

The Haltonian Magazine

70 Edition

February 1955

(Scroll down)

WHAT IS A FULLY AUTOMATIC EJECTION SEAT?

From the moment the occupant of a Martin-Baker Automatic Ejection Seat fires himself out of an aircraft the seat is under precise and timed control.

On ejection a patent time-fired gun deploys drogue parachutes to decelerate, stabilise and bring the seat into an attitude satisfactory for separation of occupant from the seat. Meantime a patent time release mechanism unfastens the seat harness and uncouples the drogue from the seat enabling it to stream the main parachute. The main parachute then deployed lifts the occupant out of the seat. This all occurs with insignificant loss of height and safe escapes near the ground are practicable. Excellent design and workmanship have resulted in reliable performance in Service. Over seventy safe ejections have been made with Martin-Baker Ejection Seats, twenty of them by means of our "Fully Automatic Seat."

At Chalgrove Airfield on 29th August, 1954, a test ejection with our latest type of seat was made from a Meteor flying at 500 knots and only 50 feet above ground level. The main parachute was fully developed before the dummy man alighted.

Martin-Baker are designers and manufacturers of the World's only "FULLY" Automatic Ejection Seats.

MARTIN-BAKER AIRCRAFT CO., LTD.

HIGHER DENHAM

NR. UXBRIDGE

MIDDLESEX



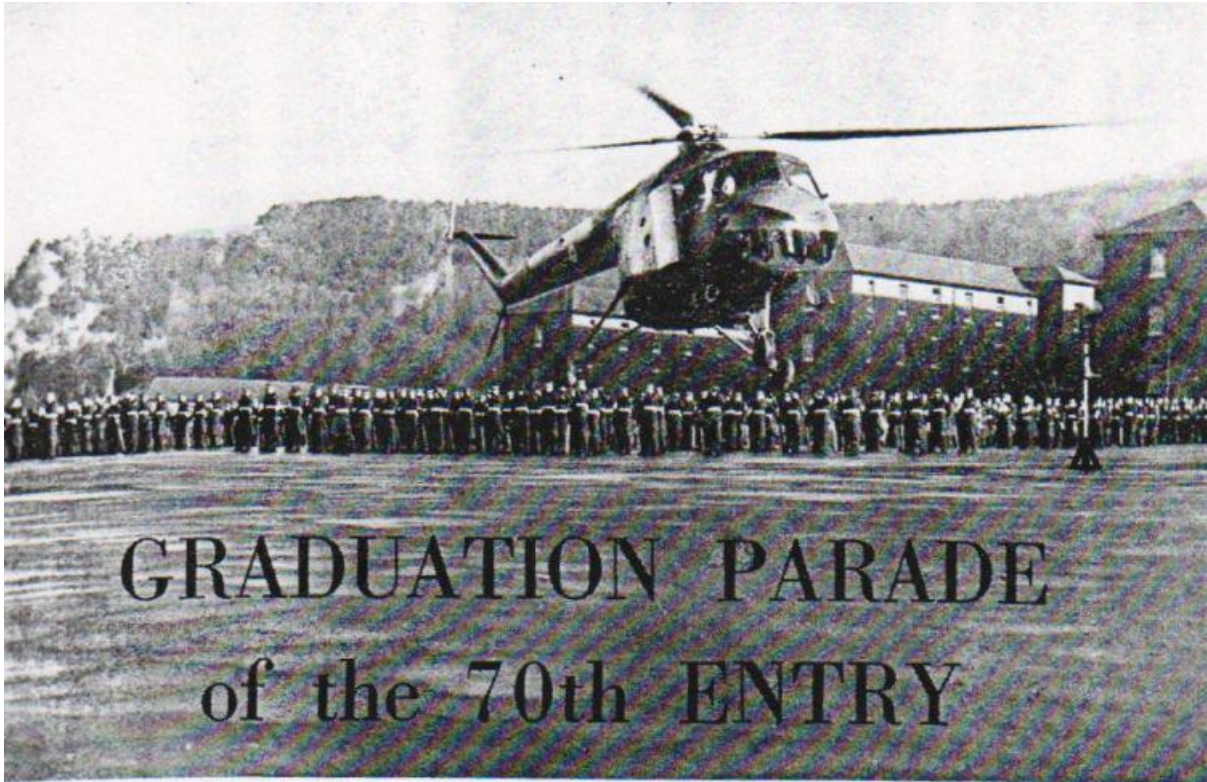
READERS of a detective novel, *Murder Must Advertise*, will remember that a blank space in a newspaper marked with the words 'This Space Reserved for So and So' indicates that there was in someone's office a period of panic and chaos which finally resulted in failure to produce the necessary information at the appropriate time. With the rush of examinations, the Christmas holidays, changes in the Editorial Staff and the Induction Board there was, for a short time, a horrifying picture of this page bearing those few revealing words. However, as is usual in all the best books, everything was well in the end.

Among the changes on the Editorial Staff we must give pride of place to the departure of our former Editor, Squadron Leader Buckels. It was he who, during his stay here, was responsible for raising the Halton Magazine to its present high standard. Few schools are fortunate enough to produce such a large magazine for so small a price. Squadron Leader Buckels will be remembered too as officer in charge of English and General Studies. Here too he played a revolutionary rôle by bringing into existence a new syllabus which should be to the benefit of the 76th Entry and all successive entries. Mr. Buckels has left the Royal Air Force to take up a teaching post in Bootle Grammar School where he has been appointed Senior English Master. We wish him luck in his future career. In his place we welcome Flight Lieutenant Sadler, already known to many of

the younger members of the staff, who has taken over both the English and General Studies Department and the Editorship of the Magazine. We shall miss too Squadron Leader Scilley who, as Secretary of the Old Haltonians, was an indefatigable source of energy and inspiration. We wish him all good fortune in his new posting and hope to hear from him occasionally. His successor, Squadron Leader Pritchard, following such an experienced hand, had an unenviable task before him. He is, therefore, to be congratulated on maintaining the standard of what must be, after all, the most elusive and difficult section of the Magazine to compose. Other additions to the Editorial Staff are Fg.Off. Germani and Plt.Off. Dutch as Halton Society Sub-Editor and Sports Editor respectively.

The all pervading technological gloom mentioned in the last editorial has been partially dispelled by the arrival of two new officers.

Apart from these changes life continues much as usual. Nevertheless, it is still a little surprising—not to say depressing—to receive a pile of reports asking for one's opinion upon the suitability for promotion to Sergeant and Corporal Apprentices of boys whom one still thinks of as small and new. In spite of our unwillingness to grow old, however, the training machine grinds mercilessly on and we must bid farewell to the 70th Entry and extend our greeting to the 79th, who have just arrived on the threshold of their new career. We wish them both good luck.



GRADUATION PARADE of the 70th ENTRY

The boys of the 70th Entry were no doubt very relieved when they awoke on the morning of 15th December to find that the storms of the preceding weeks had abated and that they were to be blessed with fine weather for the day they had awaited so eagerly and so long.

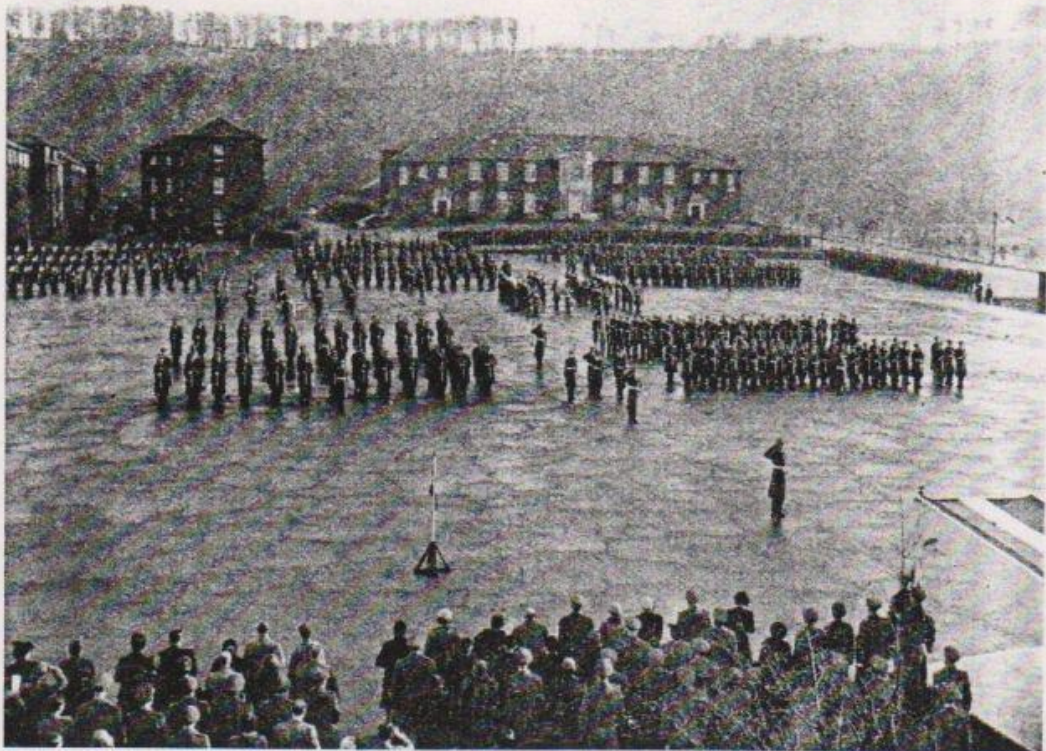
If they were lucky in this they were no less so in having such a distinguished Reviewing Officer as Air Chief Marshal Sir Francis J. Fogarty, K.C.B., K.B.E., D.F.C., A.F.C., the Air Member for Personnel, who completely altered the pattern of graduation parades by arriving on the parade ground in a helicopter. He was then met and accompanied to the dais

by Air Vice-Marshal A. F. Hutton, C.B.E., D.F.C., representing the Air Officer Commanding-in-Chief Technical Training Command, Air Vice-Marshal J. G. Franks, C.B., C.B.E., Air Officer Commanding No. 24 Group, Air Commodore G. N. E. Tindal-Carill-Worsley, C.B., C.B.E., Officer Commanding R.A.F. Halton, Group Captain R. J. Carvell, Senior Training Officer, No. 1 School of Technical Training, Group Captain E. Knowles, M.B.E., Principal Education Officer, No. 1 School of Technical Training, and Wing Commander E. Donovan, D.F.C., Officer Commanding No. 2 Apprentice Wing.

The parade was commanded by F.S/A/A G. M. Gibson and other parade appointments were as follows:

Colour Bearer S/A/A E. W. Pomfret
 Colour Escort C/A/A M. J. Evans
 C/A/A M. F. Priddle
 Colour Warrant Officer S/A/A F. R. Crooks
 Apprentice i/c Junior Entries S/A/A A. E. Thomson
 Parade Warrant Officer S/A/A R. W. Lanchbury

Escort Squadron Commander S/A/A R. F. Schley
 No. 2 Squadron Commander S/A/A J. J. Mitchell
 No. 1 Flight Commander S/A/A M. Tidman
 No. 2 Flight Commander S/A/A J. Harrod
 No. 3 Flight Commander C/A/A N. A. Pennick
 No. 4 Flight Commander C/A/A E. H. G. Whitehead
 Drum Major Military Band A/A G. M. Payne
 Drum Major Pipe Band A/A D. E. Money



The General Salute

THE COMMANDANT'S REPORT

After a short break the 70th Entry and their guests assembled in the Burnett Gymnasium for the prize giving. There, after welcoming the Reviewing Officer and his wife, the Commandant read his report.

Speaking firstly of the school as a whole he said that Halton had been invited to many of the ceremonial and official functions of the term. The trumpeters, for example, had participated in the Remembrance Day ceremony at the Cenotaph and the military band had formed part of the Lord Mayor's Show. On the instructional side, in spite of the difficulties of keeping pace with technical developments, modernisation of equipment had continued in Workshops and Schools. Thanks to Wg.Cdr. Whittaker the Continental tour had been revived, twenty-five Apprentices visiting Germany in the summer. In sport results had been very satisfactory, though,

unfortunately, only the Arborfield match had been possible this year.

Turning then to the 70th Entry, he said that 233 Apprentices had begun training in January, 1952. Since then 104 had been discharged, transferred to skilled trades or recoursed to junior entries. The remaining 119, joined by 64 recoursed from earlier entries, were passing out. The total included 13 Apprentices of the R.P.A.F., 6 of the R.Cy.A.F. and 4 of the R.R.A.F.

The average mark in the practical and theoretical examinations in technical subjects was 66.7%, which was slightly better than last time. There had been an improvement in all trades except the Engine and Airframe Fitter trades. In educational subjects the average was 46%, considerably lower than usual, and only 21% achieved the Ordinary National Certificate of Engineering. On the other hand, 65% of the candidates for the

City and Guilds Examinations for Engine and Airframe Fitters had been successful.

As usual there had been many visits to industrial firms.

In General Service Training the Commandant was pleased to be able to report a high standard of work and achievement. The entry had done well in sport too—22 School Colours had been awarded—and been well represented in the Halton Society activities.

To his general good wishes were added special congratulations to C/A/A J. Burley who had been awarded a technical cadetship.



Grand Parade

THE REVIEWING OFFICER

The prizes were then distributed by the Reviewing Officer who afterwards addressed the 70th Entry for a few minutes, giving them, in accordance with tradition, a piece of sound advice.

Firstly he congratulated them on their parade and hoped that it had justified the "square-bashing" of the past three years. He appeared to think that it required some justification for he gave it as his opinion that "square-bashing is put on just because somebody has nothing better to do with the syllabus."

He hoped that the posting would prove popular—even the Scottish ones!

Striking a more serious note he pointed out that they were the backbone of a Service which was daily becoming more complex. Upon their shoulders rested great responsibility, for not only did the products of Halton set the standards of smartness and technical efficiency, but the Air Force almost entirely depended on them in wartime. Declaring that his particular job was to deal with the human side of the Royal Air Force, he pointed out



The Reviewing Officer



Some of the Prize Winners

the need for co-operation and the family spirit—“there is no place in the Service for the selfish chap.” His parting words, accompanied by his best wishes, were:

“You yourselves, you make your own career; we provide what facilities we can and as highly skilled as we possibly can. You are the chaps who can do it—if you don’t make your own career you only have yourselves to blame. Rely on yourself.”



What's all this? Helicopters? Most unusual!



F.S/A/A G. M. Gibson

70th ENTRY CADETSHIPS**Technical Cadetship**

C/A/A Burley — — Beverley Grammar School, Yorkshire

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

F.S/A/A Gibson — — Rothwell Grammar School, Yorkshire

Highest in Order of Merit (All Subjects)

F.S/A/A Gibson — — Rothwell Grammar School, Yorkshire

Highest in Order of Merit (General Service Efficiency)

1st F.S/A/A Gibson — — Rothwell Grammar School, Yorkshire
2nd S/A/A Crooks — — Queen Elizabeth's G.S., Ashbourne

Highest in Order of Merit (Educational Subjects)

1st C/A/A Burley — — Beverley G.S., Yorkshire
2nd C/A/A Downing — — Tottenham Technical College

Highest in Order of Merit**Practical Fitting Test—Winner of Crebbin-Robinson Cup)**

S/A/A Crooks — — Queen Elizabeth's G.S., Ashbourne

Highest Average for Practical Fitting Test Over Three Years' Course

A/A Webster — — Bristol Technical School

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

C/A/A Evans — — King Edward VI School, Stratford-on-Avon

Highest Pakistan Apprentice in Order of Merit (Winner of Azhar Trophy)

A/A Siddiquee

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

S/A/A Mitchell — — Purley County G.S.

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

L/A/A Shergold — — Southampton Secondary Technical Col.

Best Tradesmen in T.S. Test

Airframe Fitter: A/A Bradley — — Shaftesbury G.S., Dorset

Engine Fitter: 1st S/A/A Pomfret — — Bolton Technical College

2nd A/A Miller — — Charminster Sec. Modern, Bournemouth

Armament Fitter: S/A/A Mitchell — — Purley County G.S.

Instrument Fitter (Nav.): C/A/A Downing — — Tottenham Technical College

Instrument Fitter (Gen.): A/A Craig — — Eyemouth High Public School

Electrical Fitter (Air): L/A/A Shergold — — Southampton Sec. Technical Coll.

Electrical Fitter (Grd.): L/A/A Pagden — — St. Bonaventure G.S., London

Sergeants

Harrod	Hampton G.S.	Tidman	Eltham College
Schley	R.R.A.F.	Lanchbury	De La Salle Coll., Guernsey
Crooks	Queen Elizabeth's G.S., Ashbourne	Pomfret	Bolton Technical College
Mitchell	Purley County G.S.		

70th ENTRY POSTING LIST (in order of merit)

Gibson, G. M.	Dishforth	Abraham, B. J.	Colerne
Burley, J.	L.A.A.G.S. Watchet	Leatham, G. H.	Aldergrove
Mitchell, J. J.	32 M.U. St. Athan	Siddiquee, M. A-B.	Pakistan
Crooks, F. R.	233 O.C.U. Pembrey	Berk, K.	Kinloss
Downing, R. E.	Lyneham	Grace, C. H. C.	32 M.U. St. Athan
Evans, M. J.	Wattisham	Webster, T. D.	Benson
Tidman, M.	Hendon	Grafham, D. T.	Binbrook
Pomfret, E. W.	32 M.U. St. Athan	Warren, G. W.	Wittering
Ballamy, M. D.	32 M.U. St. Athan	Brock, L. J.	229 O.C.U. Chivenor
Pilgram, G. R.	B/E. Ballykelly	Pendreich, L. J.	B/E. Kinloss
Bradley, H. W.	32 M.U. St. Athan	Ligat, F. W.	Binbrook
Longthorne, J. D.	Linton-on-Ouse	Jowers, D. C.	233 O.C.U. Pembrey
Cairns, J. D.	B/E. Horsham St. Faith	French, H. F.	Waterbeach
Miller, D. S.	Boscombe Down	Green, N.	Duxford
Truluck, D. J.	Boscombe Down	Crawford, A. Mc. D.	Kinloss
Scopes, G. W.	Wittering	Francis, J. G. C.	Coltishall
Moss, P. A.	Linton-on-Ouse	Learoyd, W. H.	Acklington
Johnson, R. H.	11 S. of R.T. Hednesford	Johnston, E.	Acklington
Paxton, J. C.	32 M.U. St. Athan	Rahman, A.	Pakistan
Pennick, N. A.	Ballykelly	Eggleton, M. W. H.	West Raynham
Oakley, D. W. T.	C.F.S. (Basic) South Cerney	Ellis, E. H.	West Morley
Priddie, M. F.	Boscombe Down	Norris, J. N.	71 M.U. Bicester
Pownall, J. B.	B/E. 58 M.U. Sutton-Bridge	Cooray, F. E. L.	Ceylon
Swarbrick, J. R.	Wittering	Musgrove, K. I.	Wittering
May, D. P.	32 M.U. St. Athan	King, A. D.	Horsham St. Faith
Harris, J. B.	Linton-on-Ouse	Crefield, D. G.	32 M.U. St. Athan
Harrod, J.	Wyton	Gunasekera, S. D.	Ceylon
Tindall, D. A.	North Weald	Honey, G. W.	Boscombe Down
Whitehead, E. H. G.	B.D.U. Wittering	Payne, D.	Lindholme
Shergold, R. J.	Linton-on-Ouse	Stead, J.	Waterbeach
Lanchbury, R. W.	32 M.U. St. Athan	Porter, D. W.	Binbrook
Thompson, J. M.	Wittering	Massey, J. R.	B/E. Ballykelly
Church, G. N.	Acklington	Ahmad, R. U. D.	Pakistan
McDonald, G.	32 M.U. St. Athan	Brooks, G. F.	32 M.U. St. Athan
Mitchell, D. I.	Upwood	Harris, L. J.	Binbrook
Staples, K. E.	Church Fenton	Atherstone, R. S.	Upwood
Mallison, K.	B/E. Waterbeach	Pinchen, E. W.	32 M.U. St. Athan
Jones, B.	Upwood	Alam, M. S.	Pakistan
Pagden, A. J.	32 M.U. St. Athan	Kent, R. W.	Binbrook
Griffiths, D. B.	Cottishall	Shah, M. A.	Pakistan
Smith, R. H.	Waddington	Byrne, R. D.	Bassingbourn
Hunt, M. T.	Binbrook	Rand, A. E.	32 M.U. St. Athan
Browne, J. A.	Boscombe Down	Wright, L. W.	Odiham
Bonnick, A. J.	Scampton	Graves, R.	32 M.U. St. Athan
Chapple, R.	Scampton	Maddocks, J.	32 M.U. St. Athan
Kealey, D. R.	B/E. 60 M.U. Rufforth	Allwright, C. D.	Abingdon
Luke, A. P.	32 M.U. St. Athan	Ashcroft, B.	Duxford
Cooksey, L.	32 M.U. St. Athan	Alam, G. S.	Pakistan
Trigg, A. J.	60 M.U. Rufforth	Gooch, R. A.	32 M.U. St. Athan
Alexander, N.	Ceylon	Taylor, R. E.	Stradishall
Harvie, M. P.	32 M.U. St. Athan	Docwra, R. C.	229 O.C.U. Chivenor
Elton, C. J.	Boscombe Down	Nelson, J. E.	32 M.U. St. Athan
Pringle, G. E.	32 M.U. St. Athan	Staley, R. L.	Cottesmore
Stuckle, J. D.	Upwood	Cummings-Knight, N. J.	228 O.C.U. Leeming
Elenor, R.	71 M.U. Bicester	Rowley, T. M. G.	Hemswell
Hayter, C. H. C.	228 O.C.U. Leeming	White, J.	Boscombe Down
Mallinson, P.	32 M.U. St. Athan	Spencer, P. R.	32 M.U. St. Athan
Smith, R. A.	32 M.U. St. Athan	Pearse, D. M.	226 O.C.U. Stradishall
Aspinall, T. J.	B/E. Kinloss	Edmunds, J. M.	Pembrey
Clay, J. M.	Church Fenton	Barriball, A. J.	L.A.A.G.S. Watchet
Simpson, G. W.	B.C.M.C. Lindholme	Ashton, F. M.	233 O.C.U. Pembrey
Garratt, P. C.	Wittering	Taylor, S.	226 O.C.U. Stradishall
McWatt, R. E.	49 M.U. Colerne	Renton, J. W. Mc. C.	Ballykelly
Hayman, T. G.	Church Fenton	Hill, D. R.	32 M.U. St. Athan
Lumsden, C.	Odiham	Green, D.	Boscombe Down
Banfield, D. S.	32 M.U. St. Athan	Dinsmore, J. G. T.	32 M.U. St. Athan
Maycock, R. C.	32 M.U. St. Athan	Sarwar, G.	* Pakistan
Lemon, M. L.	Boscombe Down	Bishop, L. E.	32 M.U. St. Athan
Lyon, G.	32 M.U. St. Athan	Jasper, K. E.	32 M.U. St. Athan
Olson, C.	32 M.U. St. Athan	Jarman, B. F.	32 M.U. St. Athan
Vincent, D.	Ceylon	Mooney, W. E. L.	228 O.C.U. Leeming
Pallyeguru, C. A.	Rhodesia	Watt, D. D.	32 M.U. St. Athan
Schley, R. E.	45 M.U. Kinloss	Gunn, R.	B/E. 32 M.U. St. Athan
Ewan, P. A.	Cottesmore	Smyth, A. G.	32 M.U. St. Athan
Nairn, C. N.	Wattisham	Suares, J. M.	* Ceylon
Sanderson, J. A. S.	Rhodesia	Duffy, A.	Wattisham
Preedy, K. B.	32 M.U. St. Athan	Porter, G. H.	32 M.U. St. Athan
Wildish, L. H.	West Morley	Parkinson, G. D.	32 M.U. St. Athan
Nealey, J. R.	233 O.C.U. Pembrey	Farman, J. I.	Biggin Hill
Williams, E. G.	Boscombe Down	Landers, L. A.	32 M.U. St. Athan
Littler, L. R.	32 M.U. St. Athan	Edwards, G. W.	32 M.U. St. Athan
McGinn, R. A.	Rhodesia	Carstairs, D.	32 M.U. St. Athan
Stewart, J. G.	Wattisham	Ellis, K. V. G.	32 M.U. St. Athan
Buggy, B. P.	32 M.U. St. Athan	James, H.	32 M.U. St. Athan
Bunker, R. S. A.	238 O.C.U. Colerne	Moore, P. A.	32 M.U. St. Athan
Craig, W. D.	Lindholme	Sergeant, K. W.	Upwood
Parkinson, D.		Shah, A. A.	Pakistan

Malik, M. S.
Zamurrud, M.
Zahur, I.
Hussain, K.
Shah, A. A.

* Pakistan
Pakistan
* Pakistan
* Pakistan
* Pakistan

Ananthanayagam, V. J.
Bell, C.
Wakefield, B. E. F.
Proudfoot, G. P.
Rayfield, J.

* Ceylon
Church Fenton
32 M.U. St. Athan

The following Apprentice, ex-69th Entry (September, 1951) also qualified as Junior Technician:—

Sperring G. B.

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

WG.CDR. J. KERR, M.A., B.Sc.

It is with great regret that we announce the death of Wg.Cdr. J. Kerr, M.A., B.Sc. Wg.Cdr. Kerr, a well known figure in the Schools, was posted to No. 43 Group as Group Education Officer just before Christmas. There he caught pneumonia and died in hospital on 3rd February, 1955. We wish to extend our deepest sympathy to Mrs. Kerr in her loss.

TECHNICAL TRAINING WING

THE long awaited visit of the Establishments Committee has happened and their agreements to proposals should make many changes in the Technical Training Wing which should benefit training generally. By the next issue there should be much to report on changes of organisation.

The conversion from DC to AC electric supply is proceeding apace and it has been noted that the C.O.'s office and that of O.C. E. & I. Squadron are a blaze of fluorescent light—did someone suggest this was due to influence? The ditches round Old Workshops have at last been filled in but someone has forgotten to put the top surface back. Perhaps it will help to dissuade people from parking their cars in the wrong places. 'Tis an ill wind . . . !

Great excitement occurred on the arrival

of Neville Duke's record-breaking Hunter WB188. This aircraft raised the world's air speed record to 727.6 m.p.h. only to be beaten soon after by Mike Lithgow in a Swift at 737.3 m.p.h. There is a promise too of a further aircraft of a type hitherto unknown to Halton which will go to the Airfield Training Squadron. Airframe Fitters too will receive some new aircraft for preliminary airframe phase and will be able to get rid of the Proctors.

It is hoped by the formation of the Training Aids panel under Flying Officer Jamieson of Electrical Flight and the drive to get modern equipment that the new entries coming in will be well off. The drive for modern equipment in this rapidly changing age is a continuous process however, and one upon which there is no let-up.

AIRCRAFT ENGINEERING SQUADRON

Airframe Fitter Flight

Since the last issue the following changes have taken place among the Instructional Staff:—

M.Tech. Longstaffe, posted to Sutton Bridge.
Sgt.Tech. Ayres, posted overseas.

We wish them the best of luck in their new jobs.

Much excitement was caused by the arrival in November of the "Red Flash," to wit, our first Hawker Hunter. It will soon be fitted up for instructional purposes and in great demand. This aircraft captured the World Air Speed record with Squadron Leader Neville Duke at the controls. The record was subsequently lost to the supermarine Swift flown by Lt.Cdr. Mike Lithgow, and later, by an American Skyray Aircraft.

Congratulations go to A/A Bowak of the 72nd Entry who was awarded the Airframe Fitters Instructors' Shield for the Entry. A/A Earimann was the runner-up, closely followed by L/A/As Flood and Rauf.

Liaison visits have been made by members of the Staff to R.A.F. Stations Kemble and

Odiham. Apprentices of the 70th Entry visited Percival Aircraft Ltd. of Luton and greatly enjoyed the trip, gaining, we hope, much useful knowledge.

The 70th Entry have completed their final examinations and have graduated. Results all round were a little below average, but our heartiest congratulations go to S/A/A Crooks on gaining the Crebbin Robinson Cup and restoring it to its rightful place.

Engine Fitter Flight

The term now ending has been a fairly quiet one without any startling events in the Flight.

Training has followed a fairly normal pattern but minor changes have been made where desirable.

Since the last issue we have received another Sapphire and are now getting instructors away on Sapphire courses. The B.B.C. tells us that the Sapphire 7 is now developing well over 10,000lb. thrust and that it is going into quantity production for the R.A.F. We will have to re-shape our Gas Turbine phase again to keep reasonably up to date.

October and November saw several changes in Staff. We lost Flt.Lt. Stallworthy to Training Control and now he leaves Training Control for Upwood. This is a cause of genuine regret in the Flight and indeed throughout the Station. He has been the driving force in the Halton Dramatic Society for a long time and his histrionic abilities will be missed. As Officer i/c Engine Fitter Flight, he was extremely well liked and had the knack of running things so that everyone was happy—no mean achievement. We can only wish him all good fortune, bigger and better Pontiacs and anything else he wants.

We welcome Flt.Lt. B. D. Austen, until recently Group Engineer Officer, as the new Officer i/c. Again, the Flight appears to be fortunate in the man at the top and he will find a staff ready to back him up. There are great hopes that his tour here will be a very happy one.

During October we lost Chf.Tech. Dyer from the Allied Trades. He is now a body inspector at a motor body factory at Dagenham. It is fairly certain that by now "Tubby" has organised a swimming team there. Chf. Tech. Evans who had not been with us long has gone to St. Athan, while Cpl.Tech. Fletcher and Sgt. Beale are now in Germany. To all these we extend thanks for work well done and best wishes for the future. Cpl. Ford and Cpl.Tech. Hemingway joined us in November and are settling down to Apprentice Training. Snr.Tech. Hadfield and Cpl.Tech. Webster both got caught in the toils of matrimony but so far they appear no worse for it. They must remember a certain greetings telegram which read—"Just Married, Just perfect, Just wait"!

AIRFIELD TRAINING SQUADRON

Once again an Entry has dismantled and reassembled the aircraft at airfield, refuelled them, rearmed them, ground tested the engines, checked the electrical and instrument installations, bombed up, fired the guns, and tucked the aircraft away again in readiness for the onslaughts of the next Entry.

There are prospects of obtaining eleven more aircraft to augment our training resources at Airfield, and it is hoped that these aircraft will be flown in.

The 70th Entry has gone and will by now be learning the facts of life in Units. This Entry did not do so well as the 69th but it is difficult to say why. The 71st now coming up to final revision will do well to realise that the few remaining weeks are of vital importance. The Revision Instructors will do their best and the 71st now has its last chance to surpass previous Entries on the Board. Good luck to them and to the Entries following on.

General Engineering Training Section

Towards the end of the Xmas Term we said goodbye to Warrant Officer J. Ghey on posting to R.A.F. Weeton and welcomed Warrant Officer R. E. Pilkenton from M.T.R.S., Halton, and Chief Technician J. Lofan from Seletar, F.E.A.F. Chief Technician Logan will miss the waving palms of Seletar and will find that although we have a swimming pool here its setting is somewhat different from the luxury model at Seletar.

The General Engineering Section will soon be resounding to the noise of a new entry of Airframe and Engine Fitters on their first year basic. Perhaps there is a note of consolation in the news that during the Xmas break the first aid boxes are being re-filled by the Station Sick Quarters in order to deal with the inevitable cuts and bruises which will no doubt arise.

The coppersmiths' shop has been hard at work turning out revolving diagram stands which will be put to good use in other sections.

Santa Claus arrived this year by a steamer built by the G.E. Section and now to be enjoyed by Dr. Barnardo's children.

It has been necessary to provide additional classroom accommodation for the 72nd Entry whose numbers pose us quite a few problems in programme planning, Instructor Pupil Ratio and the provision of flying experience. The 72nd will not have the best of the weather but there are a number of improvements in the offing which we hope will materialise while this Entry is at Airfield, i.e. improved lighting and heating in classrooms and servicing bays. This aspect is particularly important during the winter months.

Now that "Turretry" is no longer a training requirement we hope to substitute "Rocketry" as an Airfield aspect in the near future—inhabitants of Tring and all points east are hereby notified!!!

Our hopes of providing Canberra and Avon engines have received a temporary set-back as this valuable equipment is not readily forthcoming. However, here's still hoping, nil desperandum and all that.

We welcome back to the Maintenance Flight F.S. Edington to whom we said a farewell last term on his posting overseas. The

medicos had different ideas, however, and we welcome his return to the fold, medical reasons notwithstanding.

The Instructional Staff have paid liaison visits to Kemble and Odiham and a day at Bassingbourne is in the near offing. It does us good to have a look at operational equipment once again and to study the problems encountered in its use. Similarly, we are glad to see that our "human products" are readily adaptable to their new life on the Stations, and gratified when we hear them praised.

In conclusion, our best wishes to the 70th Entry on their graduation.

ELECTRICAL AND INSTRUMENT ENGINEERING SQUADRON

Instrument Fitter Flight

Since the last issue of these notes we have to report further staff changes. We welcome Mr. Bulgin to our happy band of Instructors; and bid farewell to F.Ss. Ward and Bowes, Snr.Tech. Griggs and Mr. Tully.

The 70th Entry have completed their training with 100% graduation. We wish them every success for the future.

The new lathes recently installed may never see service, as lathework has now been deleted from the Instrument Fitter Syllabus. This news was received with a look of "pained surprise" by those directly concerned. However, new items of equipment now coming into service, such as the Auto Stabilizer and Zero Reader Flight Director, will more than fill the gap.

The Crebbin-Robinson Cup display board is vacant and we look to the 71st Entry to rectify this state of affairs.

A number of liaison visits have been made during the term, notably the visit of the 70th to Bryan's Aero Equipment, and the Instructors' visits to Kemble, Melksham and Cosford.

Electrical Fitter Flight

Considerable changes have taken place in the Section since our last notes. Firstly we welcome as Officer i/c Section, Flying Officer Jamieson, to whom we wish a longer sojourn among us than his immediate predecessors. His inauguration coincided with the partial removal of the roof of Bay 8. Since this also

coincided with a period of torrential rain, Mr. Wilshin's land-based marine craft nearly became water-borne.

Another newcomer to the Section as a Civilian Instructor is Mr. Hartop, an ex-Flight Sergeant. Among the departures to pastures new—if B.A.O.R. can be so termed—are Cpls. Knight and Elleker and Sgt. Pilgrim. Cpl. Gregory, complete with red peril called a Minecar, is now in "Civvy Street."

Our sympathy goes out to Cpl. Taylor in view of his impending marriage around Xmas time. Could this be his 'Boxing Day' or his 'Xmas Box'? With all the good advice he has been given he should be able to cope.

We hear that there is a likelihood of the return to duty in the new year of Mr. Cassidy after his very serious illness extending over a period of nearly nine months. If this does materialise 'Cass' will be given a very warm welcome.

It is rumoured that the Electrical Fitters (ground) will shortly lose their "G.S.T. lie in" and have to join the rest of their entry in the weary trek to the airfield complete with coats-oilskin, and, it is whispered, long hair and rounded shoulders. The reason for this injustice to suffering Apprentices is the removal of the Airfield Equipment phase to the drome. It was hoped that a Wing of Canberra Aircraft would also arrive at the airfield, but, alas for dreams, this turned out to be two wings of a Canberra.

Speaking of haircuts, we hear that the

present haircutting programme does not meet with the full approval of the Supervisors' office. Can it be sour grapes?

It is with sadness we have to report that the Crebbin-Robinson Cup, won by the 69th

Entry, was not retained by the 70th. Although it was won—also like us for the first time in history—by the airframe wallahs, Mr. Tripp swears it is only lent. Come on the 71st; we want this cup back!

ARMAMENT TRAINING SQUADRON

A very good end to the Old Year and a cheerful farewell to the 70th Entry. Once again the effort of the final weeks produced miracles in the Final Examination. Our congratulations to Flight Sergeant Apprentice Gibson on his Prize-Winning effort and also to Sergeant Apprentice Mitchell. We wish them all good luck and wonder just what the 79th will look like? This is also the last entry of Pakistan Apprentices, and only A/A Hassan, who missed the Examinations through illness remains. We shall miss their cheerful faces and chatter, and we wish them good luck in the future.

Things have certainly altered in the Armament Workshops. We welcome a batch of new Instructors, namely, C. I. Allen an ex-Apprentice of 38th Entry, Corporals Deakin

ex-56, Davis ex-56, Brown ex-58, Dodman and Wright ex-Boy Entrants No. 3 Entry, and Tily who although neither an ex-Apprentice nor an ex-Boy, is just as capable of pushing out the gen as the others. (Obviously written by a fellow sympathiser.)

All concerned will rejoice in the news that Turret Phase is now no more, and the happiest people will no doubt be the three stalwart Instructors of that Phase—Messrs. Jenkins, Blake and Creffield who, far from being on the dole, are now churning out the gen on other more modern items of equipment.

Work will also have started on the construction of new classrooms, to make the Armament Section look more like a house of learning.

A TOAST TO TURRETS

There used to be an Armament Phase, just south of S.H.Q.
Which looked a most impressive sort of sight,
All visitors to Halton, were taken there to view
The things in which our Airmen used to fight.

Like futuristic robots, on pedestals arrayed
Guns bristling, perspex shining in the sun.
Among these silent structures Apprentices strayed
But now, alas, alack, their day is done.

So lift your glasses high, and drink a silent toast
Then to the table let your glasses crash
For rightly of our Turrets we Armourers can boast
The Bristol, Boulton-Paul, and Frazer Nash.

School Notes

THE School starts the new year with the departure of two senior members of the staff who have given such long and staunch service that it will be difficult to fill their room.

Wing Commander Kerr ruled over the education of first the Electrical and Instrument Fitters and latterly the Engine Fitters. For a long time he was responsible for organizing and correlating all examinations, and he only relinquished this duty to assume the Chairmanship of the Technical Committee. Then for a long period he was Chairman of the Sports Committee, and, partly because of his first hand knowledge of Ceylon, he has acted as Liaison Officer for the Ceylonese Apprentices here with the High Commissioner of Ceylon. As a Scotsman he is rightly moving northwards and we all wish him a successful tour in charge of the education of No. 43 Group.

Squadron Leader Buckels who, at great loss to the Service, returns to civilian teaching at his own request, had been Head of the English and General Studies department for his whole tour here. He has reorganised the syllabus and initiated many schemes to improve and vitalize this subject. During his time here the library has become a real factor in the Apprentices' school work. An equally distinguished achievement has been his editorship of this Magazine. Both in form and matter he has made it, with the help of his team, a first rate production. It will be a lucky school that has his ability and sense of humour as a standby. He too goes with the best wishes of us all.

What the Principal Education Officer calls the mortality of bachelors is on the increase with Education Officers. Each leave produces some new 'living-out' address, "and the end is not yet."

The School buildings have at last been invaded by contractors, and when the furniture shifting and the dust and general uproar has subsided we find a greatly improved lighting system and many classrooms with newly laid linoleum. During 'Operation Lino' Apprentices were able to study at first hand the working of Trade Union rules. These made it impossible for the stalwart contractors'

men to carry the 200lbs. rolls of linoleum or do anything but the actual laying. Apprentices were roped in to help, emptied the rooms of furniture, carried the lino to the spot and reset the room again while the experts relaxed with a cigarette. One team of helpers came from a top class and apparently even a fatigue can be done with style and spirit, for this team achieved a modest fame with the school cleaners (no mean honour) for their quickness and cheerful resourcefulness.

Our congratulations go to S/A/A Kellock for the award of a Whitworth Society prize on the result of his place in the Ordinary National Certificate last summer. Kellock has already won a technical cadetship and is studying at the R.A.F. Technical College, Henlow.

It gave great pleasure to see the skilful adaptation of Lecture Hall 'A' for the first dramatic entertainment by the Halton Society in the School itself since the war. The production was modestly termed 'An Evening's Entertainment' and fully lived up to its description. Both the serious and comedy acting was of very good standard for Apprentices and the violin solos of C/A/A Smith were exceptional. We are indebted to Pilot Officer Payne, Pilot Officer Hourston and Flying Officer Lawrence for giving so much time and care to this excellent evening. It was unfortunate that Christmas dinners and Graduation preparations prevented larger audiences, but those who came, both officers and Apprentices, were indeed well rewarded. It augurs well for a full scale production later.

Improvements are going apace in the Trenchard Library to make it worthy of its new official title, approved by Lord Trenchard whose books we are proudly housing. The entrance to the library is to be made more attractive, arrangements are being made to make the books, including some of Lord Trenchard's personal collections, more accessible to Apprentices, and it is hoped that the 1,300 newly acquired scientific books will be a small beginning to the improvement of the Wing libraries. Thus in these, and in other ways, the Trenchard Library is slowly expanding its facilities, so as to play a more useful part in the training programme of Royal Air Force Halton. Apprentices who have any

reading difficulties are invited to bring their problems to the officer in charge of the Trenchard Library.

Finally, we have pleasure in announcing the following awards to Apprentices who have taken City and Guilds examinations in the past.

L/A/A Curtis, 69th Entry, 1st Prize, Silver

Medal for Final Examination, Power Plants.

S/A/A Hutchings, 71st Entry, 1st Prize, Bronze Medal for Intermediate Examination, Power Plants.

L/A/A Cockcroft, 69th Entry, 1st Prize, Silver Medal for Final Examination, Air-frames.



Toc H

HALTON AND WENDOVER BRANCH

Chairman : Wg.Cdr. G. W. Whittaker, D.S.O.
Secretary : Flt.Lt. C. J. T. Coombs

Meets on : Tuesdays, 2000 hrs.
Meets at : Toc H Services Club

THE branch has, this term, devoted its meetings more to discussions among its members than to talks by outside speakers. We have been, however, the recipients of most interesting talks on subjects such as "Malaya" and "Just a Barnardo Boy." A notable talk on "Germany" was given by Padre Sanders, who has served there during the occupation. Subjects for discussion included the Report

of the Forward Committee set up to consider Toc H as a whole and published under the title of "Something to Bite On." This afforded an excellent opportunity to reconsider the aims and ideals of Toc H. We should like to impart these aims to any interested persons. The branch is badly in need of new members and we should welcome visitors, especially Apprentices, to any of our meetings.

TOC H SERVICES CLUB, WENDOVER

Warden : Mr. T. A. Davison

Open daily until 2200 hrs.

The club is passing through difficult times. This term has seen the departure of the Warden, Mr. Reg Baxter, with at first no successor. We wish him the best of luck in his new surroundings. We are relieved to announce the appointment of the new Warden, Mr. Tom Davison, who has recently taken up residence and who is to be joined shortly by his wife. We wish them both every success and happiness at Wendover. We are sure

this issue will mark the beginning of a new era for the club. Every facility for games, dancing and feeding (!) will be offered. The new Warden is intent on building up a warm friendly atmosphere in the club to make it a "home-from-home," but he will need the co-operation and support of every Apprentice.

Apprentices should realise that the club is *theirs*. The more they use it, the more it will be able to offer.

ANTHONY WILLIAM BUTLER (1939—1955)

It is with regret that we announce the death, in Highgate Hospital on 5th January, of Anthony Butler after only a term here—he came with the 78th Entry in September—but it was time enough for him to earn the regard of his instructors and fellow Apprentices and to show real promise in his work. He was still only 15 and our deep sympathy goes to his parents.