

The Haltonian Magazine

90 Edition

Winter 1961

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THE SAVING OF ONE LIFE

by the use of a helicopter
where time and accessibility
are the problems.

OR MANY LIVES

where they are involved in a casualty
area. The helicopter can transport up
to twelve stretcher cases direct to
hospital in a matter of minutes as
against the slow tedious travel of road
transport and where casualties are
concerned—*time is vital.*

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helicopters can be fitted
for the ambulance role
quickly and easily.



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WESTLAND AIRCRAFT LIMITED YEOVIL ENGLAND

incorporating: SAUNDERS-ROE DIVISION, BRISTOL HELICOPTER DIVISION,
FAIREY AVIATION DIVISION.



EDITORIAL

In the last edition of this magazine there was no editorial, a fact noticed only by the Editor, who had some quaint notion that the omission might prompt a few comments in the form of letters, which could be used to swell the pages of the next edition. The whale ignored the sprat. Letters were nil. Editorials are thus proven irrelevant.

However, the Editor takes up pen this last time for three reasons:—

1. It is the last time. This is valedictory. He wishes to thank all who have helped him in the production of this magazine, and given

so generously of their time and enthusiasm.

2. The drawing at the Editorial heading is excellent. The block cost three pounds six shillings. It is a pity to throw it away for lack of a device to fill the space underneath.

3. The new Entry may not have found its feet completely. Someone therefore, not fully acclimatised to the code of what is done and what is not done, may, in a moment of weakness or of mental aberration, idly read the Editorial of the Halton Magazine.

Best wishes and goodbye!



The 90th Entry graduated from Halton on the 2nd August, 1961. It was a sunny, blustery day bearing false promise of the weather to come during leave. The Reviewing Officer was Air Marshal Sir Alfred Earle, K.B.E., C.B., Deputy Chief of Defence Staff.

With him were several other distinguished officers. Air Vice Marshal G. Bearne, C.B., represented the Air Officer Commanding-in-Chief Technical Training Command, and Air Vice Marshal T. N. Coslett, C.B., O.B.E., so recently our Commandant, appeared in

his new position as Air Officer Commanding No. 24 Group. Also accompanying the Reviewing Officer were Air Commodore B. Robinson C.B.E. at his first graduation parade as the Commandant of No. 1 School of Technical Training, Group Captain S. G. Taylor, Senior Training Officer, Group Captain D. M. B. Pitt, M.B.E. Principal Education Officer, Wing Commander R. J. Palmer, M.B.E., Officer Commanding No. 1 Apprentice Wing and Wing Commander H. A. J. Mills, Officer Commanding Technical Training Wing.

The parade was under the command of Warrant Officer Apprentice C. J. Fricker. The following N.C.O. Apprentices were subordinate commanders.

Parade Adjutant C/A/A D. R. Ladbrooke
 Parade Warrant Officer C/A/A B. W. Merritt
 Colour Bearer S/A/A T. Carver
 Colour Warrant Officer C/A/A C. A. Spanner

Colour Escort L/A/A D. Stangroom

L/A/A D. R. Battye
 Colour Orderly L/A/A M. F. Gleeson
 Escort Squadron Commanders

S/A/A P. A. Marvin
 No. 1 Flight Commander

C/A/A J. J. Longmuir
 No. 2 Flight Commander

C/A/A M. J. D. Miall
 No. 2 Squadron Commander

S/A/A D. R. Branchett
 No. 1 Flight Commander

C/A/A M. T. Tilley
 No. 2 Flight Commander

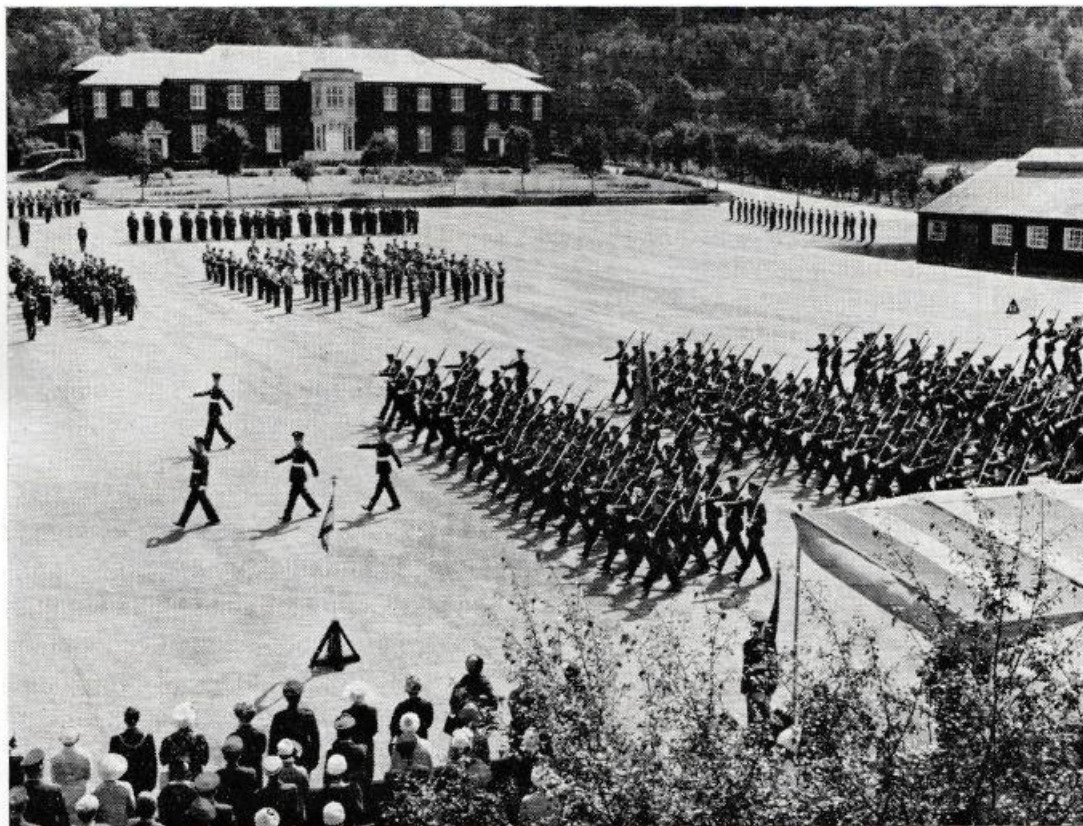
C/A/A V. N. Winterhalter
 Standard Bearers A/A M. J. Burlow

A/A G. A. Poole
 Apprentice i/c Supporting Entry

S/A/A R. Bogg
 Drum Major Pipe Band

C/A/A N. Carpenter
 Drum Major Brass Band A/A J. K. Dance

The entries on parade were the 90th and 91st.



Part of the March Past



The Prize Winners

The Commandant's Report

The Commandant was particularly pleased to welcome Air Marshal Sir Alfred Earle as he is the first ex-Apprentice to return to Halton as Reviewing Officer. He left Halton in 1927 with the 11th Entry to take up a cadetship at Cranwell. His career since Cranwell has been distinguished and varied, beginning with bomber squadrons in the United Kingdom and Iraq and including appointment to the staff of the War Cabinet and Ministry of Defence during the war. After the war he spent seven years in staff colleges before he became Assistant Chief of the Air Staff. From that post he became Air Officer Commanding No. 13 Group in Fighter Command and now he is Deputy Chief of Defence Staff under Admiral of the Fleet the Earl Mountbatten of Burma.

The Commandant also welcomed the parents stressing the gratitude of the Halton

staff to them for their support and co-operation.

Reviewing the progress of the 90th Entry at Halton the Commandant said that since its induction the entry strength had diminished from 304 to 253, but of this wastage of 51 only 27 were lost to the Air Force having been discharged for technical or medical reasons or by purchase, the remainder having been relegated to junior entries, or to lower levels of training. To reduce this wastage several new steps have been taken. Relegation to junior entries for academic or technical reasons has ceased, the standard of entry has been raised, the junior entries have private study and there are additional passing out levels at graduation. The 90th Entry is the first to show the effect of the great efforts of the training staffs and these new measures to reduce wastage.

The Entry maintained a fair standard of drill and responded well when special effort was required from them on the parade ground. 32 Apprentices were promoted to N.C.O. rank and generally they justified the confidence placed in them. The most commendable trait of the Entry was its generosity to charities. Two Apprentices of the 90th were the first at Halton to attain the Gold Award of the Duke of Edinburgh's Award scheme. Three others, as a team, came second in the R.A.F. Modern Pentathlon Competition of 1960. The Entry shooting team won the Bonham Carter Challenge Cup at Bisley for the second year in succession. 76 Apprentices took part in school representative sport and 45 of them were awarded school colours. This is a better than average contribution to Halton's sporting success.

From 265 R.A.F., four Venezuelan and Burmese, candidates for the final trade test only four failed to qualify as Junior Technicians, but these achieved passes at S/A/C level. Considering the large numbers of marginal Apprentices in the Entry the Commandant regarded this as a first class effort by all concerned. He was also pleased to note that there were no failures in the Airframe Fitter trade and for the seventh entry in succession, none in the Armament Fitter trade.

The average mark of 58.6% in educational training is higher than that of recent entries. 37 boys gained 'A' class passes in the final exam. 28 Apprentices obtained the Ordinary National Certificate in Mechanical Engineering and 16 in Electrical Engineering. 259 out of 371 subject entries were successful in the General Certificate of Education and represents the highest pass rate at Halton to date. There were five second class passes in the City and Guilds examination in Aircraft Servicing and Maintenance. A further 75 Apprentices sat the new examination for technicians but their results are not yet known.

The 90th have achieved a record number of special Service attainments. They have been awarded a technical cadetship to Henlow, two G.D. cadetships to Cranwell, six Direct Entry commissions as aircrew, one Supplementary List Permanent Commission in the Technical Branch and three posts of training as N.C.O. aircrew. Seven Apprentices

are to become Corporals on graduation, 38 will become Corporal Technicians after one year's service, and 98 will be promoted after two year's service.

The Commandant wished the 90th Entry good luck in the future and hoped that they would make the most of the ample opportunities provided by the service. He then asked Air Marshal Earle to present the prizes.

Address by the Reviewing Officer

Air Marshal Sir Alfred Earle said he was so pleased to be Reviewing Officer that he regarded the day to be as great for him as it was to the 90th Entry. He had been impressed by the parade and particularly by the N.C.O. Apprentices, and having heard the list of their accomplishments he was sure that they were a jolly good entry. He was interested to hear of their non-service attainments but he hoped it would be a long time before any of them needed their civilian qualifications.

Although he was the first Old Haltonian to become Reviewing Officer the Air Marshal did feel that the matter should be put in perspective. He was only one of more than 30 ex-Apprentices to reach Air rank and well over 5000 have been commissioned. It is a measure of the opportunities awaiting Apprentices. These opportunities however must be worked for, not awaited. There are several requirements for a full and happy Service career. One must always put the Service first, and to be a success it is imperative to put more into the Service than one expects from it. Finally the Service places a heavy responsibility upon its technicians and to meet up to this the ex-Apprentice must show a high degree of reliability and integrity. Air Marshal Earle had no doubt that if the members of the 90th Entry would remember this and always do their best then they would be assured of enjoyable and successful careers.

To the parents the Reviewing Officer said that their support and encouragement were as vital to the graduates now as they had been at school, and he hoped they would help their sons as tremendously as they had in the past.

Air Marshal Earle ended by wishing the graduates all happiness and by hoping that one day they too could be Reviewing Officer to a Graduation Parade.

90th ENTRY—PRIZE WINNERS

CADETSHIPS

Cadetships have been awarded to.
 S/A/A P. A. MARVIN—General Duties Branch
 A/A S. PEARSE—General Duties Branch
 C/A/A V. N. WINTERHALDER—Technical Branch

PRIZE WINNERS

COMMANDANT'S PRIZE FOR PARADE COMMANDER
 W.O. A/A C. J. FRICKER

MONSIGNOR BEAUCHAMP MEMORIAL PRIZE (for the best all-round apprentice)
 C/A/A V. N. WINTERHALDER

PIONEER TROPHY (for the highest marks in all technical training subjects)
 A/A A. S. EKE

CREBBIN-ROBINSON CUPS (for the best Trade Standards Practical Fitting Test)

Mechanical Trades: A/A L. T. BIDDULPH
 Electrical and Instrument Trades: A/A H. A. SCOTT

ELLIOTT MEMORIAL PRIZE (presented by the Royal Aeronautical Society for the highest marks in English and General Studies)
 L/A/A T. HEAP

QUINTON MEMORIAL TROPHY (for the best ex-A.T.C. cadet)
 L/A/A E. A. MITCHELL

AIR MINISTRY PRIZES

HIGHEST IN ORDER OF MERIT, ALL SUBJECTS
 C/A/A V. N. WINTERHALDER

HIGHEST IN ORDER OF MERIT, EDUCATIONAL SUBJECTS
 First Prize: C/A/A V. N. WINTERHALDER
 Second Prize: C/A/A M. T. TILLEY
 Third Prize: A/A G. A. POOLE

BEST 'SET TASK' GENERAL STUDIES
 A/A P. C. STONE

HIGHEST IN ORDER OF MERIT, GENERAL SERVICE EFFICIENCY
 First Prize: W.O. A/A C. J. FRICKER
 Second Prize: S/A/A D. R. BRANCHETT
 Third Prize: S/A/A P. A. MARVIN

HIGHEST AVERAGE FOR PRACTICAL FITTING OVER THREE-YEAR COURSE
 S/A/A T. CARVER

BEST TRADESMEN IN STANDARDS TRADE TEST

AIRFRAME FITTER 1st	..	..	..	..	..	..	..	..	A/A L. T. BIDDULPH
AIRFRAME FITTER 2nd	..	..	..	..	..	..	..	..	A/A L. E. T. KNAGGS
ARMAMENT FITTER	..	..	..	..	..	..	..	..	A/A A. S. EKE
ELECTRICAL FITTER (Air)	..	..	..	..	..	..	..	..	L/A/A D. A. STANGROOM
ENGINE FITTER 1st	..	..	..	..	..	..	..	..	C/A/A M. T. TILLEY
ENGINE FITTER 2nd	..	..	..	..	..	..	..	..	L/A/A E. A. MITCHELL
INSTRUMENT FITTER (Nav.)	..	..	..	..	..	..	..	..	C/A/A V. N. WINTERHALDER
INSTRUMENT FITTER (Gen)	..	..	..	..	..	..	..	..	A/A J. F. GALLAGHER

90th ENTRY—SPORTS

SCHOOL COLOUR AWARDS

ATHLETICS

A/A J. A. ANNIS	..	..	..	..	..	..	..	..	..	1961
A/A J. D. BURTON	..	..	..	..	..	..	..	..	..	1960/61
A/A R. F. HOLT	..	..	..	..	..	..	..	..	..	1960/61
A/A D. MAUGHAM	..	..	..	..	..	..	..	..	..	1960/61
A/A A. V. WATSON	..	..	..	..	..	..	..	..	..	1960

BASKETBALL

A/A A. F. BERRY	..	..	..	..	..	..	..	..	..	1960/61
A/A K. EVANS	..	..	..	..	..	..	..	..	..	1960/61

BOXING

A/A J. F. GALLAGHER	..	..	..	..	..	..	..	..	..	1958/59
A/A S. GAWLEY	..	..	..	..	..	..	..	..	..	1960/61
A/A P. D. HAYES	..	..	..	..	..	..	..	..	..	1958/59
A/A M. McLAUGHLAN	..	..	..	..	..	..	..	..	..	1958/59
A/A D. V. TAYLOR	..	..	..	..	..	..	..	..	..	1958/59/60
									(I.S.B.A. Junior Champion)	1959/60

CRICKET

A/A D. I. LODGE 1961

CROSS COUNTRY

A/A J. A. ANNIS 1959/60/61
 A/A T. M. FLETT 1959/60
 A/A C. G. HAWES 1959/60/61
 A/A P. W. LEES 1960/61
 A/A A. V. WATSON 1959/60

CYCLING

A/A S. GRICE 1960

FENCING

A/A B. HOLDEN 1960/61
 A/A A. PARKER 1960/61

HOCKEY

A/A R. D. THOMPSON 1960/61

RUGBY

A/A D. T. R. ASLETT 1960/61
 S/A/A D. R. BRANCHETT 1960/61
 C/A/A J. J. LONGMUIR 1960/61
 A/A D. MAUGHAN 1959/60/61
 C/A/A B. W. MERRITT 1959/60/61
 L/A/A E. A. MITCHELL 1960/61
 L/A/A P. G. NICKELS 1959/60/61
 A/A M. J. TUCKER 1960/61
 L/A/A S. B. WILLIAMS 1960/61

90th ENTRY POSTING LIST (in order of merit)

Winterhalder V. N.	Cadetship (Technical)	Lees P. W.	5 F.T.S. Oakington
Fricker C. J.	Substantive Corporal	Pearson J. F.	Stradishall
	Abingdon	Lavender R.	Honington
Mitchell E. A.	Substantive Corporal	Christopher A. R.	Lyneham
Hatton C. B.	5 F.T.S. Oakington	Branchett D. R.	5 F.T.S. Oakington
Carver T.	4 F.T.S. Valley	Rule M. J.	Waddington
	Direct Entry Commission	Smith M. B.	Cottesmore
Tilley M. T.	(Pilot) Substantive Corporal	Leverett B. J.	Cottesmore
	Sup. List P.C. (Technical)	Denton-Powell F.	College, Cranwell
Mende/sohn G. J.	Substantive Corporal	Price W. R.	C.F.S. Little Rissington
Stangroom D. A.	1 A.N.S. Topcliffe	Weller P. L.	232 O.C.U. Gaydon
	Direct Entry Commission	Eks A. S.	Marham
	(Pilot)	Wood C. L.	Waddington
Dickinson R. S.	N.C.O. (Pilot)	Spencer P. J.	Honington
Knaggs L. E. T.	Abingdon	Wilson R. W.	Waddington
Hankinson C.	232 O.C.U. Gaydon	Nettleton L. E. R.	Lyneham
Parsons D. C.	Scampton	Nicke's P. G.	Marham
Sprinks P. L. E.	College, Cranwell	Pegg R. F.	232 O.C.U. Gaydon
Barratt J. H.	232 O.C.U. Gaydon	Smith D.	Wittering
Williams, S. B.	Finningley	Biddulph L. T.	Cottesmore
Hamer J. S.	69 M.U. Church Fenton	Insley J. M.	22 Sqn. St. Mawgan
Poole G. A.	5 F.T.S. Oakington	Waters M. B.	College, Cranwell
Merritt B. W.	N.C.O. Navigator	Lyttle P. J.	1 A.N.S. Topcliffe
	Substantive Corporal	Bishop W. E.	Lyneham
Redley, M. W.	Direct Entry Commission	Carman W. H.	Marham
	(Pilot)	Burdett R. E.	Waddington
Norman, A. F. A.	Lyneham	Jones R. L. M.	Lyneham
Gillman, E. R.	Ballykeily	Miles J. M.	Cottesmore
Ridsdale J. M.	Waddington	Stark S.	Scampton
Proudfoot, M. B.	Direct Entry Commission	Gallagher J. F.	Middleton-St.-George
	(Pilot)	Thompson T. N.	Wittering
Collier C. P.	60 M.U. Church Fenton	Gilhoim N. A.	28 Sqn. Leconfield
	Substantive Corporal	Nixon M. F.	Lyneham
McCoy R.	St. Mawgan	Le May J. R.	71 M.U. Bicester
Sibley G. R.	Honington	Webster M. L.	228 Sqn. Leconfield
Eilbeck S. W.	Waddington	Cross A. K.	F.C. Manby
Miall M. J. D.	Direct Entry Commission	Wotherspoon A. J.	Abingdon
	(Pilot)	Charlton M.	242 O.C.U. Dishforth
Marvin P. A.	Cadetship (General Duties)	Logan G. M.	Lyneham
Sparrow K. R.	C.F.E. West Raynham	Murley J. G.	Lyneham
Cherry R. A.	Queen's Flt. Benson	Mundy J. H.	Cottesmore
Spanner C. A.	Direct Entry Commission	Lodge D. I.	College, Cranwell
	(Navigator)	Best J.	C.S.E. Watton
Mapstone J. F.	Cottesmore	Howard W. M.	Cottesmore
Heap T.	N.C.O. Pilot	Leiper E. A.	Waddington
Ladbrooke D. R.	Abingdon	Barnes I.	F.C. Manby
	Substantive Corporal	Thomas J.	C.S.E. Watton
Battye D. R.	1 A.N.S. Topcliffe	Underwood J. E.	F.C. Manby
Pearse S.	Cadetship (General Duties)	Curtis P. M. J.	229 O.C.U. Chivenor

Barwick R. H.	Lynham	Vaughan I. F. W.	Abingdon
Wood G. T.	Wattisham	Birchall A.	92 Sqn. Leconfield
Moore E. J.	Honington	Lewis D. M.	College, Cranwell
Martin M. F.	32 M.U. St. Athan	Mummary M. C.	Finningley
Jones A. R.	Waddington	Hawes C. C.	C.F.S. Little Rissington
Flett T. M.	Kir loss	Jenkins R. L.	Lynham
Cresswell W. A.	Marham	Dannatt R. A.	Waddington
Mulholland D. J.	College, Cranwell	Griffiths T. G. P.	Not known
Wilkinson I.	Finningley	Harness C.	228 Sqn. Leconfield
Steevan J. M.	Lynham	McClarnon P.	Wittering
Nowell B. J.	Waddington	Longmuir J. J.	Scampton
Scott H. A.	Scampton	Wardill I. A.	2029 Sqn. Leuchars
Salt B.	C.F.S. Little Rissington	Rowland J. E.	Scampton
Thompson R. D.	C.S.E. Watton	Murray J.	Kinloss
Golding M. R. C.	Cottesmore	Aslett D. T. R.	Cottesmore
Burden R. H. C.	F.C. Manby	Bartlett R. K.	Marham
Poyton J. L.	Marham	Kemmenoe W. J.	Cottesmore
Holland R. A. J.	203 Sqn. Ballykelly	Tebby D. P.	Scampton
Kenniston M. J.	Colerne	Gordon J. E.	Wattisham
Knight R. F.	Colerne	Holt R. F.	Honington
Richardson P. G.	C.F.S. Little Rissington	Morris J. B.	Finningley
Sturgeon J. T.	Queen's Flt. Benson	Stead T. G. J.	Scampton
Bird R.	Scampton	Evans K.	C.S.E. Watton
Hart G. C.	71 M.U. Bicester	Mitchell N. F.	F.C. Manby
Roberts J. H.	60 M.U. Church Fenton	Waker M. R.	71 M.U. Bicester
Robertson M. W.	Cottesmore	Parker A.	Scampton
Burgess R. A.	Cottesmore	Maycock I. M.	Lynham
Marshall J.	College, Cranwell	Jones F. C.	Cottesmore
Brain D. J.	Colerne	Stirling R. A.	Waddington
Tippey K. E.	1 A.N.S. Topcliffe	Black J. A. C.	F.C. Manby
McLin R. H.	Kinloss	Gawley S.	Lynham
Tucker M. J.	Lynham	Smith P. J.	22 Sqn. St. Mawgan
Powell A. D. G.	Abingdon	Maughan D.	242 O.C.U. Dishforth
Price D. S.	32 M.U. St. Athan	Rhodes B.	F.C. Manby
Mullen T.	F.C. Manby	Hughes C.	Finningley
Dickins J.	Abingdon	Butland I.	Lynham
Stratton N.	1 G.W.T.S. Valley	Preston R.	Colerne
Dickens G. G.	Marham	Lemon P. H.	Marham
Freeman R.	Honington	Burlow M. J.	C.F.S. Little Rissington
Gourlay B. N.	Honington	Trenchard D. M.	Cottesmore
Wise V. A. G.	Cottesmore	Berry A. F.	Cottesmore
Wood I. M.	C.F.S. Little Rissington	Haines S. R. J.	Waddington
Cuthbert A. J.	Cottesmore	Prince A. W.	225 Sqn. Odiham
Black H. W.	2 F.T.S. Syerston	Sellek P. C.	Honington
Smith R. K.	Honington	Babington D. J.	Cottesmore
Grant S. P.	Cottesmore	Hayes P. D.	Honington
Jones R. W.	Waddington	Williams R. A. J.	Germany (Laarbruch)
Lowman M. B.	Lynham	Connolly W.	Lynham
Smith J. A.	Marham	Overbury P. S.	Cottesmore
Walker C. D.	Waddington	Gulliver R. W.	Colerne
Hall C. W.	Lynham	Davies G. T.	Waddington
Matthews M. A.	C.F.S. Little Rissington	Warren J. A.	Scampton
Banks P. H.	F.C. Manby	Boyd R. C.	32 M.U. St. Athan
Springate L. T.	Cottesmore	Graham A. W.	Cottesmore
Constant J. W.	C.S.E. Watton	Nicholls M. A.	Cottesmore
Grice S.	Waddington	Holmes J. J.	Wittering
Stone P. C.	Middleton-St-George	Wilson P. C.	60 M.U. Church Fenton
France B. N.	Lynham	Allen N. H.	Finningley
Jarred J. L. W.	C.F.S. Little Rissington	Harris J. G.	Cottesmore
Taylor R.	Colerne	Morgan H.	232 O.C.U. Gaydon
Drew T. A. A.	Ballykelly	Johns M. P.	Stradishall
Mason B.	Cottesmore	Dunthorne D. C.	Marham
Jones J. B.	Waddington	Levoir J. V.	41 Sqn. Wattisham
Burton J. D.	Lynham	Payne D. J.	Marham
Carpenter N.	228 Sqn. Leconfield	Mine J.	60 M.U. Church Fenton
Eccles P. G. M.	Abingdon	Wyatt B. E.	Wittering
Gleeson M. F.	71 M.U. Bicester	Annis J. A. J. A.	Marham
Robinson P.	Queen's Flt. Benson	Read R. J.	Cottesmore
Hurst D. G.	Queen's Flt. Benson	Carveth J. A. B.	St. Mawgan
Munson C. T.	56 Sqn. Wattisham	Beresford D. J.	Lynham
Smith A. G.	Queen's Flt. Benson	McLaughlan M.	Scampton
White J. C.	Cottesmore	Slater B. E.	Honington
Holden B.	F.C. Manby	Williams R.	Wittering
Mann A.	Kinloss	Penney W. G.	Coltishall
Rayner M. A. F.	C.F.E. West Raynham	Cooper, A. K.	Scampton
Dempster J. A.	Waddington	Sands C. C. D.	Abingdon
Rowley S. J.	Cottesmore	Greening C. G.	Cottesmore
Hodgson W. C.	Finningley	Taylor D. V.	Colerne
Allen G. H.	Cottesmore	Stainsby R. B. J.	Cottesmore
Roberts P. F.	Waddington	Barkway P.	Lynham
Knowles P. A.	Cottesmore	Castellanos L. O.	Repatriated
Penny S.	Waddington	Fulford A. R. J.	Cottesmore
Watson A. V.	32 M.U. St. Athan	Smith P. E.	Honington
Renno J. T.	Wittering	Lara M. I.	Repatriated
Ward J. M.	Honington	Mg Aung Myint Thein	Repatriated
Hackett A. D. B. P.	Lynham	Yanez J. A.	Repatriated
Beaver R. S.	Colerne		
Cobb G. M.	Cottesmore		
Goddard R. O.	C.F.E. West Raynham		
Haughey D. E.	Scampton		
Clarke J. B.	228 Sqn. Leconfield		
Gonzalez A. J.	Repatriated		
Heyhoe R. D.	Cottesmore		
Selley A. J.	22 Sqn. St. Mawgan		

The following Apprentices passed out as Senior Aircraftman in the Advanced Trade:—

Edwards J.	Cottesmore
Jones A. W.	College, Cranwell
Trotter W.	Waddington
Goble W. A.	Leconfield

CURRENT EVENTS

WING NOTES

No. 1 (A) WING

The allegedly 'quiet' term between Graduation Parades is with us again but the advent—at long last!—of the Wreckers who have finally got the modernisation of Blocks 11 and 12 under way has put an end to any semblance of peace in the Wing, as the Blocks are being torn apart.

As the long evenings approach there are constant reminders of winter ahead, as those enthusiasts of the round ball, punch ball, the pill and that other irregular shaped ball are seen busily toning up their slender frames to meet the challenge of the opponents ahead. The writer will never know if it is an enthusiasm for games or the necessity to keep warm which inspires all this activity, but ever charitable, the former is our hope.

At the end of last term we said 'Farewell and Good Luck' to the 90th Entry, who are now, we hope, settled down in their new units, and we take this opportunity to welcome the 96th Entry who join us from No. 3 Wing. We look to them to quickly fill the gaps in our sports teams and the Band caused by the Graduation of the 90th. If the early effort is maintained by the Entry, they will indeed make a valuable contribution to the Wing.

We extend a warm welcome to Sqn.Ldr. R. H. Morley who has taken over command of the Squadron, on the departure of Sqn.Ldr. J. S. J. Hamilton-Martin, A.F.C. Sqn.Ldr. Morley joins the Wing following a tour of duty in Germany.

We thank Sqn.Ldr. Hamilton-Martin for the valuable work he carried out at Halton, especially for his effort during his long reign as President of the Wing Messing Committee.

The 94th Entry, now reaching the end of their second year, continue to be well represented in the Station and School teams. A/A Pearson has represented the Station and

School in Athletics whilst A/A Argent and Porteous form the defence of the School first XI of which Argent is Captain. By the time this appears in print the Entry will have completed their Schools Progress Examinations and the Final Drawing Examinations will be imminent—who said the 'Quiet Term'?

The approach of Summer leave and the heavy burden of Summer Camp inevitably caught up with the Squadron Flight Sergeant—he firmly denies that it was the sight of 1 Squadron Gardens—and he spent the leave period in hospital, beneath a pile of 'get well' (?) cards from the Entry. His vocal chords, restrung and once more in tune, again urge the 94th to renewed endeavour.

The 92nd Entry have now become accustomed to the role of Senior Entry in the Wing and to mark the event the Entry celebrated with an outing to Southend. The colours of the Candy Floss consumed rivalled that of the floral display outside Block 10. A good time was had by all, and the Entry has now resumed normal horticultural activities. The Entry put up a very good performance in the Summer G.C.E. Examinations both at ordinary and advanced level. A/As Leader and Cooper are to be congratulated on their success in the Cine Club film competition where they scooped the first two prizes. A/A Agnew, has, unfortunately been discharged for Medical reasons. We shall miss him on the rigger field, and in the Athletics and Cross Country events, but we wish him good fortune in civilian life.

The Entry wins this term's palm for the 'clanger' of all time. The individual gaining this coveted (?) honour literally ran into the Squadron Flight Sergeant on leave. The trouble was that he, the A/A, was riding a Motor Cycle.

On 31st July, 1961, the strains of The Flowers of the Forest echoed around the Wing and never was a lament played with more feeling. One might have imagined that

the plaintive tune was played in honour of a national hero's passing or even that the Band 48 had been cancelled, but the news was far worse. After five terms the Wing Pipe Band had lost the title of 'The Best Pipe Band' to those blue banded musicians from the other side of the square. With long faces and in slow time the Band wound its way around the Wing and even 'Gus' our mascot, resplendent in coat of red, hung his head in shame (he was out of step as well). We have every hope of regaining the title at Christmas, after all, Gus is a retriever!

Wing Headquarters

Since the last issue we have lost Sgt. Atkinson who was posted in early September to O.C.T.U. at R.A.F. Jurby. He will be missed in the Wing Orderly Room and on the football field, where, for several years, he ably managed the Apprentices' Soccer Team. We congratulate him on his selection for commissioning and wish him all the best in the future. He may yet have the fortune (?) to be posted to Halton as a flight commander.

We welcome L.A.C. Bennett who has arrived to fill that most important post of Wing Runner. He was posted from Cyprus and reported to the Wing Adjutant with his arrival chit in one hand and an application for overseas service in the other! However he was soon reconciled to the thought of spending at least the remainder of the cricket season at Halton as he was quickly selected for the Station Team.

No. 2 (A) WING

It has become customary before starting to discuss the epic events staged during the term to splash a little paint on the backdrop by giving a short description of the prevailing climatic conditions during the period under report. These were, as one has come to expect the English Summers, generally turgid but interspersed here and there with a few days of passable sunshine.

Dealing with the sad happenings first, 1(A) Wing regained the B.-K. Trophy with ostensible ease, as they won everything bar the tennis. However both the athletics and the swimming were only decided by a margin of one point, the athletics finally being resolved in 1(A) Wing's favour after much delving into rule books, and learned discussion. Both

these competitions were extremely closely fought struggles with some fine performances by both sides, resulting in several records being broken.

In the tennis, the primitive values of the 2(A) Wing team proved rather too much for the crafty racket work of the other side and we ran out easy winners by nine matches to nil.

The shooting we lost, and the cricket also, which we had looked on as our banker, as we had practically the whole School team. However 1(A) Wing were the better team on the day and the favourites finished well down the course. Congratulations to 1(A) Wing on their effort in the B.-K. Competition this time. However, we already have a short list of gladiators training on raw meat and glucose for this term's encounters.

Better news this term about the Band Competition, which we won at long last. The standard was as high as ever, and it was pleasing to see and hear number 2(A) Wing get the verdict. However, rumours that they are being considered as a possible cultural exchange for the Bolshoi Ballet are apparently unfounded.

The high spot of the term, in more ways than one, for the 93rd and 95th Entries was the Summer Camp on Dartmoor, at the beginning of June. The base camp was at Collaton Cross near Newton Ferrers, and from here various parties set out daily to perform assorted deeds of daring and feats of endurance. Everyone had a go at escaping and evading, crossing streams on rafts (which sometimes came apart halfway across) sea bathing, and the three day expedition as well as the other activities too numerous to mention. Various splinter groups found time to rescue sheep from trees, young ladies from bogs, and get lost. All learned something about putting up tents, map reading, blisters and the great outdoors. It was a most enjoyable and instructive two weeks for Apprentices and staff alike.

We had one or two staff changes during the term. Sqn.Ldr. S. Turner, who was among many other things a notable toxophilite photographer, and Commander of No. 2 Squadron has left for much drier and sunnier parts, to command the R.A.F. detachment at Tobruk. We hope that both he and Mrs.

Turner will enjoy their tour. Sqn.Ldr. E. M. Jackson has taken over 2 Squadron. Flt.Lt. Robinson one of the oldest living inhabitants on the Wing has gone back to flying. The Wing Stores particularly will miss him, as his knowledge of Equipment matters acquired after a lengthy spell as the Wing Stores Officer has baffled many an equipper! Sergeant Grace has been replaced by Sergeant Keen in 2 Squadron. Other notable newcomers have been the 95th Entry who came over from 3(A) Wing on the departure of the 89th. The 95th Entry is a small Entry and has been fitted without too much strain into a single barrack block. We hope that, small as it is, it will nevertheless make a big and favourable impression.

1(A) Wing have disposed of the 90th Entry and it now behoves us to do likewise with the 91st Entry. The Graduation process has begun to stir; returns and nominal rolls are already beginning to flash around. Let us hope that everything is brought to a satisfactory conclusion before they leave Halton's cloistered calm in December.

ENTER—THE NINETY-NINTH!

by 687521 Aircraft Apprentice Davies, M.T.

During the one mile journey from Wendover station to Halton camp, the N.C.O. in charge of us, Sgt. Myers, gave a running commentary on the surrounding scenery. Unfortunately the area seemed to be full of public houses surrounded by wonderful country-side. There was a lot of nervous laughter stemming from a few weak jokes. Mainly because everyone was unsure as to what was going to happen to us.

In due course we arrived at the main gates of Halton camp. The first thing that was pointed out to us was the guard-room. More weak jokes followed by even more nervous laughter. The parade ground was prominently noticeable, although there did not seem to be much action upon it. Just two boys doing drill under the eagle eye of some sergeant.

The bus pulled up outside a large building next to the parade ground, and we were then ushered out. After being sorted out we were taken to various buildings to collect bedding, and were finally shown our billets. Everyone looked everyone else up and down. After all

there was a good reason; for fifteen of us were going to live and sleep in the same room, and keep the same company for three years. Friends were quickly made and we hardly had time to speak to each other before we were told to go and collect our denims.

The results that came from this apparel were fabulously funny. It was common to see a boy covered from head to foot with a brown, shapeless, pair of denims, his 'winkle-pickers' projecting at the bottom, his Tony Curtis haircut peeping from out of the top, and maybe an occasional glimpse of a white Italian tie against a black shirt. One sergeant remarked that 'Airmen must be turning in their graves'.

At four o'clock we were given tea and we then returned to our respective billets. It had been a very quiet start to what was to prove to be three very lively weeks.

On the 20th September, 1961, approximately two hundred potential apprentices were sworn into the R.A.F. Things changed rapidly. Whereas N.C.O's had been treated in an off-hand manner, they now had to be treated with the respect their rank demanded. Naturally a few mistakes were made. An apprentice would call a sergeant 'Sir'. This would be met with a frozen stare, and a lecture upon the differences between a 'Sir' and a sergeant. We later learnt just how different they are. We were acquainted with a timetable which had various meaningless gibberish written upon it, such as drill and P.T. Naturally this did not apply to us. Our first drill lesson was very enlightening and proved to be an experience to almost everyone. A definite bond was formed between our drill sergeants and ourselves! ! We have never yet found the proverbial sergeant who was supposed to tuck us into bed.

Our first P.T. lesson was received with mixed feelings. Tiredness and muscle-aching. We also got several lectures and these were looked forward to eagerly, as they provided a relief from drill and P.T.

We were proved wrong in a lot of our thoughts about Halton. The standard comment being that it was not after all a 'Butlin's Holiday Camp'. The food was found to be wholesome, and we did get an occasional night off.

Most nights we were polishing up and cleaning the billets, but our time off was wisely spent in sleeping, or dropping down from sheer exhaustion. Those of us who had the strength staggered to the N.A.A.F.I. where we could spend a very enjoyable night.

After a week however we found that although the drill and P.T. were tiring, one felt much better afterwards. In fact one felt very fit. Our uniforms were issued to us in our second week. They were then taken straight from us, for we were all measured by the tailor, and he made the adjustments to our uniforms. We received them at the end of the second week and immediately set about polishing buttons, and pressing them. The morning after we received them, we really looked different on our drill lessons. No more was the parade ground to be desecrated by the sound of winkle-pickers. It now rang with the squeak of new boots. Actually the second week had proved to be identical with the first. There were a few billet inspections which helped to make our life just a little more unbearable. We were allowed to go to the cinema during the second week and the opportunity was grasped with both hands by almost everyone.

Our third week was devoted to a great deal of drill as we had a passing-out parade at the end of our three weeks' initial training. Everyone worked hard. The apprentices sweated and drilled while the sergeants sweated and shouted. Our 'Best-blue' was specially tailored and was ready for us before the end of the week. Highly polished boots were polished more and finally the great day came. We duly marched past the Wing Commander in the morning and Air Commodore B. Robinson in the afternoon. We had finished our initial training. Because of our turnout we were allowed to go to the cinema that night as a special concession. (but not before we had all cleaned and polished the billet.)

On the Saturday morning after the passing-out parade we had a billet inspection by the Squadron Commander, and after that we had the whole week-end to ourselves. We were now just about acceptable to the R.A.F.

One last comment. While we were in the cinema just after our initial training, there

was a documentary film showing. A scene was shown of lots of birds all on one tree. We should like to thank all the wits who shouted '3(A) Wing' when the commentator mentioned the word . . . 'rookery':

No. 3 (A) WING

The Junior Wing, No. 3 Apprentice Wing, continues to thrive and since the last edition of the Halton Magazine we have seen the 96th Entry leaving for the Senior Wing Area. The 99th Entry has arrived and we hope they will quickly settle down and enjoy their stay at Halton.

In July, 12 patients in wheelchairs from Stoke Mandeville Hospital were entertained by Apprentices of 'A' Flight, 97th Entry, who showed them around the Station, gave them a 'skiffle' session, and then treated them to a tea in their Apprentice Club. The lads from the 97th have since been to Stoke Mandeville where they had a most enjoyable time entertaining some of the patients.

We were very proud to have our own gymnastics team, which gave displays at Cheam Sports Ground on 15th July and at Ashlyns school, Berkhamsted on 22nd July. The 16 Apprentices from the 97th Entry and 6 from the 98th who were in the team worked very hard in preparation for these events and a very high standard was achieved.

The standard of the Wing Band has improved considerably since Sgt. Cooke took over as supervisor and A/A Piper of the 96th Entry was chosen as the Commandant's trumpeter at the Band Competition.

During the summer holidays A/A Waller of 'A' Flight, 97th Entry was visiting Sheerness and, whilst on the beach, noticed a 9 year-old boy drifting out to sea on a rubber mattress, which was deflating. A/A Waller ran into the sea and swam out to the boy, reaching him about 125 yards off shore. He held up the boy until a rescue launch took them both on board. A/A Waller has been congratulated by the Commandant and was selected as 'Stick-boy' on September 16th.

Christmas isn't far away now and preparations are already being made for the seasonal festivities.

TECHNICAL TRAINING WING

AIRFIELD TRAINING SQUADRON

Mr. H. Page (Armament) has left us upon the completion of his instructional duties. He had served more than 50 years under the Crown. This remarkable record has been attained by an almost equal division between service with the Royal Navy and as a civilian instructor with the Royal Air Force. Let it here be noticed that his R.N. Service included both World War I and II.

Far from retiring after such long and meritorious service he still prefers to work for the 'good of the cause' in the E. and I. Section—'old soldiers never die' indeed. It is small wonder that he has been awarded the Imperial Service Medal for his services, the presentation being made at the Airfield by Air Commodore B. Robinson C.B.E., on 15th September, 1961.

Two more Javelins have arrived and they, together with those other aircraft which have become 'dog-eared through too much handling', are now undergoing a re-spray and general 'smartening-up'.

To maintain the balance between ancient and modern we now have an autogiro in for refurbishing for eventual display in the Kensington Science Museum.

Our Spitfire bitterly resents the loss of its 'oldest inhabitant' standing, but come next spring the usurper will depart and the old will be re-established.

AIRFRAME FITTER SQUADRON

The 90th Entry are to be congratulated on the tremendous effort they made during the last few months of their training.

It was to such good purpose that they all succeeded in graduating, and considering the numbers involved (which incidentally is far larger than those of any other trade at Halton) this is, as I am sure all will agree, a particularly fine effort.

We look to the 91st to emulate this 100%

pass, but it will most certainly require them to give it 'all they've got' to do so.

Nevertheless it becomes increasingly obvious that far too many Apprentices leave far too much for the latter part of their training (i.e. revision) and then furiously seek to make up for lost time by trying to cram in everything at the end.

In a three years course such as Apprentices undergo at Halton, quite a number of phases are involved over the period, and although examinations are held at the end of each phase, this does not mean that everything can be let slip or forgotten as soon as the examination is over.

On the contrary it is most essential that constant reference be made to phases already covered to keep up with the training as a whole and thus allow easier correlation at the end.

In this way the Final Trade Test can be more easily taken with less possibility of 'tripping up' and with far more confidence than just 'hoping for the best'.

The Entries following on would therefore be well advised to adopt this method in future and so save themselves the misgivings of of many who have gone before.

The 95th have just commenced their Inter and we trust they will all succeed in negotiating this hurdle.

On the staff side there have been the usual changes with instructors coming and going.

The best of luck to Ch.Tech. Wall who has made a local change to the Airfield and Ch.Tech. Tripp who has been posted to the warmer climate of Aden.

We welcome Mr. Blacklock from Weeton and Sgt. Budden, and trust he will be able to put to good use his athletic prowess whilst at Halton.

Finally congratulations to Ch.Tech. Lanimer,, Snr.Tech. Hardy and Sgt. Harper on their promotions.

ARMAMENT FITTER SQUADRON

Towards the end of Summer Term the Squadron was shocked and grieved by the sudden death of its popular supervisor and friend Mr. G. S. Gant, B.E.M. After his apprenticeship and service in the Royal Air Force 'Joe' Gant had been concerned with Technical training for many years. All those fortunate to have known him will remember his abilities, dedication, and kindly benevolence. Our deepest sympathies are extended to his family.

In spite of gloomy predictions the 90th Entry maintained 100% Graduation, Consolation indeed to the less-successful Staff Cricket XI! The 90th successes included 23 accelerated promotions and a fine 'dark-horse' performance by A/A Eke. Good Luck 90th, come back to see us sometime, but not as a 'shower' if you please!

Congratulations to A/As Lorrimer and Sowell (92nd and 93rd) on the awards of Progress Prizes. Remainder—press on regardless!

The 95th (Guinea-Pigs) have completed Intermediate, AND FINAL TEST JOB! The 91st are in the throes of Final Revision, with an eye to the future.

The Squadron's virility continues under the energetic guidance of Sqn.Ldr. M. V. Black (35th) and Plt.Off. H. F. Stephen; this in spite of the loss of such stalwarts as Snr.Tech. Andrews and Mr. Sharman (St. Athan), Ch.Tech. Griffiths (Aden), and Mr. Miller (retirement). Also, we firmly state, in spite of certain other ominous portents apparently designed to undermine the solidarity of the ancient Brotherhood of the 'Plumbers' Union, that much progress has been made in the construction and improvement of training aids and equipment, notably in the Gunnery and Bombing Bays.

Our sporting renown continues to be enhanced by Sqn.Ldr. Black (Rifle), Snr.Tech. Deakin (Revolver and Pistol), and by Ch.Tech. Pountain (Coach, Umpire, and Referee.)

Ch.Tech. Henry has joined us from Stradi-shall

Ex-Apprentice members of the staff include:—Sqn.Ldr. Black (35th), W.O. Pullin (30th), Mr. Elwell (34th), Mr. Sedgley (39th),

Ch.Tech. Hand (36th), Ch.Tech. Coombs (41st), Ch.Tech. Andrews, (53rd), Snr.Tech. Deakin (56th).

'Salaam Aleikum' to Plumbers' everywhere.

ENGINE FITTER SQUADRON

Visitors to the Squadron in the past few months have seen it with a 'New Look'; progress will soon change this to a 'Newer Look' in the near future.

Perhaps this had quite a lot to do with the successful graduation of the 90th Entry, who achieved the highest proportion of cadetships and better examination results than any other previous Entry.

The 95th Entry, whose standard of fitting was very high, have all successfully taken and passed their Final Basic, in the 45th week (usually done in the 3rd year). No failures.

'Bits and Pieces'

Congratulations to Cpl. B. E. Sullivan, now seen wearing 'three upside down tapes', a worthy Welsh honour. To Cpl.Tech. Wilson, who made the 'double' with an O.N.C. pass, and an S.O.N. addition to the Wilson menage. Cpl. Brown (G.E.T.) exchange posting, with newcomer Cpl.Tech. Riley (Geordie) from R.A.F. Weeton, both satisfied. Cpl.Tech. Hill came, paused, went, and after a 'purchase discharge' now resides on the Golden Mile (Blackpool) without Golden Bowler. Sen.Tech. Highmore, golf enthusiast, posted to Cranwell; the course is much flatter there. A pleasure to see Sgt. Eric Undery, out and about, after a long and serious illness, soon to come back to the 'New Look'. The swinging gait of the newly remustered 'master mariner' ex-coxwain, Cpl. J. Jenner (late of Cranwell) now a B/Smith/Welder instructor in G.E.T. still reverts to the roll of the briny (ex-marine craft, Singapore Harbour and Penang).

Mr. 'Bill' King (G.E.T.) Basic, still shows a crafty pedal as he cycles daily from South Heath, Missenden, at 61 years young, a distance of 16 miles per diem: has done so for the past 37 years. Problem for Apprentices; how many miles completed?

Ch.Tech. 'Tubby' J. P. Hamill, still blows his little whistle up and down the soccer field, after 31 years as a referee, now 51 years young. His classes of instruction have provided



Mr. "Paddy" Cameron

many highly successful referees from Officer, Airman and Apprentice material.

Snr.Tech. Arthur Tilsley (G.E.T.) well known arms expert, headed a Goose shooting expedition to Montrose, Angus, during Autumn, mid-term break.

Mr. 'Reg' Williams (ex-1st Entry) a highly skilled coppersmith, has successfully completed a 'lectern' for Padre Perkins now at R.A.F. Lyneham, who hopes to have a Church built round it. He is now busy on a replica, of the Florence Nightingale Lamp for the R.A.F. Hospital, Ely, Nursing Sisters.

The Band Majors have kept Ch.Tech. Dai Rees, very busy, repairing broken and badly dented 'Mace heads' (butter-fingers).

It was with much regret, that the staff, paid a glowing tribute on the retirement of that well known Irish character Mr. 'Paddy' Cameron, who has retired to 'driving' the 16 mill. projector in the Schools, after a tour of 38 years, at Halton, Cranwell and Henlow. Served in two World Wars and looks fit for another. Retired as a Corporal R.F.C. and as a Flight Sergeant R.A.F.: had many narrow escapes in first world war; served in Mesopotamia with 30 Squadron, who were all taken

prisoner of war except for four officers and four other ranks, Paddy being one of the lucky ones. Later joined No. 14 Squadron in Egypt, where on odd occasions his feet touched the 'deck' before the aircraft. His affable Irish brogue and wit often had his pupils in a state of hilarity and mixed metaphors.

A dull murky gloom descended on G.E.T. not so long ago, when a certain well known W.O. (Bowls and Whist enthusiast) failed to see his 'Golden Bowler' make what he had hoped would be a three point landing on a 6 $\frac{3}{4}$ base.

ELECTRICAL FITTER FLIGHT

The graduation of the 90th Entry has resulted in another splendid result and the members are to be congratulated, particularly on the number who qualified for future accelerated promotion. The arrival of the 99th Entry has been met with mixed feelings in some quarters, not towards the individual members who are offered the usual warm welcome, but because of its size. A larger Entry than the average poses many problems, but no doubt these will be solved by the staff as they arise, with the exception perhaps of the problem posed to the Staff football team selectors as to how to defeat an Entry of this size.

Many changes have taken place in the manning of the Flight, chief of which is at the head where Flt.Lt. H. Molyneux has taken over to whom the staff extends a very warm welcome. To Flt.Lt. P. C. Vigar we offer best wishes for a happy retirement. The usual welcome is extended to Sgt. Harris and Snr.Tech. Stevens, both ex-overseas, Cpl. Lyth from Middleton, Sgt. George, Cpl. Ward from Colerne and Cpl. Jones from Melksham. On the debit side Snr.Tech. Walker has departed to seek his fortune in civilian life and we wish him well, and Cpl. Walton has left for sunnier climes viz. Singapore.

Congratulations are due to Flt.Sgt. Taylor on his promotions; it seems that the title 'Progress' section can be applied to the staff manning it, as well as to the work undertaken by them. Judging from the active studies now going on there should be more promotions in the offing.

Social activities have been restricted by the long leave enjoyed during August, although the end of term get together by those staff members available looks like becoming a permanent feature in the termly calendar.

The second year Progress prize for this term has been awarded to A/A Stickells of the 93rd Entry who deserves congratulations on the good effort which has brought this reward.

INSTRUMENT FITTER FLIGHT

The 90th Entry Instrument Fitters have now all left us and it only remains to congratulate them on a fine performance as shown by the Graduation Prize List. We would particularly like to congratulate S/A/A Marvin and C/A/A Winterhalder on being awarded cadetships to Cranwell and Henlow respectively, A/As Dickinson and Heap who have been selected for aircrew training and A/A Scott who won the Crebbin Robinson Cup.

During the term, instructors lost on posting were Sgt. England and Cpl. Watson to Airfield Training Squadron, Cpl.Tech. Colbeck to Malta and Flt.Sgt. Walpole to R.A.F. Leconfield. Postings in are Cpls. Burton, Doe and Jackson as replacement instructors and Flt-Sgt. Clarke replaces Flt.Sgt. Walpole as N.C.O. i/c Progress and Revision Section. All four have come to us from No. 12 S. of T.T. Melksham.

We offer our congratulations to Cpl. Monk on promotion to Snr.Tech. and also to Cpl. Watson who not only obtained his Snr.Tech. rank but also changed his status in another direction, in that he has now become a married man, and we take this opportunity of wishing long life and happiness to both Snr.Tech. and Mrs. Watson. Congratulations are also extended to Mr. and Mrs. How on their first family addition, a daughter.

Successes in the City and Guilds Teachers' Certificate examination have been obtained by Flt.Lt. Hammett and Mr. Dumbrell. Cpl. Tech. Hilton has also added the Electrical Engineering qualification to the H.N.C. he already held in Mechanical Engineering. Furthermore, he is not resting on his laurels but is busy studying to obtain endorsements.

The final congratulations on our list go to NK420 on passing the 10 year test. This, we felt, called for the 'effort supreme'.

Restoration of our laboratory/classroom buildings has now been completed and we have much work ahead of us in instructional equipment installation, and with the larger numbers of instrument fitter Apprentices we are now receiving, everyone on the staff is going to be kept very busy for some time to come.

In conclusion, we would like to mention the value we obtained from the visit of the 91st instrument fitters to R.A.F. Gaydon and the 92nd to R.A.F. Abingdon. Being relatively small in numbers compared to those of other trades, we much appreciated the close contact we had with the instrument sections of these two R.A.F. Stations, and much was learnt in regard to the responsible jobs awaiting the Apprentices following graduation. We hope the 91st have benefited by their visit and that it has given stimulus to the effort for Finals T.S.T.

RADIO HALTON

Perhaps those of you who have trained at Halton during the last eleven years will remember the Radio Diffusion System, now known as 'Radio Halton'. In fact some of you could'nt fail to remember being woken up by the music first thing in the morning or being sent to sleep last thing at night!

Cpl. Turner (Slim to most), who ran it for so many years, has now left the Station and it continues to be run by the Apprentices helped now by permanent staff.

There is in fact a Staff of over 20 now including operators, producers, technicians, librarians, and announcers. A/As Lipscomb and Bevington of the 91st Entry have done some splendid work while they have been here and we all wish them luck for the future. We have some W.R.A.F's now on the announcing staff and we are pleased to hear their feminine voices on the air.

Cpl.Tech James has been very busy making a new control panel for the modernisation scheme. Much work has been put in by him and by S.A.C. Fenlon and S.A.C. Clough of workshops in installing an electric clock, a venner time switch, new record players and tape deck and a red 'recording' light. A recording room separate from the operating room has been started and we hope that in the near future, when all the modernisation

has been completed, all the regular programmes except 'Record Requests' will be pre-recorded.

You may be interested to hear that boxes have been placed in all the Apprentice and Permanent Staff Clubs for record requests and that a regular programme, including jazz, classical music, popular music, film previews and, during winter months, a weekly quiz, goes out over Radio Halton. Requests flow in and some nights there are over 100 to play!

If any one who reads this news wishes to

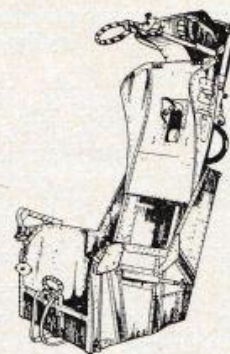
have any requests played over the network please write, on a postcard, your request, your name and to whom the record is to be played, to 'Radio Halton', R.A.F. Halton, Aylesbury, Bucks and we will do our best to play it for you.

We now look forward to the future with the knowledge that, as more staff volunteer to help and as more interest is taken in the System by Apprentices and Permanent Staff, really first rate programmes will be broadcast over 'Radio Halton'.

Over 400 lives have been saved by Martin-Baker ejection seats.



Mk.F5 ejection seat illustrated.



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SCHOOL NOTES

From 1946 to 1949 the Russians slowly engulfed the whole of Eastern Europe, and Poland, Hungary, Czechoslovakia, Roumania and Albania disappeared into the Red mist, with scarcely a struggle. The way in which this was achieved was an object lesson in political manoeuvring. In the democratic governments of all these countries one or two communists held office. By subtle means and devious devices they extended their empire, until one morning the country woke up to find that **THEY** had taken over from US.

There is a sneaking feeling, to which none dare give open utterance in schools corridors, that a similar coup is in progress here. Not a political takeover, nor is there any question of communism; but in the field of educational politics one senses a growing power in our midst. **THEY** are slowly increasing, like an unknown seed from outer space that settles quietly in a corner and gestates slowly and silently until suddenly there are two where before was but one. One morning soon, the Principal Education Officer and his leading henchmen, will come into schools and never be seen again. **THEY** will have quietly arrested them, arranged their liquidation and established their replacements. Already the nucleus of the new movement has, amoeba-like, spread and divided until we now have nearly a dozen of **THEM**.

Worried readers may rest assured that the Dept. for Subversive activities known as D.O.P.E. for short (Dept. of Personnel Extramural) has been aware for some time of this growing threat and will do all in its power to maintain the principles of our glorious democracy. (It should be noted however that even this bureau of special agents is also prepared to change sides should **THEY** ever really take over the human race.)

However, no matter what the future may bring, the small group of civilian instructors is growing in size and stature and has made for itself a real niche at Halton. Even among **THEIR** ranks however one finds those differences of character so dear to sentimental humanists. Prominent among the civilian eccentrics at Halton is 'old club-foot' as he is affectionately known by Apprentices he



Mr. Thomas and Fg.Off. Duncan, Schools most successful Contract Bridge partnership seen after medical treatment after their most recent match

has kicked around the place. Yet another, worthy of note, is the large pipe that hovers around the schools somewhere between 5 feet 9 ins.—6 feet off the ground. They say its owner, as yet unseen behind his own smoke-screen, is a general studies man. In the maths department all the old guard have been replaced lately by **THEM**. However our democratic system is tolerant even of **THOSE** among **THEM** who insist that **THEIR** initials must always precede **THEIR** name no matter what R.A.F. Forms may say to the contrary.

On **OUR** side arrivals have not kept pace with departures though the Maths department have now discovered the name of the ghost which for some time has haunted the Trenchard Library. Its name is Plt.Off. Harris 'Wraith-like and mystical he buckled to his

task'. (Anon. circa 20th Century). He is also a grasstrack motor cyclist.

The death of Mr. Minelli who worked in the Library was a great shock to those who knew him and enjoyed his cheerful conversation and unhurried efficiency. The sympathies of all members of School's staff are extended to his widow.

Flt-Lt. Porter among others who have recently left stands out as an informed (though rather belligerent) and often inspired conversationalist. He is a master of blunt Lancashire repartee, capable of dealing the perfect

squelch to any pretentious statement; but also almost pathologically unable to keep quiet for more than thirty seconds. He lost more bets at the game of 'two minutes silence' than any we have ever met. 'Requiescat in pace' will never appear on his tombstone: not even Charon could silence Porter. He has gone to Wellesbourne Mountford to teach photography, happily a visual, not an aural art. Things have been quiet since he left.

The Editor of the Halton Magazine leaves Halton this term but his obituary is being saved for the next issue even on OUR side we have censorship troubles!

HALTON DRAMATIC SOCIETY

For its Summer production the Halton Dramatic Society proceeded down 'The Dover Road' by A/A Milne. At the same time they proceeded physically from 3 (A) Wing N.A.A.F.I. to one of the School Lecture Halls for the presentation of the play. The latter resting place had certain advantages over its predecessor, there being a basic stage structure on which to build, but nevertheless there were many attendant difficulties of which the lighting was by no means the least. The seating arrangements also provided a problem, the auditorium being built like a dress circle with no stalls. However the Society's back-stage staff put in a magnificent effort to overcome these difficulties and judging from audience reaction they had met with a fair measure of success.

'The Dover Road' is a period comedy, a fact which modern dress could do nothing to disguise. When it was first produced in the Twenties, its very theme—that of elopement and adultery would have been sufficient to have raised the audience's eyebrows. However in this modern age of kitchen sink drama and X certificates it is tame fare indeed. Also the philanthropic motives behind the actions of the chief character Mr. Latimer would be unfathomable to a modern audience and probably some deeper motives were read in by them.

The story of 'The Dover Road' is how Mr. Latimer, somewhat of an eccentric, keeps an open house just off the Dover Road for the

purpose of enticing eloping couples into it so that he may solve their problems! He is aided and abetted by his butler Dominic. The play opens with the arrival at the house of Anne and Leonard. He is a member of the House of Lords, a self-opinionated balloon of a man, while she is of the sweet young thing variety. Already staying at the house are Eustasia, Leonard's wife, one of the fluffy blonde breed with a mania for mothering something or somebody and her young beau, Nicholas. By devious means Mr. Latimer ridicules Leonard in Anne's eyes, exposes Eustasia's faults to Nicholas, and diverts Eustasia's mothering instincts from Nicholas to Leonard. However before the play ends, Anne rebuffs advances from both Nicholas and Mr. Latimer and departs on her own, while Leonard, sickened by Eustasia's ministrations makes his escape with Nicholas leaving his wife to nurse the footman, and Mr. Latimer to await his next 'guests'.

The first act is very slow moving, its purpose being to set the scene and develop the atmosphere. The second act is the backbone of the whole play providing most of the opportunities for laughter, while the third act tends to be something of an anti-climax. Such a play puts a very great strain on the producer for the tempo must be kept up throughout the whole play so that the audience's interest never flags. It is to Peta Jones's credit that the right tempo was maintained throughout and that the play resisted the tendency to