Wing's second qualifier for the Silver Medal of the Duke of Edinburgh's Award Scheme.

In the field of sport the high-light of the Barrington-Kennett Competition was probably the excellent performance of the Senior XV in drawing with last year's Rugby champions, No. 3 Wing. In this connection congratulations should also go to the coach. Despite setbacks the Junior XV promise well for the future.

The Junior XI won their section of the Barrington-Kennett as did the Senior hockey team. Although the Wing came last overall, there was only one point between second and third. This was much closer than most expected, and the teams deserve congratulations on their play.

A/A Turner won his event in the Scott Paine boxing competition. A/A O'Neil was a finalist. Turner went forward to the I.S.B.A. Junior Championships with A/A Barker, and A/A Swindell was a reserve, making a good representation from No. 2(A) Wing. The boxers also helped in bringing home the shield awarded for the annual boxing match between Halton and Locking. A/As Beal and Fry winning their fights with knock-outs.

The 80th Entry prize winners list shows F.S./A/A Firmin's fine achievement, for he won the Monsignor Beauchamp Memorial Prize for the best all-round Apprentice and was highest in Order of Merit, all subjects. He is first in Order of Merit for General Service Efficiency and also the Educational Subjects. In the Trade Standards Test he was

first in his trade; with the highest aggregate in the Final T.S.T. he wins the Pioneer Trophy. Also to be congratulated are C/A/A Eadon who wins the Burma Defence Service Prize for the best Burmese Apprentice in Order of Merit, A/A Blewett who wins the Crebbin Robinson Cup for highest in Order

of Merit in the T.S.T. Practical Fitting Test, S/A/A Clarke as best tradesman in his trade in T.S.T., and S/A/A Walker as second highest in Order of Merit for General Service Efficiency. We wish these and all others who passed out with them success in their future service.

### No. 3(A) WING NOTES

THE Easter Term has flown by so quickly that it is difficult to realise that we shall soon be preparing for the Graduation of the 81st Entry. With the precision of a sausage machine Apprentices are being turned out into the Air Force proper to take their rightful places in a wonderful Service; one Entry goes, another arrives, old faces are missed and new ones memorised, some to gain Cadetships, others to be cast away during the three years "hard".

The 80th Entry have now spread to the far corners of the globe and with them went our sincere wishes for a happy and successful career. To this we now add our best wishes to the 81st Entry, who, by the time of reading will be on their way. It is to be hoped that now and again memories of their training days come to mind and a tender spot is ever-green for Halton.

Under Wing Commander Charles Newman, No. 3(A) Wing has gained a new lease of life, a team spirit can be sensed in the many Wing activities, whether parading on Maitland Square, or partaking in Inter-Flight Soccer Matches. May we hope that this happy spirit will continue and permeate to every Apprentice in the Wing.

During the Term we welcomed Flt.Lt. Wanstall to No. 2 Squadron, and judging by his soccer prowess and personality he will be a great asset to us. Sqn.Ldr. Powell returned from Bircham Newton, having been on the Advanced Admin. Course, and can now quote Q.R.s and A.C.I.s without the slightest difficulty. Rumour has it that he stated Windsor Knots in ties are taboo, but as yet it has not been promulgated in W.R.O.s.

To No. 1 Squadron we welcomed Sgt. Troward and to No. 3 Squadron we welcomed Sgt. O'Grady, who has made his mark already by giving a helping hand to the Hockey teams. Perhaps under his and Flt.Lt. Simpson's guidance the B.-K. results will be reversed in the next series.

Our P.T. staff, fortunately always with us and well organised, have endeavoured to raise the Wing standard in Athletics and Cross Country and it is hoped that next term many more Apprentices will 'have a go' in the Higgins Shield—an Inter Squadron Trophy for Boy Entrants and Apprentices. Our congratulations, though belated, are extended to Sgt. Gibbs, who did so well in the Inter-Services Pentathlon, coming third out of seventeen competitors.

Once again in the noble art of self-defence Sgt. Beeney whipped up a tremendous spirit and although we were runners-up in the Senior B.-K., the Juniors were top-dogs. Out of the many Apprentices who did well during the season, A/A Vine could be rated as outstanding, his cheerful outlook and hard training in the Gym being an inspiration to all.

Perhaps the sight of a Bluish Zodiac will instil in many the wish to possess such a super model, and it is hoped that its owner will take care of it, and himself.

To the 89th Entry, now in their respective Squadrons after experiencing the I.T.F., we say, settle down, try hard at workshops and schools, and support your Flight Commanders and N.C.O.s and by so doing, help yourselves to gain a maturity of outlook so necessary in the Service. Always be proud of Halton and when you leave eventually never be ashamed to say you are an "EX-BRAT".

## TECHNICAL TRAINING WING

### AIRCRAFT ENGINEERING SQUADRON

#### AIRFRAME FITTER FLIGHT

THIS term has seen the overhaul of our Workshop completed. The glossy cream paintwork will enable us to remain much cleaner and lighter for many years to come. The only disadvantage was the distasteful hue which the furnishings received from the spray dust, but these are gradually returning to their original shade of blue.

Mid-March saw the departure of our Flight Commander from the Royal Air Force after 34 years' service as man and boy. Flt.Lt. Thorogood will be missed in many ways at Halton, not only for his forthright views on training matters, but for the great interest he took in the sporting activities of the Station. From the workshops we send him our sincere wishes for every success in his bowler-hatted environment. His successor is Flt.Lt. Ryman, whose stay we hope will prove enjoyable and interesting. We have also lost Cpl. Thorpe, a National Service N.C.O. who gave us valuable service for the short while he was here. We welcome Snr.Tech. Tripp and Cpl. Higate into the fold.

The Hunter aircraft which replaced the Swifts are now firmly established in the Advanced Airframes and Hydraulic Bays. Instruction has now commenced on these with the 82nd Entry.

We offer our congratulations to A/A Foster of the 82nd Entry who has been awarded the Instructors' Trophy after keen competition. This trophy is awarded to the Apprentice who makes the best progress during the 2nd year of training, and it often produces a surprising result.

At the time of writing the results of the 80th Entry final examinations have been promulgated. We are pleased to find that they make better reading than those of the previous Entry. We cannot emphasise too strongly the need for constant revision of the first year's work, and the reading of the Air Publications in these subjects, for it appears that weaknesses here are the direct cause of many examination failures.

#### ENGINE FITTER FLIGHT

In the last issue we expressed the hope that the 80th Entry would achieve a 100% pass in their Finals, but we must now record that six of this Entry failed to satisfy the examiners. This is regrettable but it adds point to the oft repeated claim that the modern Service demands a very high technical standard. Entries still under training must work really hard to get their feet on the promotion ladder and to justify the considerable expense of their training.

As usual, we have said farewell to some of the staff. Ch.Tech. Chawner has gone to Scampton and Ch.Tech. Hall to Waddington, whilst F.S. Barr has re-mustered to Mr. Barr. The departure of Jock Barr is a definite loss to the Royal Air Force. He was outstandingly conscientious and, like Chawner and Hall, he will be badly missed. Our thanks and best wishes to all of them. To offset these losses, we welcome Sgt. Woodgate from the wilds of Norfolk and Sgt. Powell from Syerston. First impressions are very good and if the newcomers match the standards of those who have left all will be well. An internal posting has given us Cpl. Irvine from the Airfield and we extend the same welcome to him.

We are about to introduce some new Phases into Engine training. These are Electric (two courses), Machine Shop, Sapphire and Elementary Airframes. The changes have caused some juggling with the Entry Progress Chart. The famous Merlin has been removed from the syllabus, so that so far as we are concerned the long era of Rolls Royce piston engines is closed. The name Rolls Royce has been very closely linked with the R.F.C. and the R.A.F. from the earliest days. The River class of gas turbines will now maintain the connection.

The Electrical and Armament Squadrons have been a little quieter lately in pressing their annexation policy. They have evidently heeded our warnings, but let them not think that we are asleep. We suggest that they concentrate on growing tomatoes in their greenhouses and of course laying miles of lino to help their poor old feet.

## ELECTRICAL AND INSTRUMENT SQUADRON

### Electrical Fitter Flight

It is always sad to see the departure of old friends. The lathes on which so many Entries of Electricians have been trained have been banished to Bay 1, where General Engineering Flight will give future Entries the introduction. This is to enable the basic workshop exercise which we undertake to conform more closely to the requirements of the trade. Once again Electrical and Instrument basic training is combined and our basic instructors have prepared new exercises in which the soldering iron has replaced the lathe as the dominant tool. We know that they will emphasise the same need for skill of hand, patience, perseverance and thoroughness which lathe-work helped to instil in generations of U/T Electricians at Flowerdown, Cranwell and Halton. (Warrant Officer B. J. Chubb claims that the Flowerdown treadle lathes also developed strong leg muscles which contributed to the high standard of sport at that unit.)

Although the "modernising" axe has been vigorously wielded the precept that "only the best is good enough" remains. That the "new look" has not lowered our standards is shown by the achievement of A/A Blewitt, 80th Entry, to whom we extend our congratulations; he has retained the Crebbin Robinson Cup in the E. & I. Squadron with one of the new style exercises.

In Bay 8 also the scene has changed. The magnificent vista of steel and glass partitioning that greets one from the doorway is proof indeed that the long promised Electrical and Electronic laboratories have arrived. It can be confirmed that there is no truth in the rumour, spread no doubt by the "lesser breeds," that these palatial edifices are to be used for the cultivation of tomatoes. The study of the great, all-powerful Electron will be helped considerably by new training aids which are being constructed by the instructional staff in both the new laboratories and the application classrooms.

Since our last notes were written we have had to say farewell to Corporal Livingstone (posted to No. 12 S. of T.T.) and we bid welcome to Corporal Attfield. To both of

them we extend our wishes for a happy tour on their new units.

Congratulations to Corporal Technician Court on his success in the Senior Technician trade test.

The 80th Entry have left us and by now are doubtless quite "old sweats." Their individual achievements are recorded elsewhere in the Magazine but we congratulate all those who graduated and wish them success in their chosen careers.

### Instrument Fitter Flight

We begin by wishing good luck to the 81st Entry and by welcoming the 90th. The 89th have now settled in and are giving a reasonable account of themselves.

The changes envisaged in previous reports are beginning to take place and any ex-Apprentice of the Instrument Flight would be lost, should he return to Halton. Bay 8, now referred to as the "Glasshouse", the "Greenhouse" and sometimes the "Fish Tanks", is completely occupied by laboratories used by the whole Electrical and Instrument Squadron. The instrument machine shop and basic fitting section in Bay 9 have disappeared, and in their place are more classrooms and laboratories which have been built on a "self-help" basis. Our basic engineering practice has now been combined with that of the Electrical Fitter Flight at the end of Bay 7 and a new set of exercises is being worked out, the emphasis being on soldering. It will take a little while to reorganize the Flight completely but there are signs that it will be well worth while.

Of course we are still struggling along short of instructors and were glad to welcome Corporals Windsor, Owen and Crossan. Corporal Crossan did not have time to take his coat off; he has already joined a "G.W." course so undoubtedly we have seen the last of him.

Sergeant Norton is about to become a civilian and is joining the staff of Air Trainers Ltd. We wish him luck. Is it true that he is studying an Air Force—English dictionary?

Mr. Edgcombe continues to be a great asset to the Dramatic Society and we are proud of his efforts in that sphere. He wishes to state that the part played by him in a recent production has no bearing on the state of the remainder of the staff—he was only acting!

"Fruit" England has had a good season and is looking eagerly forward to the end of August. He says: "One can't make a living out of cricket."

Is it true that Mr. Bowers was heard to remark the other day: "People in glass houses should not throw stones."?

By the time of publication it is to be hoped that Sergeant Thomas and Corporal Johnstone will have ceased parading aimlessly up and down the corridors. Perhaps, too, those "sympathetic pains" of Sergeant Thomas will have disappeared.

S. A. C. Jones is about to leave us and return to civilian life having done a job, on his National Service, of which he can be truly proud. However, if he succumbs to the pressure exerted by W.O. Briggs he may even yet join up as a regular airman, and what a fine asset he would be to the Royal Air Force. Good luck, Jones.

## ARMAMENT ENGINEERING SQUADRON

The Armament Squadron has experienced a relatively quiet period during the last few months. Builders and Decorators have left us in peace but we fear that their efforts show signs of deterioration already, and cream coloured hardboard does not make the best partitioning for a large area of classrooms.

A small section, formed by Cpl. Mercer and C. I. Butler in Bay 11, has now produced a course on Rocket Propulsion and we await official reaction to our efforts to "Be Prepared" for the future. Selected senior Apprentices have completed a 32 period course, and their marks indicate a high level of interest and industry. It is hoped that such Apprentices will be considered for guided weapon training soon after graduation. We think they are the answer to a missile's prayer.

We note that the E. & I. Squadron now have some fine new classrooms in Bay 8. They are being renamed Laboratories. Can we therefore assume that the staff are to be known as laboratory attendants? We are sure these new premises will satisfy a much felt need in workshops, especially in inclement weather.

Congratulations to Mr. Maclean on the well deserved award of the British Empire Medal. We are sure that many ex-Apprentices will join us in these good wishes.

There have been a number of staff changes recently. Posted In: Ch.Tech. Hand from No. 10 S. of T.T., Kirkham, Sgt. Coombs, from Locking, Snr.Tech. Mottram (ex 53rd) from Biggin Hill, Cpl. Field from Catterick, Cpl.Tech. Carr (ex 62nd) from 32 M.U. St. Athan. Posted out: Snr.Tech. Deakin to F.E.A.F. and Cpl. Davis to 2nd T.A.F. On the civilian side, Mr. Catlow has joined us from No. 10 S. of T.T., Kirkham.

We wish Godspeed to those who have left us and we thank them for a job well done. We welcome the new members, who are likely to have the privilege of implementing great changes in the near future.

The 80th Entry of Armament Technicians has now graduated, and we are sure that they will be a credit to the service and to Halton. We will always welcome a return visit from them, or indeed from any other graduates who are passing this way. Come and see us at any time; we are second on the left past the Workshop Laboratories. Finally we congratulate S/A/A Clarke, D. F., on graduating as first Armament Fitter in the 80th Entry, S/A/A Walker, F. C., Highest in Order of merit in General Service Efficiency, and S/A/A Feist, M. R., Winner of the Quinton Trophy.



## AIRFIELD TRAINING SQUADRON

The Central Office in Hangar 4 at the Airfield has undergone some changes. No longer does Ch.Tech. Williams gain inspiration from the beasts of the field—of which more later—and L/A/C Bottomley has been banished with his files to a hitherto uninhabited corner. The floor, too, shows signs of recent polishing, and these and other changes herald the arrival of Warrant Officer Anderson.

Known off-times as 'Beery', the new W.O. i/c Airfield left his mark at Halton when he passed out with the 30th Entry. It is understood that the tempo of the Graduation Ceremony of that Entry was quickened by the appearance of a bottle of home made wine, the ingredients of which were only known to A/A Anderson. His capacity for this and other less innocuous liquids has secured for him a reputation which is the envy of all. We welcome him to the Squadron.

After a stay of three years W.O. Barnicoat leaves us for St. Athan. He contributed much to the development of the Squadron and his paternal influence will be missed by all. His alto rendering of a certain well known hymn should stand him in good stead at his new Unit and our kindest thoughts go with him to that little corner of Welsh Wales that is for ever Halton. Another departure is that of Mr. Butterworth to the Aircraft Engineering Squadron. We wish him well in his new job.

The Vulcan seen passing through Weston Turville early last Sunday morning eventually found its way to the Airfield. By that time, however, it had become a Valetta, but the oldest inhabitant who reported it was unrepentant. It was big and it started with a "V", he said, so it must be a Vulcan.

Ground Electricians will soon cease to be trained at Halton. Will their passing create a new member of the Officers' Mess Committee? In place of Flares, gooseneck,

sodium type we may see Officer, torch bearing, dances for the use of.

An Engine Fitter was recently seen drinking Coffee in the White House Cafe with an Electrical Fitter Air. The doctrine of integration preached by all at the Airfield is thus bearing fruit, and the rotary movement of long defunct Fitters Aero resting in Halton Churchyard has no significance whatsoever.

The Airfield Bull has justified his existence on the Airfield Map. His Lady Jessica has produced a Jessica Junior—whom we welcome to our fold. Jet engine running has been reduced for a suitable period.

Complaints from instructors concerning their new Common Room—still no beds.

### Recent Visitors to the Airfield

P.Ed.O.—Friendly visit.

O.C., No. 2(A) Wing—To give good advice on certain aspects of Canberra Servicing.

O.C., E. & I. Squadron—For advice.

Sqn.Ldr. Chiverton, H.Q., Bomber Command—To see if the path he blazed from the Airfield to Aston Clinton when O.C. four years ago is still there. This officer is now officially reported missing, believed lost.

O.C., E. & I. Squadron—To part-exchange a tired M.G. Mquette for a rather better 3½ litre Bentley.

366 F.S. Mafeking Ret'd (of the 6th entry)—To see whether the feminine aid to training which he nailed to the wall of classrooms 10 in 1924 could now be returned to him. When it was pointed out that the removal of the lady would cause the collapse of the hut, he agreed to let it remain. Peace again reigned in the Armoury.

O.C., E. & I. Squadron—For crash box instruction.

W.O. Chubb—To talk.

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### 81st Final Mechanics Paper

Q. Distinguish between speed and velocity.

A. Speed is a noun and velocity is a verb.

masterly diagrams of hydraulic generators, Vane oil motors, RSJ's Banjo units and so forth.

When Turrents became redundant he entered the Electric Bomb Release Mechan-

isms Phase where his practical ability soon became very noticeable as a result of his 'Aids'.

He has one other secret—you should see him play on the Snooker table.

## Apprentice Schools

EARLY in the term the Schools were visited by Air Marshal Sir A. W. B. MacDonald, K.B.E., C.B., A.F.C., the new Commander-in-Chief of Technical Training Command. He visited many sections and saw Apprentices at work in classrooms and laboratories and in the Trenchard Library.

In March two Staff Inspectors from the Ministry of Education spent two days at Halton examining the work done for the Ordinary National Certificate. The two inspectors, Mr. H. E. Dance and Mr. H. W. French, were sympathetic towards our special problems and gave much useful advice on how to develop the facilities at our disposal.

The end of term saw the passing out of the 80th Entry. In his review on Graduation Day, the Commandant made special reference to the very satisfactory educational record of members of this Entry as well as to their co-operation and the high standard set by the majority of the N.C.O. Apprentices.

In sport, members of the School staff have given a good account of themselves in recent months. Squadron Leader Quick and Flight Lieutenant Palin played in the station Squash Rackets team which lost in the final of the inter-Station competition. Both these officers also played for Technical Training Command in the inter-Command competition. Flying Officer E. J. Jones has played rugby regularly for the Royal Air Force and figured in the matches against the Royal Navy and the Army. In rugby the Schools side reached the final of the "sevens." As we go to press a match has been arranged between a School fifteen and the rest of the station: this should

prove to be a keen contest with a high standard of rugby football.

News has reached us that Wing Commander Bartle has been posted to Headquarters, Flying Training Command after spending over four years at Halton. As head of a department, he was responsible for the educational progress of the Apprentices under training as electrical, instrument and armament fitters and will be remembered for his good-natured and efficient running of basic studies for these trades. Towards the personal problems of Apprentices and education officers he would always show a sympathetic and unhurried approach; this usually resulted in a happy solution. As chairman of the Apprentices' Sports Committee and officer in charge of golf he achieved the same success by the same tactics. We shall miss him and his family and wish them good fortune in the future.

In his place, we welcome Wing Commander H. H. Mayoh who comes to us from Air Headquarters Levant; we envy him his leisurely return to the United Kingdom by road via Italy and France.

We have also learned that Squadron Leader Wilson has been posted to Germany and will be leaving in the near future. Squadron Leader Wilson has served at Halton for five years as officer in charge of mechanics: his conscientiousness and thoroughness have become bywords in Schools and he will surely be missed. We wish him good fortune in his new appointment and welcome Squadron Leader Oliver, his successor, who comes to us from Weeton, where he has been in charge of basic training for Mechanics.

# Recollected in Tranquility

by 568213 ex-L.A.A. A. C. Michelmore

No. 2 Apprentice Wing, R.A.F. Halton

*The indefatigable researches of the Old Haltonians' Secretary revealed that in August 1935 young A.C. Michelmore left his home at Cowes, Isle of Wight, to become 568213 Aircraft Apprentice Michelmore of No. 2(A)Wing, Halton. Now, twenty years later, Mr. Cliff Michelmore is one of the most well known personalities on B.B.C. Television. Most people will have seen him interviewing people in the news in "Tonight." He has been kind enough to accept our invitation to talk about himself for a change.*

THE sap is rising in those beech trees which top the hill and overlook the ranks of barrack blocks which were my "home" for three years before the war. I wonder if they still queue for tea and "Nelson" cakes at the workshops, and I wonder if the cry of "Snoops" rings through those one storied brick buildings at the moment when the smoke pours through the ventilators and I wonder if they still sing that song which, if I remember aright, went :

"When beech leaves are falling, are falling,  
are falling,  
Wherever I'm stationed, where 'ere I may roam,  
Those memories come calling, come calling,  
come calling,  
Of youth's golden scenery of Halton and  
home".

It would be less than honest to pretend that those thoughts of "I wonder if?" ran through my mind more than once in every year or so and that it only really happens when I hear from one of my old Halton friends or pass near to that camp gate. I have only been back to Halton on odd occasions and then only to the piece of ground which passed for an airfield. I have never since set foot inside the workshops, the school or a barrack room. Now that the Editor of this magazine has asked me to write for you, I wish that I had returned, because I am sure to be as out of date as the Avro 504 Ks, on which I learned rigging.

In order to put you right about myself, let me say that if there was such a thing as an "ordinary" Aircraft Apprentice, it was I.

Upon entry and leaving I was in the middle of my Entry. I rose to the heights of being a "snag" but never reached the rank of Corporal Apprentice because I once had a piece of fluff under my bed, if you see what I mean. It was discovered during an inspection when the officer concerned saw what he thought was a pile of Old Man's Beard under the bed, but it was in fact a tumbled bundle



L/A A. C. Michelmore

of fluff which had not been there a minute beforehand. And so I ended my days a "snag". I played, entirely without distinction, for the Wing at Soccer. I was never an active member of anything very much. Now that I come to think about it, I was never very active. Once, when I was very angry with the chap in charge of our room, I put a double tramline crease in his trousers for him. Unknown to him they were under his mattress the night before "Open Day", when his girl friend was coming. I had soaped the inside of the creases well and laid them to form an immovable tramline. He never bothered me again, except when I was his C.O. ten years later and he wanted special leave to get married. He did not mention the trousers and neither did I, but he got his pass.

When then is it that one does remember about "youth's golden scenery?" It is the cry in the Dining Hall as the plate or mug crashes to the floor. That seemed to be a call of the wild, a mixture of derision and delight at misfortune. It puzzled me at the time and continues to puzzle me to this day, but I suppose people still do it.

One remembers those long fruitless walks to the top of the hill picking up stones to clear a field for a sports ground which as far as I know never heard the shout of "Goal", or if it did it was never mine. One remembers the square-mouthed square-headed N.C.O.'s commands, "Bring-the-foot-what's-on-the-ground -to-the-foot-what's-in-the-air -and-stay -there-stationary-till-I-tell -you-to-move". It was a piece of drill book tomfoolery that brought out the worst in me. I could imagine the squad stuck three or four inches off the ground defying Newton's Laws of Gravity but obeying the Law of the Drill Manual.

One remembers the Laundry List, the Nominal Roll, and the last three of a good many room-mates and where they came from. 366 Scott from Shropshire, Simpson from Ormskirk, 105 James from Ebbw Vale, 194 King from Abbots Ann, and now when I travel round the country and pass through their home towns I still think of them as members of Toc H or fellow O.D.s or being as bad as I was at discovering the mysticism of the magneto.



Mr. Cliff Michelmore at work on 'Tonight'

One remembers the iron railings, the Service Policeman's haircuts, the smile of the schoolmaster, the first pained sight of the Passing Out Paper, the queue at the pictures, raffles that other people always won, lines of leave buses and a jacket freed of the Apprentice's wheel. But most of all one remembers the friends who were going to write and never did and the friends who were never going to write and now do not hesitate to remind one of their acquaintance.

"What did Halton do for me?", I often ask myself and the answer is not difficult to find. It made me appreciate that people are important and that the ability to like them as people and not just as friends is something worth having. Nowadays I spend most of my working week meeting people. They vary from the old lag who boasts of having spent more time in prison than out of it, to the millionaire who honestly does not know if he is worth three or four hundred million pounds.

Concluded on page 56

Careful watch will be kept on the results achieved by candidates at the new qualifying examination and these will be related to the success achieved by candidates at the end of their initial period of training in the Royal Air Force. The object of this is to assess the validity of the new examination pattern and to determine whether or not it has succeeded in its object of reducing the number of square pegs which are put into round holes.

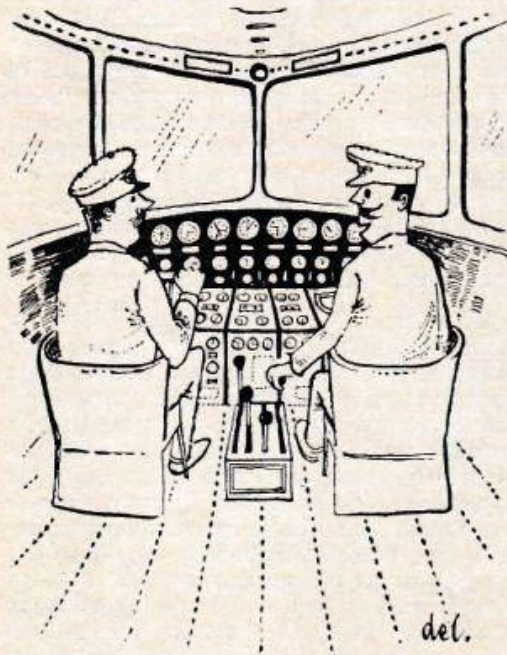
#### Recollected in Tranquility

Continued from page 53

People come in every size but the remarkable thing is that the bigger they are the nicer they are. Sir Robert Watson-Watt, the father of Radar, sits in the corner chair and tells of the time when he was caught in a radar speed trap in Canada and the \$5 fine it cost him; Bob Hope leans against the table and, refusing coffee because he has caught the tea habit, says that Television is a dustbin for old comedians and gag-books and he's not

fond of living in dustbins; Gypsy Rose Lee, the Queen of Strip, asks for an extra light to be put on the studio floor to light more becomingly the underside of her chin; Dame Felicity Hanbury the former Commandant of the W.R.A.F. says that she is terrified of appearing on Television and proceeds to enchant everybody; Jimmy Edwards announces that he will only appear if we give him a pint of beer. And so they come, the great and the not so great, the famous and those who wish they were. If I have to thank Halton for anything it is the ability to meet and talk to people.

I now do a job that I enjoy, and the works of Haddon and Kermode and the "Theory of Flight" are far from my mind, but Halton itself is never forgotten. A day or so ago an old room-mate of mine who is now a surgeon telephoned me, and I was able to tell him his initials, last three, religion and place of birth. I do not think that we ever forget the people we meet at Halton. Other things are easier to forget—I am pleased to say!



"Have you got the time on you?"

#### HOWLERS

A question on a General Studies paper asked for an explanation of the term "Parliamentary Whip". These were a few of the answers:—

The parliamentary whip is an instrument which was used to quell old quarrels in Parliament. It is used as a symbol of right.

A parliamentary whip is a person who does all the fetching and carrying in the House of Commons.

A parliamentary whip is a person who can vote for anybody he likes.

Psychological terms:

A person who likes inflicting pain on another—a phanatic.

A person who walks in his sleep—a pshyologic.

The first (and only correct) calculation in a science examination answer book was:

$$3 \text{ hrs.} = 180 \text{ minutes}$$

$$6 \text{ questions } \therefore \frac{180}{6} = 30 \text{ mins./question.}$$

## AIRCRAFT APPRENTICE ENTRIES—SERVICE NUMBERS

ENTRY	LOWEST NUMBER	HIGHEST NUMBER	REMARKS
1.	335282	335521	Cranwell Feb. 20
2.	335582	335882	" Sept. 20
3.	335606	361779	" Jan. 21
4.	361820	362244	" Sept. 21
5.	362249	362789	Halton Jan. 22
6.	362790	363332	" Sept. 22
7.	363338	363790	" Jan. 23
8.	363793	364452	" Sept. 23
9.	364462	365117	" Jan. 24
10.	365127	365692	" Sept. 24
11.	365623	365988	" Jan. 25
12.	366003	366486	" Sept. 25
13.	560001	560501	" Jan. 26
14.	560504	561010	" Sept. 26
15.	561011	561429	" Jan. 27
16.	561433	561976	" Sept. 27
17.	561977	562392	" Jan. 28
18.	562393	562964	" Sept. 28
19.	562967	563424	" Jan. 29
20.	563425	564042	" Sept. 29
21.	564049	564576	" Jan. 30
22.	564577	565056	" Sept. 30
23.	565057	565458	" Jan. 31
24.	565459	565843	" Sept. 31
25.	565844	566009	" Jan. 32
26.	566010	566241	" Sept. 32
27.	566242	566458	" Jan. 33
28.	566463	566702	" Sept. 33
29.	566707	566956	" Jan. 34
30.	566959	567346	" Aug. 34
31.	567348	567892	" Jan. 35
32.	567893	568813	" Aug./Sept. 35
33.	568814	569666	" Jan. 36
34.	569668	570749	" Aug. 36
35.	570756	571604	" Jan. 37
"	*FX75570	FX76718	Naval Entry "
36.	571605	572851	" Aug. 37
"	*FX75573	FX76721	Naval Entry "
37.	572855	573688	" Jan. 38
38.	573691	574991	" Aug. 38
39.	574992	576080	" Jan. 39
40.	576084	577467	" Aug. 39
41.	577468	578129	" Jan. 40
42.	578131	578389	" Aug. 40
43.	578390	578655	" Aug. 41
44.	578657	578913	" Feb. 42
45.	578915	579176	" Aug. 42
46.	579177	579434	" Feb. 43
47.	579436	579695	" Aug. 43
48.	579697	579952	" Feb. 44
49.	579954	582215	" Jul. 44
50.	582219	582475	" Feb. 45
51.	582481	582731	" Jul. 45
52.	582733	582889	" Feb. 46
53.	582892	583139	" May 46
54.	583140	583511	" Aug. 46
55.	583513	583819	" Jan. 47
56.	583823	584238	" May 47
57.	584242	584513	" Aug. 47
58.	584515	584758	" Jan. 48
59.	584754	584941	" May 48
60.	585003	585170	R.P.A.F. Sept. 48
61.	585173	585349	R.P.A.F. Feb. 49

ENTRY	LOWEST NUMBER	HIGHEST NUMBER	REMARKS
62.	585355	585496	R.P.A.F. Jun. 49
63.	585501	585664	Halton Sept. 49
"	P.53646	P.53699	" Sept. 49
64.	585671	585861	Halton Jan. 50
"	P.53700	P.53900	R.P.A.F. "
65.	585865	586062	Halton May 50
"	P.54012	P.54586	R.P.A.F. "
66.	586133	586286	Halton Aug. 50
"	P.54589	P.54613	R.P.A.F. "
67.	586355	586546	Halton Jan. 51
"	P.54619	P.54829	R.P.A.F. "
"	P.85003	P.85055	" }
68.	586500	586872	Halton April 51
"	P.85053	P.85153	R.P.A.F. "
"	N.Z.75313	N.Z.75641	R.N.Z.A.F. "
"	C.10002	C.10009	R.Cy.A.F. "
69.	587001	587321	Halton Aug. 51
"	P.85186	P.85404	R.P.A.F. "
"	B.5001	B.5030	R.B.A.F. "
"	C.10013	C.10019	R.Cy.A.F. "
70.	587416	587619	Halton Jan. 52
"	P.85231	P.85487	R.P.A.F. "
"	C.10023	C.10032	R.Cy.A.F. "
"	R.R.481	R.R.484	R.R.A.F. "
71.	587620	587745	Halton April 52
"	P.85387	P.85604	R.P.A.F. "
"	C.10033	C.10037	R.Cy.A.F. "
"	B.5008	B.5027	R.B.A.F. "
"	N.Z.75000	N.Z.75007	R.N.Z.A.F. "
"	R.R.515	R.R.519	R.R.A.F. "
72.	587831	588232	Halton Sept. 52
"	P.85618	P.85748	R.P.A.F. "
"	C.10039	C.10040	R.Cy.A.F. "
73.	588244	588505	Halton Feb. 53
"	P.85613	P.85745	R.P.A.F. "
"	C.10045	C.10052	R.Cy.A.F. "
"	R.R.604	R.R.611	R.R.A.F. "
74.	588524	588789	Halton April 53
"	C.10042	C.10060	R.Cy.A.F. "
"	N.Z.75184	N.Z.75186	R.N.Z.A.F. "
75.	588914	589255	Halton Sept. 53
"	C.10062	C.10066	R.Cy.A.F. "
"	B.5047	B.5077	R.B.A.F. "
76.	589261	589518	Halton Jan. 54
"	C.10067	C.10070	R.Cy.A.F. "
"	R.R.659	R.R.661	R.R.A.F. "
77.	589610	589803	Halton May 54
"	C.10072	C.10077	R.Cy.A.F. "
"	B.5080	B.5094	R.B.A.F. "
"	N.Z.77296	N.Z.77302	R.N.Z.A.F. "
78.	589873	680288	Halton Sept. 54

\* The naval Apprentices who came to Halton in 1937 had numbers between FX.75570 and FX.76721, inclusive. (This does not mean however that there were 1151 of them!) These Apprentices, having received their numbers, were divided, by some means unknown to us, between the two entries, 35 and 36.

Hence it is only possible to determine from this list of which of the two entries four naval Apprentices were members, namely numbers FX.75570, FX.75573, FX.76718 and FX.76721.

We should be pleased if anyone could give us a formula for determining from a 1937 Naval Apprentice's number whether he was in the 35th or 36th.