

# The Haltonian Magazine

Summer 1971

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## EDITORIAL . . . .

IT IS generally accepted that the school magazine has an important role to play in education. Besides providing a means of generating enthusiasm for writing and stimulating creative thought, the magazine can offer adolescent readers the kind of literature they wish to have. Unfortunately herein lies a great problem. What kind of reading matter do adolescents seek?

The idea that all young, maturing minds are slavishly bound only to those comics and magazines promoting a teenage cult would appear to be wrong. There is a seemingly more manly world which boys seek and which will enable them to leave the age of childhood behind. There are the more adult technical magazines which deal with anything from breeding guinea pigs to building a motor car.

There are also, of course, the subjects of sex, sin and violence to be explored. Glossy and expensive magazines like 'Playboy' and 'Penthouse' are eyed just as eagerly by many adolescents as by adult readers. Imaginative needs of a very different kind are catered for in this type of magazine. They offer their own more expensive kind of wish-fulfilment, and advertisements display shining stereo sets, sports cars and the mysteries of the female form. Their pages are full of hints and suggestions on the key topic for adolescent boys, namely the nature of the masculine role. Perhaps a very narrow masculine stereotype figure emerges from this kind of magazine material, but teen-agers will always turn to and enjoy publications aimed at their age group, and carrying in their wake some sense of personal identity, group loyalty and an understanding of the young maturing mind.

The Halton Magazine, no less than any other publication primarily destined for adolescent readers, must cater for these needs. In addition to providing a historical record of No. 1 School of Technical Training, it must try to present articles and material which will satisfy its youthful readers. Unhappily, modernity of approach towards the present generation of teen-agers and their literary needs and tastes does not always receive recognition or support from the older and supposedly wiser generation.

The Magazine staff recently was severely castigated by an unknown critic for its article on the origin of the limerick, which was published in the Autumn 1970 issue. Signing himself "An ex-Apprentice" this anonymous censurer did not think "it was good for Apprentices". Prudish in tone and narrow in outlook, the critic was wearing Victorian blinkers which prevented his seeing any educational value in the article.

Fortunately, this faint-hearted (not to say cowardly) "ex-Apprentice" provided the Magazine with an opportunity for composing further limericks, an exercise in which no less a person than the Chaplain-in-Chief took part:

"There was an ex-'prentice from Halton  
Who wrote to the Venerable Ashton.  
Not using his name,  
He portioned out blame  
For Magazine lim'ricks he frowned on".

An editorial reply to the criticism might well have been:

"The research I intended to do  
Was to further the arts for the few  
But it seems that my verse  
Is regarded as worse  
Than graffiti you find in the loo".

In conclusion one may suggest that

"This unknown apprentice from Halton  
Thought lim'ricks were no education.  
Better one would think  
To use pen and ink  
And send notes with his monaker on".

### ADVICE FROM ANOTHER AGE

**G**O placidly amid the noise and hate, but remember what peace there can be in silence.

As far as possible without surrender be on good terms with all persons. Speak your truth quietly and clearly and listen to others, even the dull and ignorant; they too have their story.

Avoid loud and aggressive people; they are vexatious to the spirit.

If you compare yourself with others you may become vain and bitter; for always there will be greater and lesser persons than yourself. Enjoy your achievements as well as your plans. Keep interested in your own career however humble; it is a real possession in the changing fortune of time.

Exercise caution in your business affairs; for the world is full of trickery. But let this not blind you to what virtue there is; many persons strive for high ideals; and everywhere life is full of heroism.

Be yourself. Especially do not feign affection. Neither be cynical about love, for in the face of all aridity it is perennial as grass.

Take kindly to council of your years, gracefully surrendering the things of youth. Nurture strength of spirit to shield you in sudden misfortune. But do not distress yourself with imaginings. Many fears are born of fatigue and loneliness.

Beyond a wholesome discipline be gentle with yourself. You are a child of the universe no less than the trees and the stars; you have a right to be here and, whether or not it is clear to you, no doubt the universe is unfolding to you as it should.

Therefore, be at peace with God, whatever you conceive him to be and, whatever your labours and aspirations, in the noisy confusion of life keep peace with your soul. With all its sham, drudgery and broken dreams, it is still a beautiful world.

Be careful.

Strive to be happy.

Author unknown — 1692.





## **PASS OUT PARADES**

**114th, 214th, 215th**

**and 403rd ENTRIES**

# The 214th Entry

The Pass-Out Parade of the 214th Entry of Craft Apprentices took place at Royal Air Force Halton on Friday, 5th March 1971. The parade was reviewed by Air Vice-Marshal F. R. Bird, D.S.O., D.F.C., A.F.C. F.R.Ae.S., Director General of R.A.F. Organization, Ministry of Defence.

The parade was commanded by Sergeant Craft Apprentice G. S. Goosey, and the following Apprentices acted as subordinate commanders:

<i>Parade Adjutant</i>	Sgt. Cft. App. K. Landry
<i>Parade Warrant Officer</i>	Sgt. Cft. App. S. A. Groves
<i>Colour Bearer</i>	Sgt. Cft. App. A. P. Ringrose
<i>Colour Warrant Officer</i>	Cpl. Cft. App. A. K. Peacock
<i>Colour Escorts</i> }	Cpl. Cft. App. M. F. Beck
<i>No. 1 Squadron Commander</i>	Cpl. Cft. App. F. J. McLaughlin
<i>No. 2 Squadron Commander</i>	Sgt. Cft. App. M. Mortimer
	Sgt. Cft. App. P. H. Snow

## MAJOR PRIZE WINNERS

### Highest in Order of Merit — All Subjects (Ministry of Defence Book Prize)

Cpl. Cft. App. D. A. Scott

### Highest in Order of Merit — Technical Subjects (Ministry of Defence Book Prize)

Ldg. Cft. App. F. Weatherill

### Highest in Order of Merit — General Service Subjects (Ministry of Defence Book Prize)

Sgt. Cft. App. P. H. Snow

### Highest in Order of Merit — Educational Subjects (Ministry of Defence Book Prize)

Cpl. Cft. App. D. A. Scott

## THE REVIEWING OFFICER'S ADDRESS

Commandant, Apprentices, Ladies and Gentlemen.

When some time ago, the Air Officer Commanding, Air Marshal Harland asked me to be the Reviewing Officer at the Passing Out Parade of the 214th Apprentice Entry, I was only too happy to accept his invitation to be with you today. I regard it as a great privilege — and what is more, an occasion to which I have been looking forward with a great deal of pleasant anticipation.

In the first place, it is always a pleasure to get out of Whitehall (where I happen to be working at the moment) just for a few hours and to re-enter the real atmosphere of the Royal Air Force which one invariably finds here at Halton in great lungs-full. It is also



very pleasant to meet people, both old friends and new ones, and to enjoy the traditions, the friendliness and welcome of this now-famous establishment. And it gives me also a very special pleasure to be your Reviewing Officer today as an individual who some few years ago went through the same trials and tribulations — and I hasten to add enjoyed the same excitement and deep satisfaction — that you lucky chaps in the 214th Entry on parade today will have had.

I said just now that I regarded my task today as a great privilege, as indeed it is. Today, I have the privilege of sharing with you some of the events of this all-important day which represents a vital stage in your Royal Air Force careers. Indeed, you can be said to have reached your first major milestone; when you hear me say that I suspect some of you must be thinking that on this very day you are also cheerfully unloading a number of millstones as well — I hope you are! But the point of this morning's ceremony is that as you march off this well-used parade ground in a few minutes time, you march out of your apprenticeship life; and you start your life in the R.A.F. in real earnest. It is, I think you'll find, an occasion which as time goes by, you will always look back on with very justifiable pride.

You are no longer apprentices but are now about to be regarded as highly qualified, skilled tradesmen, keen to put into practice at your new stations what you have learnt and acquired during the past two years. Your training here has been thorough and demanding, just as it always has been: you have been given the chance to make a proper start with your basic technical skills which you will need to do a sound job of work. Your general education has not been neglected and you will have had instilled in you the importance of discipline and real team work. All this was to prepare you for your general and vital responsibilities as key tradesmen. Now your Commandant says — and as an old friend I believe him implicitly — that in taking these steps to meet these responsibilities you've done your stuff pretty well. And we have all had first-hand evidence of these high standards which are demanded of you from the excellence of your parade this morning. Your drill, your bearing and your turn-out do you all very great credit — and you should be feeling, with every justification, very pleased with yourselves. I am sure too that on this day at least you will not begrudge a word of praise from me also to your instructors who have clearly worked very hard too, and I offer them my congratulations. I did have it in mind at this stage to mention an equally splendid parade — perhaps in some ways, dare I say it, a better one — held on this very parade ground some 35½ years ago, but I have just been reminded that in our day we did about twice as much drill as you have time for — so perhaps I'd better keep quiet about nostalgic comparisons.

And now just a word for the prize-winners who have just received their awards. I offer you all my hearty congratulations on coming out on top with some pretty stiff competition to contend with. It is very gratifying, I'm sure, to have your hard work and abilities properly recognised in this way and to achieve such a fine start. But perhaps I could remind all of you that there is very often a fine dividing line between those who get the prizes and those who don't. So there's no need for any of you to feel too despondent — there will be plenty of other opportunities in your Service life and your time will certainly come if you stick at it.

Now before you finally march off, perhaps I could pose this simple question — why is it that we need such first-class, highly-trained and effective men in the R.A.F. of today? You've had plenty of lectures here and so what I have to say in answering that question you probably know already. But I suggest much good comes from reminding ourselves of basic facts from time to time. Perhaps I could address my remarks not only to you chaps of No. 214 Entry but to your guests, parents, relatives and friends, some of whom have come long distances and at considerable inconvenience, and I would like to extend to you a sincere welcome to Halton this morning.

Now I suggest to you that it is important to the R.A.F. to have highly efficient, dedicated people serving in it because, as a nation, we have nearly always had to depend on small regular armed forces. The R.A.F. in pt to the R.A.F. to have highly efficient, dedi-



tities of high quality machines and high quality men. It was true 50 years ago and it's still true today. In particular, the ever-growing sophistication and the cost of modern aircraft, weapons and equipment and, even more so the cost of skilled manpower puts a limit on what we can spend on defence. So, if we are to keep a powerful front-line force — a really efficient sharp end — we need to call for more imagination, more initiative and greater skills of all kinds than ever before. We've simply got to extract the utmost out of all our resources — and you, and your dedication and abilities which will be bringing to bear, are amongst the most vital resources we have and why the Royal Air Force of today really needs you.

Now I put it to you that the best way you can make your contribution to all this is to keep up your knowledge, keep abreast of the latest techniques surrounding your job, and in turn keep up your enthusiasm. It's all too easy in our ever-changing, ever-improving Air Force to get very quickly out of date (I know this from personal experience) — and you will not be at your peak of efficiency when you really need to be if you relax in this direction. You'll see changes of all kinds beyond today's imagination — keep up with them and your life will not lack excitement, adventure and promise. You will be asked to meet growing responsibilities and you'll find very great satisfaction in the process.

And why is it important to you as individuals that you should be sharp and on top line. As I've said earlier you have started on a high plane on a demanding, exacting and wholly rewarding, worthwhile career. You are therefore proud — certainly developing a pride — in your own capabilities in your chosen service. And here I'm reminded of what the C.A.S. said to us all so forcibly at the 50th Anniversary Parade held here last year and which sticks vividly in my mind:

"In some of the more miserable claptrap foisted on us these days, some in this country constantly imply 'Pride of achievement', 'pride of service' to be all out of date — fuddy duddy stuff. Don't you have anything of it.

Pride in your Service and the part you play in it is something to enjoy, healthily and lustily. It gives you self respect, makes you feel better than the other guy. It is also a great invigorator — remember that, when things seem to be all wrong and you are feeling low".

I suggest to you that you can only maintain those very satisfactory feelings if you continue to give of your best and maintain the high standards you've attained here. From all I know about ex-Halton brats, and from what I have seen and heard of No. 214 Entry, I'm more than confident that you will fill the bill. I am very proud to have been in your company this morning. I wish you all the luck, success and happiness which you very properly deserve. Goodbye to you all.

## MAY WE QUOTE YOU FOR YOUR REMOVAL?



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# The 114th and 403rd ENTRIES

The Pass-Out Parade of the 114th Entry of Technician Apprentices and 403rd Entry of Mechanic Apprentices took place at Royal Air Force Halton on Wednesday, 7th April, 1971. The parade was reviewed by Air Commodore T. M. G. Bury, O.B.E., Mechanical Engineering Officer, Headquarters Strike Command.

The parade was commanded by Flight Sergeant Technician Apprentice Ho Yew Kong of the Royal Malaysian Air Force, and the following Apprentices acted as subordinate commanders:

<i>Parade Adjutant</i>	Ldg. Mech. App. M. R. Talbot
<i>Parade Warrant Officer</i>	Ldg. Tech. App. M. A. Peck
<i>Colour Bearer</i>	Cpl. Tech. App. B. E. Sandys
<i>Colour Warrant Officer</i>	Cpl. Tech. App. N. S. Akehurst
<i>Colour Escorts</i>	Cpl. Tech. App. W. I. Harvey
	Ldg. Tech. App. D. W. Crosby
<i>No. 1 Flight Commander</i>	Cpl. Tech. App. J. D. Crosland
<i>No. 2 Flight Commander</i>	Sgt. Tech. App. A. G. Jackson

## PRIZE WINNERS

### 114 Entry

**Highest in Order of Merit—All Subjects**  
(Monsignor Beauchamp Memorial Prize)

**Highest in Order of Merit—Educational Subjects**  
(Elliott Memorial Prize)

**Highest Marks in Technical Subjects**  
(Morten Poulsen Award—also wins Pioneer Trophy)

**Highest Marks in General Service Subjects**

**The Parade Commander's Cane**  
F. Sgt. Tech. App. Ho Yew Kong, R.M.A.F.

### 403 Entry

**Highest in Order of Merit—All Subjects**  
Mech. App. S. R. Jupe

**Highest in Order of Merit—Technical Subjects**  
Mech. App. M. J. Barnsley

**Highest in Order of Merit—General Service Subjects**  
Ldg. Mech. App. M. R. Talbot

## THE REVIEWING OFFICER'S ADDRESS

Commandant, Apprentices, Ladies and Gentlemen,

Passing out parades from apprentice training are symbolic and traditional occasions. They mark not only successful graduation, but a major milestone in the careers of all the young men concerned. Today is the turn of you, the 114th and 403rd Entries, to put school and formal training behind you, and to start productive Service life. It is fitting that such an occasion is attended by so many visitors, and, on your behalf, I would like to welcome all your guests — parents, relations and friends, who have come to wish you well. And I would like to welcome Brigadier Raman, the Military Adviser to the Malaysian High Commission, who has come to support the Royal Malaysian Air Force apprentices on parade today.

I suggest that most of you are not likely to forget today. Certainly, I can vividly remember my own passing out some 34 years ago; I can assure you that it is a very great privilege — and a milestone in my life — to undertake the duties of your Reviewing Officer on the same parade ground on which I graduated. But whilst Halton has an enviable reputation for ceremonial, No. 1 School of Technical Training has earned its worldwide renown chiefly for the excellence of its engineering training and character building.

I congratulate you all on graduating from this famous establishment, particularly the prizewinners. I am told that your results have been very good; and I must make special mention of Flight Sergeant Ho Yew Kong who not only is Parade Commander, but won all the Technician Apprentice prizes — the very first Grand Slam! I would like to welcome you all to the ranks of the Old Haltonians, and I would also like to welcome those of you — and there are many — who are posted to units in Strike Command. I note that you are posted to Stations as far apart as Leuchars in Scotland and St. Mawgan in Cornwall — but I hope that you will meet at reunions from time to time.

Now, no doubt you have had many lectures and talks about what to expect when joining your first unit — and the 114th will probably have brought back some experience from their improver training. But perhaps I can offer a little advice which may be useful; and I should stress that this advice is based not only on many years of experience, but has also been confirmed by events in the last 12 months.

First: Never forget, when working on aircraft — or weapons for that matter — that your work can effect airworthiness or safety to a substantial degree. The lives of aircrew, and the safety of aircraft worth up to several million pounds can be in your hands. In undertaking such work, the highest levels of integrity are only just good enough.

Second: Refer to instructions, manuals and check-lists constantly, and do not rely too much on your memory. I have seen too many 'know-alls' who thought they knew best, but didn't.

Third: If you don't know the answers, then for Heaven's sake pocket your pride and ask someone who does. Never attempt any work until you are certain what you have got to do.

Fourth: Don't take short cuts; do the job to the best of your ability, and double check on important operations and whenever you are not positive that you have done the job correctly. Not only will you sleep easier at nights, but you will feel considerable satisfaction in the certainty that you are a really professional maintenance engineer.

Fifth: Use your imagination and initiative. If you see something suspicious report it, even though it may be within the responsibility of some other trade. And if you can think up some better way of doing a job than that prescribed, or have an idea or can invent something which can give improved standards or efficiency, do not hesitate to write it down. Don't put your brainchild into action unless authorised, but submit it under the Inventions and Ideas Scheme. We at Strike Command pay out each month over £200 for successful innovations, and in special cases additional awards of up to several hundreds of pounds have been made.

Sixth, and I suggest most important of all: To your own self be true. Take no notice of those who accept lower standards, either at work or off duty — they will surely fall sooner or later. Set your own high standards of integrity; stick to them and you will find life rewarding and satisfying.

Well, that concludes my homily. I would like to congratulate you on the standard of your parade, your turnout, and your fine bearing; I would like to congratulate your instructors who are, by tradition, dedicated to giving you the best training they possibly can; and finally, I wish you the best of luck, happiness and satisfaction in your future careers.

\* \* \*



# The 215 Entry

The Pass-Out Parade of the 215th Entry of Craft Apprentices took place at Royal Air Force Halton on Friday, 25th June, 1971. The parade was reviewed by Air Vice-Marshal M. M. Gardham, C.B.E., Air Officer Administration, Training Command.

The parade was commanded by Sergeant Apprentice J. H. Cooper, and the following Apprentices acted as subordinate commanders:

<i>Parade Adjutant</i>	Sgt. Cft. App. J. S. W. Toms
<i>Parade Warrant Officer</i>	Cpl. Cft. App. J. P. Flannagan
<i>Colour Bearer</i>	Sgt. Cft. App. P. B. Carr
<i>Colour Escorts</i>	Cpl. Cft. App. R. N. Lipscombe
<i>Colour Warrant Officer</i>	Cpl. Cft. App. D. G. P. Allardyce
<i>No. 1 Flight Commander</i>	Cpl. Cft. App. R. J. Owen
<i>No. 2 Flight Commander</i>	Cpl. Cft. App. D. J. Moore
	Cpl. Cft. App. W. A. McMurray

## MAJOR PRIZE WINNERS

### Highest in Order of Merit—All Subjects (Ministry of Defence Book Prize)

Cpl. Cft. App. Yow Kee Siew

### Highest in Order of Merit—Technical Subjects (Ministry of Defence Book Prize)

Cft. App. R. G. Robinson

### Highest in Order of Merit—General Service Subjects (Ministry of Defence Book Prize)

Sgt. Cft. App. J. H. Cooper

### Highest in Order of Merit—Educational Subjects (Ministry of Defence Book Prize)

Cpl. Cft. App. Haris bin Kassim

## COMMISSIONS

The following apprentices have been awarded Direct Entry Commissions:

Sgt. Cft. App. J. H. Cooper  
Sgt. Cft. App. J. S. W. Toms

## THE REVIEWING OFFICER'S ADDRESS

Commandant, Apprentices, Ladies and Gentlemen,

To some people parades may seem a bit archaic and out of date but they are still an expression of disciplined co-operation, stirring a sense of pride and achievement in working together. We have enjoyed a good one this morning and I am sure that the spectators will agree that the turnout and drill were of a very high standard and that the parade was a credit not only to the apprentices but also to the instructors responsible for their training. No-one will begrudge a word of praise for them for they **too** have clearly worked very hard and are entitled to be proud of the results of their effort. You, No. 215th Entry will have felt the satisfaction which springs from taking part in, and being part of, a well produced communal effort and I have little doubt that you relished it. You parents, and the other guests, will have enjoyed it too and you must take credit — not only for providing the all important home background, but for having supported your boys in their choice of a career which may be demanding but is one, which for sheer value, will stand comparison with any other.



But today really belongs to the 215th Entry, the cornerstone of whose career is this famous training Station. Halton has been described as "not so much a place as an experience" though I suspect that some of you may have other definitions to offer. It is the home of a great tradition and the fountain head of a fine spirit, and now **you** are part of that tradition and ambassadors of that spirit.

Behind you lie two years of the best technical training you can get in this country but you have acquired and learnt much more than that. No. 1 School of Technical Training has earned its world-wide renown for more than the excellence of its engineering training — it is also renowned for its character building. Training is not just a means of getting enough skill to earn a living. It is or can be the foundation of the whole of a young man's future life.

I know that some of your activities in the last year or two have been voluntary worthwhile efforts outside, what you might call, normal requirements. I was delighted to learn for example that you have devoted considerable time and effort to raising money to help the Pakistan flood disaster fund — and then there was the work on the hangar for the Mosquito at St. Albans. You certainly have not been wasting your limited leisure time but taking the opportunity to show your real quality. That is truly important because, however great the technical skill of craftsmen in the Service, it is little use unless it is backed by loyalty, dedication and integrity. It is not only that these qualities will be **useful** to you in the work you are going to do — the fact is that your work will **demand** them — the safety of aircraft and the very lives of the crew will be in your hands. Your work will require skill, intelligence and most of all responsibility. But do not be frightened by the challenge — take courage from the training you have been given and the brotherhood you have joined. You will find ex-Halton apprentices all over the world in all ranks and branches of the Royal Air Force — they are bound together not only by their background and their training but by their loyalty and indeed their affection for the Service which has trained them.

Now you may find that hard to believe today, but as time passes, as the benefits become more apparent and the bad moments, and I expect there have been some, fade away, you will remember Halton and the instructors with gratitude even, dare I say, with affection. In a few moments as you march off this parade ground you march out of your apprenticeship and you start your life in the Royal Air Force in real earnest. This parade has signified the end of the first stage in a long adventure which will I hope prove both profitable and enjoyable. By qualifying as Junior Technicians you have started well and great opportunities lie ahead.

I do not suppose you have had it all your own way here and you may be longing for the moment of release when you feel you can increase your freedom and do more as you please, but remember that freedom and authority carry their own responsibilities. This is a sort of D day for you but make it more than Departure day, make it Determination day as well. Of course it will not all be hard work; there will be plenty of opportunities for leisure and recreational activities, particularly for the sportsman and an early chance to run the show yourself. You can join in straight away by taking a hand in managing your own social affairs such as the airman's club which is an object lesson to those who suggest that we cannot at one time be both democratic and disciplined. The Air Force thrives on the initiative and the enthusiasm of its younger members. Over the last 50 years ex-apprentices have built up a magnificent reputation and it is up to you of 215 Entry to maintain it.

Never underestimate the value of your particular role — this is my principal message to you. We all belong to an intricate organisation, each element of which depends upon the rest, and **you** have an important part to play.

Remember there is nothing demeaning in being in support. We are a fighting Service and a highly efficient and technical one at that, but all the glamour which some jobs attract and the bravery which is more easily exemplified in some roles rather than others,



would be ineffective without sound management and good support.

It is good news that two of you, the Parade Commander and the Adjutant, are already selected for O.C.T.U. — keep up your efforts and others may follow. I would also like to commend in particular the apprentices from overseas and say how pleased we are to see them here to-day. One of them has especial cause for pride and again I congratulate all the prizewinners who had some pretty fierce competition to contend with. I wish No. 215 Entry the luck, the success, and the happiness which you undoubtedly deserve.

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## On hearing the results . . .

Dear Mum and Dad,

I realise it is almost three months since last I wrote to you. It is very remiss of me and I am very sorry for any worry I have caused you. I am writing now to bring you up to date with what has been happening to me but I must ask you to be seated before you read on.

Actually I am getting along quite well now. The skull fracture and concussion which I sustained when I jumped from the top floor of the barrack block at the time that it caught fire are causing me little trouble now. I was only in hospital for about 2 weeks and my sight is almost normal again now. The sick headaches only come once or twice a day and I am sure they will soon disappear.

Fortunately the fire in the barrack block and my jump were witnessed by one of the N.A.A.F.I. girls and it was she who called the ambulance and fire brigade. She visited me regularly in hospital and, as I have nowhere to live due to the barrack block being burnt out, she invited me to share her quarters. She is a fine girl and we have fallen deeply in love. We plan to get married and, although we haven't been able to fix the date yet, it will definitely be before her pregnancy begins to show.

Yes, Mum and Dad, I am definitely the father and I know how much you look forward to being grandparents. I know you will welcome her and give her the same love and devotion that you gave me. The reason for the delay in our marriage is that

my girl friend has a minor infection and I carelessly caught it from her. This has prevented us passing our pre-marital blood-tests but I am sure it will soon clear up with the course of penicillin injection which we are both having.

I know you will welcome your new daughter into the family. She is sweet and kind and although not well-educated is ambitious. Although she is of a different race and religion from us I know your oft-expressed views regarding tolerance will not permit you to be bothered by the colour of her skin.

As you know we pass out next week and are allowed to have some leave before we report to our new stations. I thought this would be a good opportunity for me to bring home my girl friend for the first time. Could you pick us up, please, as I'm afraid the new car you gave me for my last birthday is a write-off. It happened when I was teaching my girl friend to drive and unfortunately she drove into a rather solid stone wall.

Now that I have brought you up to date I want you to know that I am not injured and there was no barrack room fire. I am not engaged, I do not have syphilis and I have no coloured girl friends. My car is still intact. However, I failed my final passing-out exams and I shall leave Halton without having attained the rank which I had expected. I just wanted you to see my results in their proper perspective.

Your loving son.



# TRADE TRAINING WING NOTES

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## No. 1 Trade Training Squadron

Now that the A.O.C.'s annual inspection is over, the staff do not have to keep moving, and the essential painting is completed for the time being. Much of this work was carried out by the Adult Mechanics before commencement of training. These lads made an excellent job of whatever they were given to do — no doubt this would be confirmed by Supply Squadron — not only at work but also at play, as witnessed by the 6-2 defeat inflicted on the Squadron staff at soccer.

The original R33 gondola is at present undergoing refurbishing for the R.A.F. Museum. Work is being done by apprentices, supervised by Mr. Ayres of the Metal Repairs Bay. However, technical information on the gondola is lacking and any photographs or literature would be welcomed. Assurance is given that it will be returned undamaged. The refurbishing will take considerable time as the structure is very heavily corroded necessitating complete replacement of certain areas.

At last the wings for the Sea Hawks have been delivered and integration of these aircraft into the training programme can get under way.

A warm welcome is extended to Wg. Cdr. A. Bond who arrived recently to take over as O.C. T.T.W. An ex-apprentice, the Wg. Cdr. no doubt has his own views on the value of a Halton apprenticeship.

It is with sadness that we record the death of Mr. Gomme who, amongst other things kept us replenished with tea and

coffee in the staff common room. Arthur had a friendly word for everyone and is greatly missed.

## No. 2 Trade Training Squadron

The pots of paint, berets, palettes and knives have been put away after a successful A.O.C.'s inspection and the squadron is now enjoying a brief respite. The usual crop of movements of the training staff has taken place and we welcome all new comers. After six years in the instructional staff, Flying Officer Pat Nagaur, after a brief but successful transfusion at the O.C.T.U. is now at Cranwell attending an engineering course. No word yet of Officer Cadet John Styles, who when last reported on was under sedation in the post operating room. John is hoping to be commissioned in the R.A.F. Regiment, a life for which he is ideally suited if his style of footwear were the determinator. Chief Technicians Bailey, Telford, Hammond and Bradd have departed, the first two overseas the others to units in the U.K.

One of the prides of the Squadron is the now familiar Gnat resplendent in Red Arrow livery; there is no substance in the rumour that the Gnat is here for refurbishing prior to the start of the display season. Owing to the design manoeuvrability of the Gnats and the ingenuity of the staff many notable visitors have commented favourably on the four Gnats within the workshops.

As a follow up to the Squadron's last report regarding chalets in the sun, we wish to advise those interested parties that the "Tesco" boards dotted (hidden)



around the shops are not the first consignment in a prefabricated form. A certain Flight Sergeant wishes it to be known that he has now closed his order book.

The training staff may feel well pleased with the results of the final trade examinations for the 114th, 214th and 215 entries of apprentices, and welcome to the 220th, 221st and 222nd entries of apprentices.

### Airfield Training

The annual visit of the A.O.C. produced a flight line at the Airfield that any line chief would have been proud to call his own. With thirteen aircraft turning and burning, the residents of Aston Clinton must have thought that the battle for Wing airfield had been lost, not won!

The recent arrival of the Sea Vixen aircraft at the Airfield has caused some headaches, especially when interpreting the Naval air publications arrangements. No. 71 M.U. personnel are preparing the Sea Vixens for the training role, and it is hoped that a paint job later will portray these aircraft in a more acceptable

Royal Air Force colour scheme.

The 215 Entry have finally departed to solve the mysteries of the modern Royal Air Force, and it is a sign of the times that the 216 Entry have sent only half of the entry down to the Airfield to check the climate, before the others venture down. We welcome the adult mechanics in H1A entry to the airfield, and expect them to maintain the same high standards of previous adult entries. The 115 Technicians have already passed the halfway stage down here, and apart from T.A. Brown becoming too attached to a Hunter, things are going well for them.

We welcome C.T. Hughes to the Airfield Training Squadron; he will be helping in No. 4 Hangar on Technician Training.

It looks as though the rumoured departure of two of our older aircraft may become fact before the summer is over, the salvage contractor has already passed his beady eye over them as so many tons of aluminium alloy scrap.

Finally, congratulations are due to Sgts. Allen, Branchett, Haynes and O'Mahoney on passing their Chief Technician boards.

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### SOLUTIONS TO TEASERS

1. Six cuts no matter how the cutting is done, since the faces of the central 1" cube must result from separate cuts. No piling is necessary.

2. Assume that the mathematician walked each way at the same rate.

Let  $T_1$  = setting of his clock when he left home and  $T_2$  = setting of his clock when he returned.

Then  $(T_2 - T_1)$  = total length of absence.

Let

$t_1$  = correct time of arrival at friend's house and

$t_2$  = correct time of departure from friend's house.

Then  $(t_2 - t_1)$  = time spent at friend's house.

Therefore correct time of his return to his own house was  $t_2 + \frac{1}{2} [(T_2 - T_1) - (t_2 - t_1)]$ .



# APPRENTICE WING NOTES

## ANSON FLIGHT

At last Anson Flight's long vigil of silence is being broken, and this is our (219's) first resume of their 'feats' due to the fact the Flight has been involved, successfully, in many activities. For example, soon after our arrival we won No. 1 Wing Drill Cup which was taken with little difficulty by overcoming the efforts of Comet Flight (119s), Harrier Flight and last, but not least, our old rivals in Fury Flight.

On the Ten Tors Competition Anson Flight, with the other representatives from Halton, gained 10 medals. Our representation does not include C.A. Brett, who unfortunately was not given the chance to compete. Every one of the first three teams to finish contained Anson representatives.

Even after the strains of Ten Tors, Anson Flight still found time to support the Spina Bifida Playgroup at Stoke Mandeville by contributing toys, which are being donated by the Halton Residents. Also newspapers and periodicals are being gathered in bulk from neighbouring houses, then being sold at £5 and £3 respectively, per ton. Any support in the way of old toys, magazines or newspapers will be gratefully accepted.

As Fury Flight were so positive in the last Magazine that Anson Flight owned an L.T.N. store, they are welcome to "have and to hold" the store "until death they do part". Next time we would appreciate it, if Fury Flight used a more intelligent apprentice to write its Flight notes as we had some difficulty interpreting the exact meaning of their insinuations.

Anson Flight has felt the need to exchange their present Flight Commander who is showing signs of 'fair wear and tear'. We would prefer a less demanding Flight Commander, but would accept a Yates Mark 1 when we return our first 'Flight Looi' to stores.

Seriously though, the Flight would like to welcome Flt. Lt. R. Yates, and heartily thank Flt. Lt. P. J. Atkins for his past coaching and support in the unenviable role as Flight Commander.

## COMET FLIGHT

The past months have been extremely hectic for the Flight. Between final examinations, Guard of Honour commitments and Block improvements, we have had our fair share of

organised chaos. The main three Guard of Honour parades have resulted in meeting the O.C. of American Training Command at R.A.F. Oakington (he holds the record for the fastest inspection ever!) to welcoming the A.O.C. on his inspection of the unit and the Chief of the Air Staff to the Airfield en route to Brampton. C.A.S.'s "chopper" was quite different from the ones in workshops—it even had wheels which turned!

During the term there have been quite a few sporting achievements, the most notable being C.A. McPherson who was selected to represent the Under 20's at fencing for the R.A.F. Well done Mac. The Flight have collected 10 Station Colours: they go to C.A. Taylor (571) for Athletics and Rugby; C.A. McGurk for Athletics and Hockey; C.C.A. McMillan for Football and Tennis; C.C.A. Tracey for Angling; C.A. Mizzi for Swimming; L.C.A. Kerr for Football; C.A. McPherson for Fencing.

The best loser's cup for boxing was retained by the Flight by C.A. Shepherd who has represented the Station at a number of boxing competitions. Later in the Summer L.C.A. Williams and C.A. Hughes will go to Leconsfield to represent the Station in the R.A.F. Model Aircraft Association Championships — the best of luck lads. The boss is off to Bisley shortly and when asked why he was such a good shot stated: so that I can shoot b - - - - s like you! Still as charming as ever.

The Block has undergone some drastic face lifts. The study room has been graced with a dart board and with suits of armour. The ground floor toilets have been redone by the "C" Flight Interior Decorators Ltd. and although we used 599.5 gallons of paint, a very professional finish was achieved. Clouds of sawdust again tainted the air—we asked a simple question and got a short answer, "If a man 6 foot tall has to be hanged how high does the gibbet have to be?—We live in hope that the boss can't find a post 12 feet long!

## FURY FLIGHT

With the dawning of summer months over the hallowed portals of Fury Flight, the calling of 'the Great Outdoors' was heard to echo between members of the 115th entry.

With the blessing of No. 24 Group, the entry were to take a well earned break from controlling the wing to follow in the footsteps of Liv-



ingstone and Columbus, and depart to the remotest depths of northern Scotland whereon to undertake various expeditions centred around the R.A.F. School of Outdoor Activities at Grantown-on-Spey. The major groups concerned themselves with canoeing and survival, the latter being a recommended course for the portly or masochists who enjoy living on salt tablets for three days. The canoeists now have first hand experience of Scottish rapids, and at the last check were still drying out their clothing.

The entry is now in the home straight towards pass-out in October, so watch it Halton, our party spirit is beginning to bubble!

The 219 contingent of the Flight are now well established in their new guise, and are beginning to take an active part in Halton's activities. They can now afford to boast of their premier position in division 3 of the Sunday Football League which was run during the winter months. The Station is represented in the badminton courts by C. A. Knight, who has been a member of the team since his arrival at Halton.

At present, the 219s are in the initial stages of preparation for summer camp, and the all too familiar sight of map and compass is taking precedence in their G.S.K. programme. The first practical exercise that they attempted went successfully, but it was noted that a certain C. A. Laurenson was last seen heading at top speed towards the Shetland Isles. 'Come back, lad. Wales isn't THAT bad'.

They still have the Dunstable walk to come, and is a joy they will surely not want to miss.

And so life at Fury Flight continues its course, Flt. Cmdr. and staff N.C.O.s maintaining the standard at its usual peak: the 115s giving their services free for the good name of the Wing; the 219s forging themselves a useful reputation.

A final word from the Senior Entry to our favourite Wing W.O.: "It's not that we like doing church parades, just the fact that we've run out of excuses."

### GLADIATOR FLIGHT

Farewell, O 215th, we grieve as you leave (such poetry!). You have been a great senior entry, or so you keep telling us. So as you see it is with profound regret that we take over the esteemed position of the Old Lags Entry! Anyway the sooner we young, sprightly, nubile (?) apprentices get rid of you senile J.T.s, the happier we will be, as it means that we are yet another step nearer becoming senile overpaid airmen! FANTASTIC news from the G Flt. Weapons Wonders fresh from Coningsby Field. They have been to live, work and eat with members of the REAL, outside Air Force (Yes folks, there really is one) and have seen, and touched and WORKED ON real aircraft (note well, the Phantom no less). They still haven't stopped carrying on about it and in between rapid bursts of "the hair . . . no 'bull' . . . food . . . no booking in or out . . . etc we gather that it is a pretty scene out there. So take heart lads

and rooks, it could be worth it yet! The next batch of armourers are in the starting stalls ready to hit the place on 21st June and we hear they are planning to smuggle out photographs of a J.T.'s wage packet just to prove it's true!

Meanwhile back at Halton, the 216th are having a riotous time frolicking about the "Classic" (tact!) aircraft on the airfield.

Anyway this seems to be about it except perhaps to say "Allez 216th"; only 119 days to go so keep on trucking, and to the 215th farewell, and a "soldier's salute!"

### INVADER FLIGHT

Summer 71 sees Invader entering a new era, the 218s are now in their second year and consider themselves to be old sweat, as is obvious every Tuesday afternoon. In March we were happy to welcome 18 refugees from 4 Sqn. — the 117s of Phantom Flight have graduated to higher things and have settled in well to the Invader way of doing things. Bearing in mind the indoor barbecue when they were in Javelin last year they were frisked for inflammable liquids on arrival, but none was found.

There has been the usual hectic activity on the sporting front and many teams have been entered in competitions, some with more success than others. Although the six-a-side soccer team were narrowly beaten by Real Oxford in the final of the 2 Wing Knockout it should be noted that their only goal was in fact scored by one of our players who wishes to remain anonymous! The rugby sevens team reached the semi-finals of the Inter-Flight competition after a very successful run in the league. On the Wing side the judo and shooting teams have won their respective competitions and the swimmers came second. Our individual Stars for the spring were C.A. Abas who was awarded well-earned colours for hockey, and C.A. "Rocky" Baker the new R.A.F. Apprentices Middleweight Champion.

We have been honoured by many visits to the block this year, the latest being by Lieutenant General Simler U.S.A.F. It is rumoured that he wanted to buy the block and ship it back to Texas stone by stone! Room 6 have a project in hand to move the dais and flagpole to the other side of the square so that our friends on 1 Wing may share the joys of being the V.I.P. block for pass-out parades.

Next on the agenda is Summer Camp when we will be spreading our talent far and wide. The 218s are off to Wales in July (the Plumbers are going with 3 Wing 218s just to show them the way), the 117s to Scotland in September, and C.T.A.s Smith and Parker are off to Iceland with the British Schools Exploring Society — in search of Eskimo Nell no doubt!

### KESTREL FLIGHT

On 5th March, hidden at times by snow flurries, 70 Apprentices from 214 Entry Kestrel Flight passed out — there were another



86 from No. 3 (A) Wg who were allowed to grace the square at the same time, but they couldn't be seen for the snow! On 6th May 92 boys arrived to form the Kestrel element of 222 Entry; we welcome them and hope that they will enjoy their stay at Halton — no doubt they will soon make their mark as sportsmen and N.A.A.F.I. decorators.

The 214 Kestrel — Airframes and Ground Electrics — Apprentices have certainly left their mark at Halton. They were the first entry to have a colour television set and decorate their Study room — a move soon copied by other flights. Not content with this they also built their own N.A.A.F.I. bar, but kept the Manageress, Mrs. Nicholas, wondering if their threats to take it with them when they passed out, were true or not. They finally decided to leave it there, but several have since been back to make sure that their predecessors are looking after the place.

However, the two years they spent here were not passed just building and painting. They made magnificent contributions to most Station sports teams, and won the Apprentice 7-a-side rugby contest before leaving. For a time they provided the Station Guard of Honour and provided two flights for a London route lining; in between this, they formed the advance party for Summer Camp and last year erected tents over most of Central Wales, from Llangurig to Towyn; as one apprentice was heard to say "We put up so many, I'm sure some are still out there". We will know this July! Good luck to you anyway ex-Kestrel and see you in your bar next March 5th!

There have been a few changes on the staff side too. We welcome Cpl. Keith Williams and say goodbye to Cpl. Tony Tiplady who took one look at 222 and then persuaded R.A.P.O. to make him a Sergeant at Benson — Congratulations and good luck in your new posting from all on Kestrel and No. 2 (A) Wing.

## LIGHTNING FLIGHT

### REMEMBER THE 402nd?

On 5th January 1970, 110 boys from all parts of the U.K. converged on Halton to form the second Mechanic Entry, or as we all remember it the 402nd Entry.

The 402s were unfortunate in being accommodated from the start in No. 2 (A) Wing's Cell Block which was opened up to receive them. However, with the smart title of Lightning Flight the 402s decided to keep up a modern image and installed a colour TV, a spin dryer, and an oversize kettle to keep sir's coffee mug topped up.

Outside the Barrack Block also the 402s were busy, we had the following representation for Halton:

M.A. Plant, Rugby 1st XV—School Colour; M.A. Maloney, Long Distance Athletics—School Colour, Cross Country—School Colour; M.A. Ashley, Gymnastics—School Colour; M.A. Organ, Basketball—School Colour; M.A. McCartney,

Hockey; M.A. Hurden, Basketball; M.A. Francis, Volley Ball; L.M.A. Sherrington, Soccer; M.A. Steele, Soccer; M.A. Dunn, Cross Country; M.A. Cox, Gymnastics.

There was also a memorable 50 mile relay run by M.A.s Thomson and Woodrow which raised £24 for Shelter.

There was also a lot of musical talent in the entry. The occupants of High Moors were not too impressed by 402s musical outbursts during summer camp but the more discerning apprentice audience in No. 2 (A) Wing N.A.A.F.I. for the 1970 Christmas concert voted M.A. Cashin's group Top of the Pops. We would be interested to learn if Cashin has signed a lucrative contract with a record company yet.

402's greatest shock came towards the end of their course when they discovered that there was no other entry passing out with them on their final parade. They rose to the occasion and poured scorn on those who doubted their ability by putting on an excellent pass out parade. The parade made history by chalking up a number of firsts:

'402 was the first Mechanic entry to pass out unaided by other entries.

'L.M.A. Edgecombe was the first Mechanic apprentice to command a Pass out parade at R.A.F. Halton.

'M.A.s Long, Ashley, Gesty and Maloney were the first Mechanic Apprentice Colour Party to carry the Queen's Colour on parade.

'M.A. Saunders, L.M.A. Stevenson, L.M.A. Sherrington and L.M.A. Parfitt were the first Mech. App. Parade Adjutant, Parade W.O., and Flight Commanders.

The 91 of the 402s who stayed the course are now re-dispersed about the U.K., with their memories of Halton. Their still suffering Flight Commander wishes them well and would be pleased to receive the photograph of himself operating the sewing machine.

## METEOR FLIGHT

The 5th March 1971 was not only a red letter day for the 214 Entry, for this pass-out parade marked the second consecutive duty as support squadron for the No. 216 Entry of Meteor Flight. There has been a suggestion that because the Flight has been on parade rehearsals every Saturday since November they are qualified to miss the first months rehearsals for the 216 Pass-Out in October. At the time of writing 216 Entry are hard at work on their final exams and by the time this goes to press there should be a distinct "end of course" atmosphere in Meteor Flight.

We have had a reasonably successful year so far for our sports teams. C.A. Phillips as well as swimming for the School and Station led the Flight team to retain the inter-Flight swimming trophy. He has earned his colours. Other colour presentations this half year have been to C.A.s Horsley and Green for fencing. A lot of hard work was put in by our athletic team to come



second in the inter-Flight meeting. Our Gliding "Ace" C.A. Breen, was awarded the "Novice of the Year" Trophy sponsored by the R.A.F. G.S.A., and this summer should see him working for his gold 'C'. Gerry Breen is the only apprentice to receive a gliding instructor's rating, whilst at Halton.

This term sees the arrival of our own "rooks", seventeen members of 407 (W) Entry. The entry is so small that there are already rumours that they are holding the pass out parade on Finlay Gym Car Park. We would like to welcome them to the Flight and thank them for the support they have already given us.

## NIMROD FLIGHT

R.A.F. Halton must be extremely relieved at the departure of the 215s, especially the Propulsion part of the Entry! By the time you read this they will be well scattered over the British Isles — Hard luck, Kinloss, you've got more than your fair share. We feel sure that 215's presence has been felt—they have been involved in charitable works, the highlight of which was the work on the hangar at Salisbury Hall. As a special recognition of this, we were invited to a celebration at Salisbury Hall, officially welcoming the new Mosquito there. During the function Group Captain Cheshire V.C. presented a model of a "Nimrod" mounted on a plaque which had been donated by Hawker Siddeley as a mark of appreciation of 215's efforts. A fuller report on Salisbury Hall and the Nimrod Trophy appears elsewhere in this edition.

The 219th Entry has been doing its bit for Nimrod Flight, especially in the sporting world. Thorpe captained the Under-16's this season and Roddy did extremely well on the Ten Tors, to mention just two.

The arrival of the 222s went very well and already they have shown the typical Nimrod spirit by following in the steps of the 219s and winning the Drill Shield and later on assisting in the Sports at Stoke Mandeville. 215 wish them all the best at Halton.

We say goodbye to Flt. Lt. Light who has been posted to C.I.O. Bedford and wish him all the best for the future. His place was taken by Flt. Lt. Mastin—we feel sure he will do his best for Nimrod Flight and keep up the great tradition which we hold.

The 215's sporting activities cannot be overlooked. Shelton did his best in boxing in the Scott-Payne Trophy and certainly gave an excellent performance in the U.S.A.F. Tournament as well. Elliott has done wonders for R.A.F. Halton's rugby and Downie must not be forgotten for his prowess in winning the Canoeing trophy. Last but not least, congratulations go to Foster (Snooker): Iles and Staddon (Hockey): Mulekwa (Football): Harwin (Tennis) and many others. I'm sure 215's sporting sparkle will be greatly missed.

## OXFORD FLIGHT

By the end of October 1970 with the arrival of the 119 Entry Technician Apprentices, Oxford Flight, with the 217 Entry Weapons and Propulsion Craft Apprentices, was at full strength, or so a lot of people would like to think. However, Oxford is quite unique in that it is also the parent block of the Senior Entry, the 115s, who have their influence spread throughout the Wing—or do they? Of course they do; I'm writing this article, so let's get back nearer home. Oxford, along with Flt. Lt. Stangroom and Sgt. Latcham are really quite a team.

Oxford are the present holders of the Station 6-a-side soccer cup, and again this year we are well on our way to retaining it. We were placed well up in the league which was run through the winter months and, even more recently, we won the inter-Flight 6-a-side in great style. Our enthusiasm for this sport is boiling over—how can we lose? With rugby, swimming, basketball, and shooting, at both Wing and Flight levels, we have contributed our talents to the sports and we've got results.

During March, 4 Squadron beat 3 Squadron at Squash. What a thrashing, but that's only a minor detail. Please note that the five team members of 4 Squadron were composed of lads from Oxford. What a flight! We have made our mark and proved our worth, but more is to come. A little more recently, Oxford walked away from the 2 Wing inter-Flight athletics meeting—the winners. It was a three horse race—for second place.

Many of the lads represent the Station in the various sporting fields, and it would be unfair of me to single out any one of the lads and praise him for Oxford's achievements. However it is worthy to note that we have the apprentice angling champion in our midst, and that three of the lads represented the Station in the 1971 Devizes to Westminster Canoe race. Well done.

All our attentions and talent however, are not solely directed towards the various fields of sport. One of the more credit-worthy activities undertaken by the lads was in forming a team of twelve walkers, including Flt. Lt. Stangroom, to represent No. 2 (A) Wing in the Aylesbury Walk, the purpose of which was to raise funds for the Aged of Aylesbury. Over the 20 miles, the team stayed as a unit and we were the first group to finish. We were placed 5th overall—work that one out. It was well worthwhile and we were sponsored to the tune of £50. Whilst at Halton, every flight undertakes a project, usually in the form of aiding some charity organisation. We have in Oxford taken the Old People's Home in Wendover, under our wing.

It's obvious that Oxford are coming more and more into their own at all levels. If it is not already apparent that Oxford is an up and coming sporting force to be contended with—I've given you fair warning.

The 115s are passing out in October, and I'm



sure that we've left our mark. Finally to those who participate, and to those who supply the vocal support, WELL DONE!

### PHANTOM FLIGHT

Phantom Flight started the term with the addition (by the kind permission of Flight Lieutenant Blackburn) of the 219 E. Fitt. (G)'s (—or is it G. Fitt. (E)?), and they were given a warm welcome in the form of Saturday morning kit inspections.

Corporal McKinney started the term with the welcome addition of his third, and is now known universally as "SARJINT".

We were the top of the Thursday League Football until it was cancelled because, or so the story goes, of the lack of attendance of other Flights. The true reason for this is the formidable strength of Phantom.

Our ghost spotter, Hullah, is now claiming the record for running (flying?) from the Halton Society to his bed in just under 25 seconds after a visit by a ghostly ghoul in the aeromodelling club (it might have been his ghoul friend)—any challengers to meet Hullah any dark night?

Resource and Initiative Training got firmly under way, and weekend camp in Monsoon conditions finally killed the myth that Anoraks are even slightly waterproof, and a very soggy C.A. Lally was put in the limelight for his consumption of sausages and is now known affectionately by the staff as "the pig", which is quite reasonable in view of the normal state of his bed-space.

Corporal Bellman joined us at the end of the term, and he tells us that running up and down stairs makes a welcome change from running up and down ladders.

Finally, we would like to make a special request to Basic Studies Wing for Extra Educational Training in Mathematics for C.A.s Hardcastle and Hullah. They have both frequently reported for defaulters' parades on the day after their last day, but we would warn any instructor intending to volunteer that they must be able to count to 40.

### No. 3 (APPRENTICE) WING NOTES

Since the last edition of the Magazine we have said good bye to Sqn. Ldr. K. I. Watson and welcomed his replacement as Deputy O.C., Sqn. Ldr. P. D. Stonham. Sgt.s Farrell and Savory have retired from the R.A.F. as has Flt. Lt. Mitchell. Two events have firmly established the Wing as the peer of the others; we won the Barrington-Kennett Trophy and we had a Pass Out consisting only of our own apprentices, the 114th and 403rd.

As the results of the efforts of Cpl. Rossiter and L.C.A. Miller the 3 Wing Folk Group has given two concerts in aid of charity; one for Christian Aid Week in Trinity Church Hall and one at Stoke Mandeville Hospital.

### QUEBEC FLIGHT

At last No. 214 Entry graduated on March 5th, — at last. S.C.A. Ringrose bore the Queen's Colour with due ceremony; 3 (A) Wing conceded the away fixture to 2 (A) Wing. The Entry graduated in a blizzard nevertheless. With them goes one of the strangest sporting records in Halton's history. From this Flight alone there were 11 School Colours awarded for representing both No. 1 S. of T.T. and R.A.F. Halton at almost every sport. Special mention must be made of C.A. Lewis for his deserved place in the R.A.F. Fencing Team.

Already they are scattered far and wide on detachments all over the world. Two who will get more than their fair share of work and travel are L.C.A. Johnson and L.C.A. Turner. Both were selected for duties with the Queen's Flight direct from Halton.

Out with the old, and in with the new—60 "new pins" of the 406 Entry, shortly to be joined by the 408 Entry Mechanics. United we shall be! The 406 also have quickly made their mark on the sporting scene, and fill places in the athletics, rugby, shooting and gymnastics teams. Can we forget M.A. Puzzar's cauliflower ear after he won his Mosquito Weight bout against Hereford? Probably not!

### RAPIDE FLIGHT

On Sunday 23rd May 1971, members of the Flight assisted the organisers of the National Swimming Championships for Disabled Children which were held at Stoke Mandeville Hospital. During the competition an announcement was made thanking R.A.F. Halton for the assistance given at that meeting and also for all the other help given by apprentices.

(P.S. Is it true that Cpl. Sharp holds a working parade for his garden gnomes?)

### SPITFIRE FLIGHT

We have bade farewell to the 114th Entry. They passed out on 7th April 1971; the parade was reviewed by Air Cdr. T. Bury, C.Eng.O., Strike Command, and commanded by F.S.T.A. Ho Yew Kong. F.S.T.A. Ho also made a clean sweep of all the prizes on graduation, one of the few occasions this has been done in the history of R.A.F. Halton.

The 216th have not been idle. C.C.A. Doyle and C.A.s Bickley, Copestake and Durn have been busy canoeing, and very successfully too, throughout the season. The Flight 'A' team, captained by C.A. Grant, won the six-a-side soccer competition—and duly celebrated the event.

### WELLINGTON FLIGHT

Who can have missed seeing it?—Under the expert technical guidance of Cpl. Willis, members of the 116th and 216th gave up much of their spare time to the project of giving us our



new Scandinavian Look Bus Shelter.

This fine wooden structure presented many unforeseen problems, but they were all resolved in time for the deadline, the A.O.C.'s Annual Inspection. Many hours were spent in sanding, varnishing and generally sealing it against the elements. The excellent result drew a letter of thanks from the Commandant—well deserved too! The new shelter now must generate many "good vibrations" for Wellington Flight from those who benefit from the new edifice.

## YORK FLIGHT

Although here for only twelve months the 403rd managed to produce three boxers for the B-K Trophy: M.A.s Talbot, Luddington and Walroad. Talbot was selected for the R.A.F. Lord Wakefield Team—hence the "Fighting 403rd".

The Entry passed out on 7th April 1971 with 38 out of 47 apprentices graduating as S.A.C.s; this was the best achievement of a mechanic entry to date.

## GLIDING

By G. Breen

"We will use runway 25. The winch will be placed here . . ."; and a slap of a magnetic card onto a metal board indicates he has already detailed the launch point, the recovery vehicles return run, and the car park. "Any questions? No? O.K., Carry on." The occupants of the briefing room rise, gather up scarves, woolly hats, jackets; stub out cigarettes and meander out into the main hangar area, some carrying on through and across the concrete pan to the next towering building.

A few minutes later, dipsticks and gauges have to be checked and the still, quiet morning is shattered by the deep, crackling roar of heavy powerful diesel engines. Blue, oily smelling smoke fills the nostrils of all those in the hangar as exhaust fumes pour from both winch motor and chassis engine. The self-propelled winches ease carefully from the hangar; big 3 ton Fords with powerful winches driven by Simms; or Test diesels mounted on the high flat backs of the lorry. Engines growling, the vehicles roll away into the distance as the smaller fire tender and tractors emerge poking stubby red noses into the pale winter sun.

In the comparative silence of the second hangar, groups of warmly clad people are moving round the aircraft, opening panels, peering inside at the security of locking wire and split pins, checking that the cables have not frayed and that the pulleys move freely. When all the checks and documentation are completed, the massive steel doors are opened and the pallid winter sunlight streams in, to compete with the harsh glare of the arc light above. Tractors are waiting outside the hangar, engines panting noisily, drivers' breath and exhaust mixing into the white mist, hanging about before dispersing into nothing. The gliders are attached to the tractors which growl as they move slowly over the field to the launch point where all is ready for them. The steel winch cables have been run out by a tractor and are ready for use. Away across the airfield, ant-like in the distance, are more aircraft behind tractors, vans and private cars, inching across the grass.

White signal lights flash. A cloud of blue smoke pours from the winch followed by a distant roar. Cable is live, in tension, ALL OUT!

The roar of the distant engine swells, until it is a powerful throb. The heavy glider bounces, wheels rumbling, then hisses aloft. The two pilots feel the acceleration pushing them into their seat, as the air roars past and the cable twangs and groans under the stress. We are beginning to ease off the steep climb now. At 900 feet we can feel the nose beginning to be pulled down by the rapidly moving cable—stick slightly forward and release. A good one—no sudden shock of retardation and upward leap. A smooth gradual speed reduction and move clear of the release area. Winch aircraft are on the left hand circuits so that the aircraft moves away to the left clearing the sky for the next launch. When away from the area he carries on with his instruction. Busy with twins, a very important subject, one of the cardinal points of good flying; "It is important to keep your speed constant at about 35 knots with 30 degrees of bank approximately. That's it, now see where the cockpit comes in relation to the horizon? Don't watch the A.S.I., watch your altitude. You can see the nose dropping which indicates that the aircraft is accelerating . . ."

Meanwhile, a Blanik two seater is ready for take-off. "Controls—all there—all moving in the correct sense. Ballast—O.K.—straps tight and secure. Instruments zero. Trim—fully forward—canopy secure. Brakes out? Brakes in! O.K., cable on please." "Open—close". A hard tug on the cable then: "cable on and secure, you are clear above and behind". "Up slack". The grey and dayglo Chipmunk moves forward; the rope tenses; the glider swings round onto the same heading as the aircraft. All out, and both tug and glider move forward. "Airspeed increases. Keep the tailskid off the ground and run on the main wheel until flying speed is attained then follow the tug as it climbs. Now you have drifted to one side, use your rudder and aileron to move back into position; correct before you are there then you will drift in. That's it now, the tug will wave you off soon—there. Pull the release, climbing twin to the left, away from the Chipmunk . . ."

"Can I have your names please." They are entered in the log sheet. "K13 Chipmunk take-off 1430. K8 396 down 1435. Names please!"