Since 1948 the major site for technical training within the Air Force has been located at RAAF Base Forrest Hill, Wagga Wagga, New South Wales.

No.1 Technical Training School became the RAAF School of Technical Training which undertook all 'aircraft' trade training. The school trained technicians in Airframe, Electrical, Armament, Instrument, Engines, Electronics and Motor Transport trades, as well as non-technical trades for cooks, clerks and logistics professionals. Technical training is currently undertaken by the New South Wales Technical and Further Education organisation under contract.

An important innovation instigated by the RAAF to train technicians was the Apprentice Training Scheme for boys between 15 and 17 years of age. The first intake was in 1948 and when the scheme ceased in 1993 a total of 5478 engineer and radio apprentices had graduated.

The 'Apprentice Journal' first appeared at the R.A.A.F. School of Technical Training at the end of 1954. It followed on from the introduction of the fortnightly unit newspaper, the 'Groundel', earlier in the same year.

It was largely an annual audit of the activities that engaged the apprentices, a collection of 'schoolboy' jokes and photographs of sports teams and important identities engaged in our education.

However, it also had contributions from the high and low looking back at the not long distant beginnings of the apprentice scheme, its effect on the participants and musings about its goals and future.
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Foreword

By

Air Vice Marshal W. L. Hely

The R.A.A.F. Apprentice Scheme was instituted so that the R.A.A.F. would be assured of capable men, trained in their particular duties to carry on the technical side of the R.A.A.F.

The primary duty of the R.A.A.F. is the air defence of Australia, the Commonwealth and her allies. To carry out this task the weapons, either manned aircraft or controlled projectiles, must be serviced, prepared for use and operated. Thus an adequate technical force is a "must" within the R.A.A.F., for however skilled the weapon controller, his skill counts for nought unless provided with efficient and reliable weapons. The Apprentice is the keystone to weapons efficiency and to the operations of the Air Force.

None of us quite know the nature of our future defence tasks. Whilst looking to a peaceful future, we must do our utmost to prepare against the contingency of war. One such method is to have personnel skilled in their present day tasks and possessing the basic knowledge necessary to cope with future developments. The Apprentice Scheme is required to produce these personnel.

Even as the aeroplane or guided weapon depends for efficiency upon skilled servicing, so does the Service depend upon efficient systems of supply and administration. The proper materials, tools, etc., must be available at the right places and times. Quality and efficiency in supply and administration are more important than quantity. It is the task of the J.E.A.T. scheme to produce this quality.

In our "Air Team" we need every player trained to the minute, ready to do his part. I believe that time will prove that the Apprentice and J.E.A.T. training will provide us with these essential men of tomorrow.

"Man is the artificer of his own success."

Air Vice Marshal W. L. Hely, C.B.E., A.F.C.
Editorial
By
Group Captain E. V. Millett

"When you are aspiring to the highest place, it is honourable to reach the second or even the third rank."

Cicero – "De Oratore."

The end of the year brings us to our annual task of self-accounting and to those of you who are under training-and being subjected to all sorts of tests and examinations-this accounting all too often takes the form of counting marks and comparing them with those gained by your friends. Cicero knew better. The true accounting should not be of your position in a group but, rather, of whether you have given of your best or not.

We do not all begin with the same natural abilities and we soon learn that we can do nothing about these. What we can do is be sure that we make the very best use of the abilities that nature has given us. This requires hard work and a willingness to learn and learn and keep on learning.

What you have been given here at the Royal Australian Air Force School of Technical Training is not a technical education but only the means to an education. It is up to you to carry on now and learn your chosen trade. Your future advancement will depend on your performance on the job and not on results of your early training. Accept, if you must, a position in "the second or even the third rank" but accept it with the resolution to keep on aspiring to the highest place.

By
Group Captain E. V. Millett

Like any other trade school, the School of Technical Training cannot make tradesmen but it can, and generally does, provide trainees with a sound basic instruction in their Air Force trades with, at the same time, the academic instruction necessary if its graduates are to understand and master the new equipments and techniques which will be introduced during their service.

The Apprentices and junior Trainees who are leaving this School still have ahead of them the task of learning their trades. The opportunity to learn will come when they do "on the job" training under the supervision of experienced tradesmen.

Only if they use this opportunity to the utmost will the training received here achieve its intended purpose—that of creating a firm foundation on which to build the high standard of trade skill needed of all its members by our Air Force.

It is important, then, that they remember that:

"An Apprentice is not trained to do the job but, rather, to know how to do it—and how, later on, to expect other men to do it."

The Value of the Apprentice Scheme
By
Wing Commander W. Lewis
Prior to the last World War, the Royal Australian Air Force depended largely on the products of civilian training schemes for its source of technical manpower. The last war necessitated a rapid expansion of the Air Force and showed the need for Service Technical Training in peace time. In January, 1948, the R.A.A.F. Engineering Apprenticeship scheme was inaugurated.

TRADESMEN OF THE SERVICE

The Apprentice Scheme is designed to provide the Service with a constant intake of highly trained and skilled tradesmen.

More than professional skill is required of the Service tradesman, however, it is equally important that his character, moral standing, educational standard, Service knowledge and power of leadership should be of the same high order.

The achievement of these qualities is the basic objective in the Apprentice Scheme, for it is from graduates of this Scheme that the main body of Senior N.C.O.'s, and Warrant and Commissioned Technical Officers are selected.

It is of interest to note that the first ex-apprentice from R.S.T.T. Wagga to be commissioned, Pilot Officer Grantham and also two ex-apprentices from the Radio School at Frognal (Victoria) and now Commissioned Pilot Officers Pearover and Riggall, were recently here at R.S.T.T. undergoing a Technical Officer course.

A CAREER

The R.A.A.F. Apprenticeship scheme undoubtedly offers a young man an ideal way to learn a trade and at the same time gives him that great pride in serving his Queen and Country.

The Apprentice receives the best possible trade training and he enjoys the advantages of free accommodation, meals and clothing. In the companionship of other young men of his own age his life is varied and interesting and includes sporting activities, drill and weapons training, visits of general education value to industrial centres and an annual bivouac under field conditions.

After completing three years at R.S.T.T. Wagga, graduating Apprentices are posted to R.A.A.F. Units for a further two years' supervised and directed training at the end of which time they qualify for their Apprentice Certificates and become fully productive members of the R.A.A.F.

The Graduating Apprentice

What of the Future

By
Wing Commander W. Lewis

Graduation Day 1956 brings to a close three years of intensive technical training for No. 8 Intake Engineering Apprentices.

Members of this intake now go out into the field to uphold and put into practice the high standard of training they have received at R.A.A.F. School of Technical Training.

Although your next two years' service will still be under instruction, the opportunity will present itself for you to show the less fortunate members of the technical force, those who have not been able to avail themselves of the thorough training you have undergone, the standard of proficiency you have reached. Like all budding journeymen you face your future careers with a certain amount of trepidation, a feeling of 'now I am on my own.'

Whilst it is a good and natural thing to feel confident of your ability, do not make that ever present mistake of being over-confident, and be ever mindful that you still have a lot to learn-in fact you will be learning the "Tricks of the trade" for a long time to come and if you are wise you will adopt a policy of eagerness to learn and so add to the basic knowledge imparted to you by experienced instructors.

As you are aware, the R.A.A.F. apprentice scheme which started in 1948, is already bearing fruit, a number of ex-apprentices now hold Non-Commissioned and Commissioned rank.

Although the aim of R.A.A.F. School of Technical Training is to produce efficient airmen and non-commissioned officers, it is fervently hoped that many will eventually reach commissioned rank in the Technical Branch. Remember, therefore, that you are on the threshold of a technical career with commissioned rank as your goal.

The R.A.A.F. Apprentice Scheme

In Retrospect

By
Squadron Leader J.H. Honor

Late January 1948 saw the beginning of something new in the Royal Australian Air Force. After months of preparation, buildings were ready to receive the first intake of young men to undergo
Apprentice training at Forest Hill, Wagga Wagga. Just over fifty arrived and were immediately introduced to Service life.

Carefully selected as guide, philosopher, friend and master was the respected late Flt. Lt. J. A. McIntosh, a man whose memory will remain ever-green amongst his protégés.

There were many difficulties, mostly in administration and discipline; for here were fifty lads between fifteen and sixteen years of age, set amongst a large population of adult trainees. Those entrusted with the care of the Apprentices had a great responsibility, and they were truly led and guided by the stalwart "Bushy" McIntosh. Aptly was the name "Anzacs" given to this original intake. The trade training of the first intake was confined to the four main musterings-Engine Fitter; Airframe Fitter, Instrument Fitter and Electrical Fitter.

THE SCHEME DEVELOPS

In June of the same year, there was a Second Intake of fifty-two lads and the Apprenticeship scheme was really under way. Gradually, a mode of life, based on Service needs, was being mapped out for these boys and their response was most encouraging. By the end of 1948, the Apprentices had become an integral part of the Service file of Forest Hill. This intake was trained in the additional mustering of Fitter Armourer.

When these young men returned to their homes for Christmas leave, it was felt that they would make a fine impression on their parents and friends. How true this was! Letters of praise and congratulations reached us and the powers-that-be were satisfied that the labour pains endured in the birth of the Apprenticeship Scheme were well worth while.

Meanwhile, expansion of accommodation for sleeping and eating was going on apace; and it was certainly necessary. January 1949 brought back the original hundred or so, together with the Third Intake of one hundred and twenty. During this year Flt. Lt. McIntosh retired from the R.A.A.F. and the Apprentices came under the care of Sqn. Ldr. K. S. Brown, A.F.C. and so, the Third Intake set out on its three year's training with the addition of the further trade of Fitter Driver Motor Transport. There were then and still are now, the full six musters in Apprentice training. By this time the Scheme was in full gear-Apprentices had become part and parcel of the everyday life of Forest Hill. Many were selected in the Unit teams in representative sport.

FIRST GRADUATION

Came December 1950 and an historic, occasion-the graduation of the first batch of qualified Apprentices. Many parents and friends from all parts of Australia gathered for the event. However, the fates were not kind-pouring rain fell at the very commencement of the ceremony. Nothing daunted, these true Anzacs carried out the full routine of drill, although drenched to the skin. Their bearing and precision of drill brought great praise and admiration from their own parents, as well as arousing justifiable pride in the hearts of those who had trained them.

An Apprentice Looks Back

By
Flt. Sgt. App. Melvin D.

Now that the time draws near for me to graduate from this College, I look back upon the years, bringing back old memories.

ENTRY INTO THE SERVICE

It was only three short years ago when I entered this College fresh from civilian life. Since then I have learned and seen many things, some important, many not so important, but all will leave an indelible mark upon my memory. I have become used to seeing new faces every day, and I have met hundreds of other chaps like myself, and made many lasting friendships. I have learned the meaning of comradeship and discipline, something which very few civilians really grasp. I also very smartly found that the word "panic" can mean much more than a nervous state in which one sometimes finds oneself.

CHANGES IN APPRENTICESHIP SCHEME

Since my entry into the Service in 1952, the Apprenticeship Scheme has changed so much that it is well nigh impossible to compare it now with as it stood then. The apprentice of today has privileges that were only dreamed of when my Intake came into realisation.

The most noticeably changed aspect of the scheme is the rate of pay. The newly enlisted apprentice of today receives roughly twice as much pay as I did when I first joined up.

My leave was only one Saturday per month, instead of every pay Saturday as is the case now. Attendance at the Unit Cinema was limited to Sunday nights, but now one may go on Monday, Wednesday, Friday, Saturday and Sunday.
The "old days" when we were marched off every Wednesday and Thursday night for compulsory study for two hours seem to have gone for ever. Nowadays you may study at your own leisure.

The work is still the same though, starting off with a seemingly torturous year in Basic Hangar. Trips to Newcastle steelworks for first year Apprentices started a year too late as far as my Intake was concerned, but we seem to have survived the disappointment without any serious effects.

During my term I have seen a change of Commanding Officers, from Gp. Capt. Black to Gp. Capt. Smith. Apprentice Squadron has seen approximately six different O.C.'s, and as each one went, everyone said that his successor would never be the same. The Apprentices have travelled to Laverton for the inauguration and presentation of the Queen's Colours to the Royal Australian Air Force. We travelled to Canberra on the occasion of Her Majesty Queen Elizabeth's visit there.

THE FINAL PARADE

Soon, providing that the necessary examinations are passed, I will be participating in probably the greatest parade in my Air Force career. The Graduation Day is an occasion which will never be pushed completely out of any apprentice's memory.

On looking back I would say that the blue triangle has meant a lot to me, and if I had the last three years to live over I would join this scheme again.
By
Flying officer W.B. Hawkins

With the approach of Christmas, another busy year for Airframe Section draws to a close,

NEW MEMBERS
In April we welcomed the members of the 8th Apprentice Intake who elected to become Airframe Fitters. After commencing their second year at R.S.T.T. with a course of advanced basic fitting, they joined us in the Airframe Section to learn "wot makes 'em fly."

Throughout the remainder of the year these Apprentices have undergone a rigorous and concentrated training. Under the expert guidance of highly skilled instructors, they have explored the mysteries of the theory of flight, aircraft construction, hydraulics and the corrosion of metals. They have learned how to splice ropes and cables, carry out metal and fabric repairs to aircraft skin and to apply protective finishes.

Approximately half the time in each phase is spent in theoretical instruction and half in practical application of that theory. So far, these Apprentices have worked on what we term elementary and intermediate aircraft, for example, the Tiger Moth and Wirraway respectively.

The general response to instruction has been good as phase exam results have shown. At this stage, when final results are not to hand, it is difficult to single out those Apprentices who will lead the flight into the next year of training.

From a scrutiny of their progressive results, however, it would appear that Sgt.App. Perry and L/Apps. O'Callaghan, Stott and Rielly, will be contenders for first place, with Cpl.App. Smith and L/Apps. Sapwell and Billett close behind.

GRADUATING APPRENTICES
Now completing their last phase of instruction at R.S.T.T. our 3rd Year Apprentices are looking ahead with anticipation to the day when they will be posted to a Service Flying Unit or an Aircraft Depot. There they will be able to put into practice the knowledge they have accumulated over the past three years.

To prepare them for the task ahead, the graduating Apprentices have, in the past year, undergone advanced training in reconditioning aircraft and servicing flight routine. These two phases simulate the functions of an Aircraft Depot and a Flying Unit respectively. Six weeks were devoted to the erection and tracing of operational aircraft and a further eight weeks to aircraft accessories including braking systems, cabin pressurisation systems, airscrews and automatic pilots. Practical experience on the Lincoln, Mustang and Vampire and lectures on the Canberra and Sabre have given our Airframe Fitters of the future a solid foundation on which to build their Air Force careers.

Prominent in this flight are Sgt.Apps. Waterfield and Ploog and L/Apps. Peter, O'Keefe, Betts and Grimmond, all of whom show great promise for the future.

The staff of Airframe Section take this opportunity to congratulate all graduating Apprentices, irrespective of mustering, on their achievement over the past three years, and we extend our very best wishes for their future success.
Each year approximately twenty apprentices graduate as Airframe Fitters from the R.A.A.F. School of Technical Training. To accomplish this task of learning, Airframes is divided into a two year course after the apprentices have completed twelve months doing Basic and Allied trades.

The senior apprentices arrived back to complete their final year of training at this station after enjoying four weeks leave. We soon settled down to a hard year's work and our first phase was a six weeks one doing Aircraft Accessories and Hydraulics during which we spent a week at Engine Section studying Hydromatic Aircrews, a week at Instrument Section studying the fundamentals of elementary instruments and a week at Electrical Section. One of our next phases was reconditioning a time-expired operational aircraft, this we did at Aircraft Servicing Hangar, where we made our presence felt.

About this time the Second Year apprentices arrived at the Section to begin their trade training, after completing their second year Basic and Allied trades. They soon settled down doing Aero Carpentry, Theory of Flight and Aircraft familiarisation.

In the meantime we were doing Aircraft Salvage and Recovery and Erection and Trueing of the Lincoln aircraft. While we were doing this phase there were a few interruptions from the trainee pilots from Uranquinty, who brought their Winjeels and Wirraways over here to use this airstrip because theirs had been washed out by the incessant rain, but we enjoyed the breaks watching their flying.

Second Year were by now doing hydraulics in which some boys were lucky to study the Vampire hydraulics with the aid of the Vampire Airframe training kit, Erection and Trueing of the Wirraway, Metal Repairs and Knots and Splicing.

About the middle of September Sgt. Muffins joined the staff of the section but we were very sorry to see F.Sgt. May leave. A fortnight later Sgt. MacMillan left us to go back to Civvy Street.

We, the Apprentices of No. 8 Apprentice Airframe Flight, have had a very interesting year during which we accumulated quite a few hours of hangar flying with a few minor accidents. There is very close competition between Sgt.App. Perry and L/App. Stott for the top position in the flight.

posted in. After a fortnight's leave we arrived back to do six weeks Advanced Basic and Allied trades, much to our regret. Meanwhile the second year boys were doing Fabric, Erection and Trueing of the Tiger Moth, Aircraft Construction and Elementary Engines.

When we arrived back at the section we spent four weeks doing Aircraft Servicing and Flight Routine. During the last week of this phase we worked hard polishing and getting the aircraft from the section in A1 condition for Air Force Week. A week later we were trying to fathom out the Canberra hydraulic system, the Area Rule, the Heat Barrier and other modern developments.
Armament Section 1955-56

By
Warrant Officer G. Mathers

Another successful year has been completed by the R.A.A.F. Apprenticeship Scheme in Armament Training. The standard of proficiency laid down in this scheme is extremely high, and it is gratifying to the Instructors to note the progress made by these future commissioned and non-commissioned officers.

Armament training for these Apprentices is an entirely new venture, and it is most difficult at times for the instructor to make them realise the importance of gaining a sound knowledge of the subject. It is up to each individual in the class to obtain this knowledge through his own endeavour, as well as absorbing the instruction given to him. To accomplish this, each student must apply himself whole-heartedly to the many and varied subjects of which he must be the master, and be guided by the instructor whose patience, understanding and ability will help him to fit himself for the tasks ahead.

THE YEAR'S PROGRESS

During this year of training we have had thirty-three Apprentices under instruction. Of this number, fifteen will have completed their training in December 1955. These Apprentices will be transferred to various Units for further practical experience. This year, too, has been a particularly strenuous one in Armament Training. With the introduction of Electrical and Electronic equipment used in the present-day Defence Services, it can be seen that Armament is expanding rapidly. The Apprentices have received instruction on the electrical and electronic equipment applicable to Armament on the various R.A.A.F. aircraft. The present graduating course has had quite an extensive phase of electronics, having been instructed on Cathode Ray - Tubes, Oscillators, Rectifiers and other Electronic devices and having all passed in the proficiency tests laid down.

SPORTING ACHIEVEMENTS

We are particularly proud of our sports representatives in the various Unit teams. Eggins, Sheahan and Hollingworth are all stalwarts of the Rugby Union team. O'Leary is our tennis champion, having won the Wagga District "B" grade competition. McCann, Palmer and Scott showed themselves to be quite versatile at Soccer, Rifle Shooting and Basketball. We would like to congratulate these members on their sporting activities.

THE SWIFFLE COURSE

The present graduating course has quite frequently been referred to as the "Swiffle" course. This fact was published some time ago in the Unit newspaper "Groundel," competitions having been held at that time for the best "Swiffle". It is popularly believed that one of its numbers originated this adornment on the various places of Apprentice rest and relaxation. However, instructors are of the opinion that this member was the "model" for the original "Swiffle" and not its inventor.

We would like to extend to all concerned our heartiest congratulations on the year's work and also to extend a special farewell and "good luck" to those of you who are leaving for new Units. To those of you who have to carry on here next year, we hope that we may have a successful year of training.

By
L/App. Muldoon

The Armament Fitter is responsible for all Small Arms and Machine Guns that are used in the R.A.A.F. He is responsible for servicing and repair of ejection seat equipment, rocket projectiles, aircraft gun turrets, bombing equipment including carriers, winches, hoists, trolleys and ground training equipment.

Electrical servicing on bomb release, rocket, turret and gun firing circuits: the harmonisation of guns, gun sights and cameras, the duties in all armament ranges and the assisting in bomb demolition is also included in his responsibilities.
So one can see clearly that if an Armament Fitter is to become efficient in all these duties he must go through a rigid training programme that will ensure he is fully trained.

At R.S.T.T., this training is undertaken and at the end of three years the Armament Fitter is fully trained in Theory. He does a little practical work which is designed to assist him in Theory. The practical experience needed for an efficient armourer is readily obtained by doing two years actual operational training on an R.A.A.F. Unit, after having completed the Theory.

The first year of Armament training, being the important year, for it lays the foundation of a future in the Air Force, is taken up by studying electrical theory, gunnery, administration of armament, explosive handling including demolition, servicing of gun turrets and bomb carriers and rules and regulations carried out on gunnery ranges.

All these phases are themselves divided into parts so that a complete and thorough knowledge is obtained of the phase.

In the Second Year of Armament training he revises first year but goes much deeper into the subjects and in this also he is introduced to electronics, which are becoming a more and more important feature of modern warfare, and which hold enormous opportunities for ambitious students.

Armament Section itself, where the theory is instructed is advancing steadily to make training as pleasant as possible and as interesting. Heaters have been installed recently for winter comfort and in summer outdoor instruction is carried out. New imported equipment from U.S.A., England and Holland, for advanced electronic training, has recently arrived and has added to the interest of training.

All training in Armament Section is made as simple as possible using display boards, showing the actual parts to make instruction clear to the pupil. The practical is limited but what is done is extremely interesting:

Firing .38 revolvers, .303 rifles, Thompson sub-machine guns, Bren machine-guns and .5 Browning machine guns from a stationary Mustang all come under the practical programme.

Also the demolition of a 60lb. high explosive rocket head, the burning of gun powder, ammunition and flares are all included.

In all, the Armament Fitter has an extensive training but he also has an extensive responsibility and he gains confidence concerning these responsibilities by the training at R.S.T.T.
Electrical Section 1955-56

By
Warrant Officer W. Howie

Electrical Training Section

Apprentices who pass through the Electrical Training Section are mustered as Electrical Fitters. Their training introduces them to all aspects of aircraft electrical engineering and servicing, both in theory and practice. In addition, they are taught the fundamentals of household electrical installations and wiring, the repair and maintenance of electric motors and portable electric power tools.

This is a comprehensive training programme and forms a solid basis for the Apprentice Electrical Fitter when he leaves R.S.T.T. to complete his training "on-the-job" at an Aircraft Depot.

There have been a number of changes in the staff of Electrical Section this year. F.Sgt. Mitchell, who was posted to R.A.A.F. Richmond at the beginning of the year, was a very happy man as he was going back home to his wife and family. His replacement, Sgt. J. Patterson, came a little nearer home. He lives in the West. Sgt. Patterson brought with him first-hand knowledge of the Neptune aircraft, knowledge gained in America at Alameda Naval Flying Base.

F.Sgt. McCullagh left to do an Electronic Course at Melbourne Technical College and returned to us in September, only to be posted again this November to 1 A.D. Sgt. Debenham, one of the “Star” Sergeants' Mess footballers, was posted to Williamstown and hopes to go on to Malaya.

This year the estimated pass out of Electrical Apprentices will be 20, including two Pakistan Apprentices. Training of Pakistan Apprentices is ceasing this year, we will miss them. L/App. Kahn and L/App. Jagardir have been excellent representatives of their country and it is to be regretted that these will be the last. Good luck to them, wherever their duty takes them.

F. Sgt/App. Jones has been the outstanding pupil for the year and we hope he gains the position of Warrant Officer of the passing-out Squadron. He has all the necessary qualifications for the position and fully deserves the honour.

Cpl/App. Agapow, who was a New Australian, being of Polish birth, his now firmly established himself as a "Dinkum Aussie." his class work has been of the highest standard and his attitude to the service is excellent. Cpl/App. Agapow was a star of R.S.T.T. 1st XV Rugby Union team.

Cpl/App. Crowle has done well in class. He is an excellent footballer and according to critics has the making of a champion. In addition he is a promising lightweight boxer.

Cpl/App. Cann represented the Unit in the 2nd XV and only the lack of size kept him out of the 1st XV. He is an excellent team man. L/App. Fenton hails from Lord Howe Island, Perhaps some day they will open an R.A.A.F. base there. L/App. Gretton, a product of Yallourn High School, had the misfortune to lose his father this year. We were all deeply sorry to hear this. L/App. Gretton is a Unit Soccer representative.
L/App. Mansell, Schipp and Frost are very active members of R.S.T.T. Radio Ham Club, which was started recently by Flt. Lt. Armstrong. This club is of particular interest to electrical apprentices and Flt. Lt. Armstrong, who is a registered radio Ham with considerable experience, is rendering valuable assistance.

With the introduction of Electronic training to the syllabii of the Apprentice Electrical Fitters, Instrument Fitters and Armament Fitters, the Electrical and Instrument Sections co-operated in building a Central Basic Electronic Section using a portion of the Instrument Section to house the necessary gear. The formation of this Common Electronic Section was brought about to eliminate the duplication of test equipment.

All things considered, this year has seen considerable improvement in training conditions particularly as regards section equipment. Further improvement is anticipated during 1956.

By
L/App. Tye J. G.

No. 9 Elec. fitters have, for the past year, been training hard to replace the high standards of the graduating Apprentices, with an even higher standard, both academic and sporting. At the moment, "Angus" Canning, "Barny" Williams, Dave Telfer and Bruce Jamieson are leading in trade subjects. We have four members studying the Diploma course, and another four trying for the Leaving Certificate, with every hope of success.

In the field of sport we are represented quite well in all aspects. "Frank" Funk and "Loydus" Lloyd are our representatives in the manly sport of boxing, while Bruce Jamieson and Graham Harvey were members of the narrowly defeated basketball team. "Angus" Canning is our only representative in athletics, but "putts" his shot contentedly. Ian Dettman and Graham Harvey represented us at "Operation Sharpshot," Dettman reserve with the rifle and Harvey on the Bren gun. "Sandy" Spring is our only football 'star,' playing for the Australian Rules firsts.

Prior to June leave, we were sorry to lose our instructor, Sgt. Faircloth, who left for the land of the 'Upside-down-river." He is studying electronics at the Melbourne Tech. We hope to have him back with us in the near future with the news that he was more than just successful. In his absence, our instructor has been Sgt. Kemp, who has brightened our young lives with his excellent and thoroughly Australian method of teaching. His accounts of Korea and Japan are also very interesting. During the last few months, we have gained two new instructors. Cpl. Peterson (an ex-Sunbeam), who spends most of his time lurking in the tool store, and Cpl. (St. Peter) Cooper, who has blessed us with his "Thoughts for Today". L.A.C. “Smiley” Kanowski greets us every morning with a smile like a cocker spaniel’s.

Friday afternoon cleanup is a nightmare for the lead swingers, with an elusive “Phantom” that is everywhere when he is not wanted or when there is a "lurk" being worked. But when his signature is required on a T/F. 10, he has vanished to the spirit world. The same "Phantom" returned recently after a short absence, during which he shot up the opposition in Operation Sharpshot, with his trusty pistol. Sgt. Conlon is another stalwart, who upheld traditions with the Thompson sub-machine gun at ‘Sharpshot’. He is at the moment trying to force the intricacies of elect./armament into our minds.

We of the Electrical Section Staff wish all a Merry Christmas and a very Happy New Year. To those who graduate this year we extend our warmest wishes for a happy and successful service career.
Engine Section (1955-56)

By
Flying Officer E. J. Horner

Engine Training Section

MERLIN TEST STAND COMPLETED
Perhaps the biggest single occurrence in the Section was the completion of the Merlin Test Stand. The engines which the Third Year Apprentices recondition during their advanced engine phase are assembled by the lads and placed in the test stand. Pipes are coupled up, a propeller is put on, controls are set, systems are filled. Finally the starter button is pressed and the success of the reconditioning and assembling of the engine is fully demonstrated. The Apprentices are very keen to run the motors in the stand much to the annoyance of the Training sections during the day and the Sergeants' Mess after stand-down. However, the importance of this practical aspect of the training cannot be over-emphasised.

Pratt & Whitney Twin Row Wasp

1955 HAPPENINGS
The training programme for 1955 was a comprehensive one, as follows. The year started with twenty-nine Apprentices in each of the second and third year courses. Of this total two were taken off course during the year, having failed to reach the required standard. (Also three Burmese boys were given a conversion course).

Sgt. Lee has successfully put through fourteen Elementary Turbo-jet Courses with still a couple to go to complete the year. In addition six direct-entry Engine Fitters were given instruction.

1955, in comparison with last year, has been comparatively quiet, but some solid results have been achieved.

One of the main improvements to training aids was the arrival of the Avon Training Kit from Rolls Royce. With this Kit added to the Nene Kit, Engine Section now has an excellent jet Instruction Room.

Some variations to the Syllabus have taken place during the year to keep up-to-date with R.A.A.F. requirements. The Hercules phase has been deleted and a phase on the Avon jet is to take its place.
The Senior Apprentices completely overhauled and reconditioned three Merlins during the year, one of which was unable to be test run due to phase time being cut short. The other two were test run, one successfully, but the other not so successfully. However, the Apprentice courses derived valuable experience from their work on both engines.

Rolls Royce Merlin

Engine Section has enjoyed a successful year of training, and the best wishes of those who are staying is extended to all those who are leaving.

By
Flt.Sgt/App. Jacka B. G.

During the war, today's Engine Instruction Section was the Engine Repair Section of No. 5 A.D. Forest Hill. Its operation as part of an air depot was the overhaul and repair of Hercules and Wright cyclone engines, a function which was carried out with a record of forty five re-conditioned engines a month. This wartime production continued until 1945, after which maximum effort was no longer required, and the section functioned as a Repair Depot on a skeleton staff only. It continued operating as a repair section for a further two years engaged chiefly in the disposal of surplus engines and equipment, an occasional reconditioning being carried out.

It was in 1947, that No. 5 A.D. Forest Hill became the R.A.A.F. Technical College (later, the R.A.A.F. School of Technical Training) and Engine Section underwent its change to present day layout and organisation. The bays, previously equipped to handle specific parts of one engine, were now practical classrooms for different engines, and all productive personnel were replaced with a skilled staff of instructors. The section now had classrooms, engines, instructors and, with the Apprenticeship scheme of 1948, potential fitters. With these it was equipped to train two courses of Apprentices, two adult engine mechanics, and the occasional course in for engine familiarisation lectures, in all some hundred odd personnel. Apprentice training was now its chief function.

The twenty or so Apprentices selected annually to undergo training first see the section at the beginning of third term (2nd year) where they are introduced to section discipline and safety precautions. The Apprentice next undergoes a preliminary engines phase in training designed to familiarise him with parts and operations essential to all engines. He puts his knowledge to practice in his next phase, this being the stripping and assembling of a small aircraft engine. During this phase he also records the engine’s own characteristics and continues to do so for every engine dealt with in his second year.

It is after this phase the course is split into two groups and, although each group covers the same work, they approach each engine at different periods of the year. This is designed to lessen the number in a group and thus allow more attention to be paid to the individual. The Apprentice continues through the third and fourth term learning the different classes of engines (Pratt and Whitney Wasps), English in-lines (Gypsy Major and Rolls Royce Merlin) and time spent on airscrews and engine components.

The second year is completed with an overall examination to see if the Apprentice has absorbed and understood all he has been taught during his intermediate year.

At the start of the fifth term and the Apprentice's final year the whole object of his training alters. The training tends more towards the productive work encountered with operational squadrons and Air Depots, foremost of which is re-conditioning and engine change. Re-conditioning is the function of an Air Depot and the section endeavours to assimilate the same activities from stripping to assembly. The whole project takes on a productive atmosphere with everyone striving to have his engine on the test stand in the smallest possible period of time. In all, a course reconditions three Rolls Royce Merlin engines.

The final year also brings the introduction to jet propulsion and the Nene and Avon turbo-jet. Modern developments are also looked into but foremost is the Apprentice's trade test. Oral, written, and practical examination of all he has studied for six terms are his final efforts in Engine Instructional Section, R.A.A.F. School of Technical Training.
The year 1955 has been one of varied interest to the classes of Second and Third year Apprentices who have passed through the various sections during their course of training.

PERSONNEL MOVEMENT

Early in the year a major change in Section Administration was brought about when Warrant Officer Bamberger who had previously been attached to Overseas Headquarters, London, was "posted-in" for duty in Instrument Section.

Warrant Officer Bamberger had been in England studying the principles of the Flight Simulators which have been purchased by the R.A.A.F. for pilot training in the Sabre jet aircraft. Consequently he was able to bring to the Section much technical literature and information on modern aircraft developmental equipment.

Following the "posting-in" of Warrant Officer Bamberger, came two outward postings of staff, namely that of Flight Sergeant Murray and Corporal Mullins. Flight Sergeant Murray was posted to No. 77 Squadron at Williamtown, whilst Corporal Mullins was posted for discharge.

Towards the middle of the year Warrant Officer Bamberger left for Williamtown to do further study for the application of the Flight Simulator to the Sabre jet aircraft project. Shortly afterwards Sgt Coffey was posted in from 77 Squadron to replace Flight Sergeant Murray, and Sergeant Yardley from 3 A.D. came in to replace Corporal Muffins.

NEW ELECTRONICS SECTION

Shortly afterwards, at a general conference in Training Wing it was decided by the then Chief Instructor, Wing Commander Campey, that a General Electronics Training Section should be set up in Instrument Section. This was duly carried out when Warrant Officer Wall was given the task of working in conjunction with Warrant Officer Bamberger in the formation of such a Section.

In order to provide floor space for such a section, at least three other sections had to be transferred to adjoining rooms. All manual work involved in the transferring of these sections was carried out by various trainees and both Second and Third Year Apprentices carried out the major part of the work.

Other major works within the section during the year comprised the removal of the Section Tool Store to provide a direct thoroughfare through the section; and the setting up of the first complete "mock-up" of an electronic aircraft instrument; the GM2B Compass System.

This unit, which was installed by Flight Sergeant Kelley, provides a very valuable training aid for Third Year Apprentices during the electronic instruments phase. The experience gained by Flight Sergeant Kelley during his visit to National Instrument Company at Essendon some weeks previously was of immense value in this regard.

GRADUATION

The most important event in the activities of the section during the year will be the Graduation Ceremony of Third Year Apprentices to take place towards the end of the year. This will be the climax to the concerted effort of the sixteen Apprentices (and their instructors) who have by now completed some thirty seven weeks of intensive training.

The Apprentice most likely to come top in the class will probably be one of four who have maintained an average exceeding 80% in all examinations held to date. These are Flight Sergeant Apprentice Burton, Flight Sergeant Apprentice Fallon, Sergeant Apprentice Duke and Corporal Apprentice McAllister.

The best wishes of the O.C. and Staff of Instrument Training Section is extended to all the Graduating Apprentices and especially to the Apprentice who succeeds in obtaining the highest aggregate marks for the year's work.

Insutents, at first glance, appears to be a very awesome, and in some respects, a very difficult trade; but with the aid of the instructors one overcomes his awe in a few months. It soon proves itself to be a very interesting though hard trade in more respects than one.

We start the course with General Instruments, and pass through other phases which keep one thoroughly interested and absorbed in the work. Some phases require a lot of one's own time and no one should take the trade up unless he is prepared to work.
The subjects that this course covers seem at first to be fairly specialised though in reality they are wide and varied. After General Instruments, in which all pressure gauges, airspeed indicators and altimeters, etc., are covered; the course moves onto Oxygen, which covers all oxygen equipment used in various aircraft.

Then comes the bane of all Apprentices, Basic, followed by A.C. and D.C. electrical theory. In this phase we disappointed our instructors by returning an average of 55. Not a very commendable one. We pulled our socks up, however, in Navigation Instruments and hope to do even better in bomb-sights and gun-sights.

This course, I think, must be one of the most saintly and well behaved the instructors have ever had to turn their backs on, as no one speaks out of turn (Instructors don't get a turn) and everyone studies viciously during breaks and the like. But giving the Instructors their due credit, they have been of some little assistance to this course of geniuses.

On the whole though it has been a fairly successful year and we thank the Instructors for their interest and perseverance with us.

By
L/App. Stapleton K. T.
Motor Transport Training Section 1955-56

By
Warrant Officer C. Allen

During the year of 1955 this Section of R.S.T.T. has trained many Air Force members, and those of No. 5 Apprentice Mechanical Transport Fitters Course are the year's Apprentice Graduates. From various Apprentice ranks, the members of this course graduate to the first adult rank of Aircraftsman.

M.T. TRAINING SCHEME

From Forest Hill these new A.C.s go out to various Air Force Mechanical Transport Repair Sections. Next year, at the M.T.R.S. of their new units, they will be able to apply the knowledge they gained whilst at R.S.T.T. in the actual maintenance, repair and reconditioning of Service vehicles.

Approximately forty-five Apprentices are chosen annually to undergo training as M.T.F.s after a first year in R.S.T.T. completing a Basic Course of Fitting and Allied Trades. During the two years as Apprentice M.T.F.s the Apprentices are trained in every aspect of Mechanical Transport Fitting.

MODERN ASPECT

Even the most modern developments in the field of Motor Transport are not neglected. The magnetic clutch, fluid couplings, Buick Transmissions and Dynaflow are subjects which have attention in this phase of the course. Theory and Practical together is the keynote of the instruction in this section as, for example, in the case of the motor generator. The theory is taught and then the apprentices are given generators which need to be repaired and this repairing they themselves are required to do.

The average age of the Apprentice starting the M.T.F. Course is sixteen-and-a-half years of age. The majority of Apprentices who come to us have never driven before. Initial Driving Instruction is given during the first phase of M.T.F. training and advanced driving instruction is continued throughout the Course.

By the end of the Course, every Apprentice is a qualified R.A.A.F. driver and may drive an R.A.A.F. vehicle anywhere in the Commonwealth of Australia even without possessing a State Driving Licence. Vehicles driven by all Course members include utilities, trucks, tractors, cranes and semi-trailers. Even a fork-lift truck will soon be one of the many types of vehicles driven here during training.

In conclusion "all the very best" is wished to all Graduates of the 1955 Graduating Squadron. To those who graduate from our own section we say, "May your driving days be many, and may your A184's be few!!"

By
L/App. Beck, R. J.

When the Apprentices arrived at this section at the beginning of their second year at R.S.T.T. they were taught Air Force law concerning Motor Transport as their first phase. During this phase the Apprentices are also given initial driving instruction. During the rest of the phases included in their training they are given advanced driving instruction, and modern day driving techniques, on such vehicles as Leyland semi-trailers, 5-ton Internationals, and fluid drive tractors.

During the first year of training at this section, the Apprentices study such subjects as, Elementary Engines, Electrical Ignition Systems, Carburation and Transmissions. The Apprentices are given theoretical instruction on each phase, and during each phase are given practical exercises. At the end of each phase Apprentices are given an examination, and at the end of the year given a final examination on all phases completed during the year.

In third year the Apprentice begins the year by doing specialist vehicles. This consists of G.M.C. 10-ton crane, salvage trucks, fuel tankers, fire tenders, semi-trailers and light hydraulic cranes. At the completion of this phase, the Apprentices then do a course on elementary and advanced diesel engines. This course covers practically every modern diesel engine.

In the course of the year the Apprentice does workshop practice, which includes cam grading, line boring, re-boring, and major maintenance.

MODERN DEVELOPMENTS

During the course the Apprentice touches on such subjects as turbo-jet engines, turbo-transmitters, torque converters, fluid drives, pre-selective gear boxes and general modern developments in the motor industry.

At the end of the Motor Transport Training course, the Apprentice sits for a final theory examination and a driving trade test which entitles him to drive any R.A.A.F. vehicle anywhere in the Commonwealth without a civil licence.
By
J/T. Hill, P.

THE SCHEME

At Rathmines in January, 1952, the Junior Equipment and Administrative Training Scheme was born. Since then approximately 130 ex-trainees have passed to the Royal Australian Air Force in one of the three musterings of Clerk General, Clerk Equipment or Equipment Assistant.

Next January the scheme will start its third year at Forest Hill and the new course will be given an additional choice as "Clerk Equipment Accounts" will be introduced.

The second phase will split up according to their mustering, the Clerks General doing on the job" training here, and the Clerks Equipment and Equipment Assistants going to Amberley or to Laverton for specialised training.

REVIEW OF 1955 AT R.S.T.T.

On this year's course, which arrived at R.S.T.T. about 14th January, we have representatives from each State in the Commonwealth.

The first three weeks were spent on the "bullring" doing our "rookies" and getting prepared for the future eighteen months.

After being in the Air Force for about eleven weeks we were granted Sydney-Melbourne leave for Easter; so nearly all of us went home to impress friends and foes with our new uniforms.

The four days went altogether too quickly and soon we were back at R.S.T.T. at work till the June leave. The latter allowed us two weeks at home.

The next weekend was another long week-end and most of us went home or to other J.T.'s homes for the week-end. Sydney was a popular spot and one J.T. tried to find the Bridge!

SPORT

J.T.s have been represented in all sports played at R.S.T.T. J.T.s provided a team in the Unit basketball competition which, at the time of writing, is going flat out to win the "wooden spoon." The members of the team were Sherwood, Boye, Stubbs, Sandys, Cochran, Ewing and Ross.

In cricket, Peter Riley (who also was our only band representative), represented the J.T.s; and in Baseball, Sandys and Hill were triers, as also was Carrol in football.

An item of interest to all former J.T.s is that Flt. Lt. W. Altwasser left the R.A.A.F. at the end of 1955 to take up a post as an Area Officer of Education in New Guinea. For him it was the end of four years as an Education Officer in the R.A.A.F., and he was one of the Instructors of J.T.s from the inception of the scheme.

In brief, during the year, we have learnt the meaning of the words 'panic' and 'discipline'. We have learnt a trade in the Air Force, and we have been taught how to be efficient airmen.

By
J/T. Liebke, D. C.

In the early part of January, 1952, the junior Equipment and Administrative Training Scheme was born. Since then, approximately 164 trainees will have passed through the scheme successfully by the end of this year, and will have taken up their positions in the Royal Australian Air Force. At the beginning of their training each trainee is placed in one of four categories, which he is free to choose.

These being; Clerk General, Clerk Equipment, Clerk Equipment Accounts and Equipment Assistants. The Clerk Equipment Accounts is a new addition in this year's scheme.

The second phase, lasting for a period of six months, is carried out at various units. The Clerks General remain at R.S.T.T. to complete their second phase Clerks Equipment are posted to Amberley to complete theirs, and the Equipment Assistants and Equipment Accounts finish theirs at Laverton and Point Cook respectively.

REVIEW OF 1956 AT R.S.T.T.
This year's course, on arrival at R.S.T.T., found that there were representatives from each state of the Commonwealth. As we were "rookies" to the service, the first thing with which we made our acquaintance was the "bullring." We spent a period of two weeks learning the basic requirements of drill, and preparing ourselves for the future eighteen months.

A majority of us having our first experience away from home were longing for our first home leave. This being Easter, eleventh week after our arrival we all wanted to display newly acquired uniforms. But those four days were the fastest days we had ever experienced in our life. We no sooner arrived home when we had to leave to come back to R.S.T.T. Then we carried on once again with our training until the time arrived for us to proceed home for our June leave period of two weeks.

On arrival back from June leave we had to prepare ourselves for the A.O.C.'s Parade. This offered a change in camp life to us, and also gave us additional experience in service life.

Closely following the A.O.C.'s parade was Air Force Week, this also broke the camp life routine. So after working one Sunday and being granted leave for the local show, we were allowed to proceed home for a five day leave period. Quite a few trainees were invited to stay at other Junior Trainees' homes. Sydney proved to be a very popular spot for a majority of the trainees.

SPORT

Quite a number of the J/T.s participate in many of the sports teams. In the cricket team the J/T.s were represented by Symons and Bryan, the latter also played in the Australian Rules football team. In Rugby League J/T.s Morgan and Hyde were representatives. Soccer was enthusiastically followed by J/T.s Wilson, Howe and Strauch. The latter was a prominent member of the Athletics' team and a member of the Baseball Association. J/T. Brown R.N.C. was a well known figure in the running events of the Athletic team, and achieved many wins in the long distance and hundred yards events.

Both J/T. Brown, R. N. C. and J/T Strauch have earned the honour of being chosen to carry the 1956 Olympic Torch, this being a great honour as many members of R.S.T.T. competed to gain the privilege of carrying the Torch.

This year's course will be having a graduation parade of their own, this being known as a "Flight in Review".

In brief, the Junior Trainees have learnt in the past year the meaning of the words, "panic" and "discipline". We have learnt a trade which plays an important part in the running of the R.A.A.F. which is a large organisation, and we have been taught how to be efficient airmen.
The Allied Trades Training Section, as the name implies, comprises a number of sub-sections in which machine shop practice, welding, blacksmithing, aircraft metal working, carpentry and mechanical drawing are taught.

All Apprentices should find that the knowledge gained in this Section will stand them in good stead throughout their Air Force careers.

First Year Apprentices spend a specified period of training in each of the sub-sections, whilst Second and Third Year Apprentices, depending upon their mustering, return for further training in certain aspects only.

Practical work is popular with all Apprentices and this is clearly seen by the keen interest displayed by them during their stay in the Section.

An indication of the work covered by the sub-sections is as follows:

MACHINE SHOP PRACTICE

During the first year, practice over a period of three weeks is carried out on all aspects of lathe work, which includes parallel turning, taper turning, knurling and standard screw cutting practice. The second and third years of training embrace advanced lathe practice, lectures and practical demonstrations on specialist machines such as milling, grinding and, to a lesser extent, shaping and slatting machines.

A high degree of accuracy is essential in machine work and the relatively high course averages achieved speaks well for the interest shown and the standard of efficiency attained during the year.

WELDING

First Year Apprentices are taught the main aspects of welding. They become familiar with the various parts of the equipment, safety precautions and how to assemble, open up and close down a welding plant. Practical work includes fusing metal together, butt and fillet welding of mild steel and bronze aluminium sheet, and oxy-cutting of metal.

Apprentices attempt six projects, which are assessed, during this period of training. The only Apprentices to return for further instruction are the Second Year Mechanical Transport Fitters and they have revision in the First Year work and welding of heavier metals and castings.

Considering the brief time spent on welding the average Apprentice becomes reasonably proficient at this work.

BLACKSMITHING
All First Year Apprentices and with the exception of Electrical Fitters, Second Year Apprentices, have phases of training in blacksmithing work. As in welding, six objects are attempted, i.e. an eyebolt, crosscut chisel, round nose chisel, metal scraper, split link and the drawing out, hardening and tempering of a flat cold chisel. The Second Year Apprentices delve deeper into the heat treatment of metals and have practice in the forging of a bearing scraper.

**AIRCRAFT METAL WORKING**

Projects attempted in this sub-section enable First Year Apprentices to become familiar with the various types of joints, folds and safety edges used on sheet metal work. Repair methods on fuel tanks are demonstrated whilst other important features of training include the various methods of bending all types of tubing used on aircraft.

Second Year Instrument Fitters are the only Apprentices to return for further training and this Period enables them to become familiar with work requiring silver soldering and brazing.

**CARPENTRY**

The phase of training in carpentry gives Apprentices the opportunity to learn how to use tools correctly and to become used to the identification and selection of timbers, holding aids, adhesives and the manufacture by hand of the various joints used in joinery, the most complicated being the common dovetail joint.

Second Year Airframe Fitters have a further three weeks' training on repair methods of wooden aircraft and transparent Panels. Flight Sergeant Gentle, the N.C.O. in charge of the Carpentry Shop, had the unique experience of having his own son pass through the shop as a First Year Apprentice during 1954.

The good results obtained by Apprentices who have passed through Allied Trades Training Section during the year gives much satisfaction to the instructional staff who take pride in the fact that these results show that their efforts should prove of great importance to the pupil and the Service alike.

By

L/App. Ward

As the name implies this section comprises a number of sub-sections covering such training as machine shop practice, welding, blacksmithing, aircraft metal working, carpentry and mechanical drawing.

We apprentices have always found the knowledge gained in this section invaluable and we feel confident it will stand us in good stead throughout our Air Force careers.

When in first year we spent some time in each specific sub-section and this added great interest to our basic training. In second and third years, however, we returned for training in certain aspects only. This training depended on our musterings.

An indication of the wide scope of our training can be seen when one considers Apprentices proficient in lathe work learned in the machine shop and when one sees them dexterously welding a piece of equipment in the welding section. Most blacksmiths are supposed to have "brawny" arms, nevertheless in our blacksmithing section many small fifteen-year old Apprentices can be seen learning the heat treatment of metals.

In the Aircraft metal working section serious faces can be seen bent over fuel tanks which they are trying to repair while their mates are hard at work nearby in the carpentry section trying to make joints dovetail.

We hope that all of us who are graduating this year have given some satisfaction to the instructional staff of the Allied Trades Section who have been so patient with us over the past three years, and we thank them for the best wishes they have extended to us for our future careers in the Air Force.
Basic Training Section 1955-56

By
Warrant Officer M. Ewing

Well, soon we say "Cheerio" to another Apprentice Intake and "Hello" to a really new team of boys fresh from the civilian world.

We in Basic Section, being the first of the Technical musterings, meet the new recruit in the raw state-in more senses than one-and for one year these boys are taught in theory and in practice a good grounding of general fitting.

We witness, not without a little pride, the progress from the first awkward, nervous holding of the file to the final nonchalant handling of a high speed drill or grinding in a shower of sparks at the big pedestal grinder.

"IN THE RAW"

I mention meeting these boys "in the raw." Well, not being able to see the heels under those big, black, new, squeaky boots, the noses are the predominating raw feature, red and peeling after their first few weeks on the square in the hot sun.

In our Section we witness little of the ultimate result of training, either in mustering or sport, to the individual, though we are kept in touch by the other sections of any outstanding prowess, and do not actually lose touch at any time.

So year after year Basic, the home of the hammer, the chisel and the file, battles along with many of the same old faces peering short-sightedly into the sun. Missing of late from the ranks of these myopic instructors are three sergeants in particular; three whom we will all miss, as each in his individual way was what is loosely termed a "character."

PERSONNEL MOVEMENTS

First, Ken Woods of the big black moustache and the little black car, famed in the Unit rifle team and now looking after the welfare of the A.T.C. in the fair city of Perth. Secondly, Harry Radel is "banana-bending" after his strenuous efforts in Toc H and the gold-mining field of Wagga. Finally, K. C. Jones, small and dapper, and taking a big part in the formation of a Unit concert team, work of which he had had previous experience both in concerts and over the air of the occupation forces radio in Japan, is now in Canberra.

WORKING TO MUSIC

A late innovation has proved very popular with all and sundry, that of a radio and amplifying Unit in the Section and we now may listen to the voice of "Cobby" daily from 1100 to 1200 hours. Our radio was donated by F.Sgt. Blackburne, and it is only its vintage that confines us to the local station, that station being the only one powerful enough to penetrate the noise and voice of industry.

However, all in all, the music is appreciated and we soon have enquiries should we have the radio amplifying unit switched off for any length of time.

AN APPRECIATION

Another matter of importance and interest to the Section was the Letter of Appreciation, from Group Captain Bennett in reference to the three display boards made to display projects made in Basic and Allied Trades and used in Melbourne during Air Force Week.

By
A/App. Bigg R. J.

Well, another year has passed and soon Basic Section will greet a new team of raw boys from "Civvyland." Here, they will obtain a good grounding of general fitting before they graduate to their appropriate trade sections.

No doubt, we will all watch with humour, and pride, their gradual ascent from the first awkward, unskilled, handling of the file to the final nonchalant handling of a high speed drill, or grinding in a shower of sparks at the big pedestal grinder.

An extra feature every new Apprentice will ‘count the days for', is the week's visit to R.A.A.F. Rathmines. From there they will proceed on visits to Coal Mines and Steel Foundries like B.H.P. and Lysaght. I'm sure every first year Apprentice this year enjoyed the trip very much. That is, all except the one who got lost in Sydney.

This year Basic lost a few of the old faces and gained one brand new "Vigilant Star". Missing of late from the ranks of Instructors are Sgt. A. Keere and Cpl. Paton, who are both at present serving at Laverton. The newcomer is Cpl. Cox, who has proved himself to be popular as an instructor and friend.
Graduation
By
Flt.Sgt/App. Jacka B. G.

What have we done these last three years,
What have we done they say.
Our parents and our friends, they ask,
How do we earn our pay.

Well, from the day we first joined up,
Until we 'come A.C.
Around our hats that band of blue,
Was there for all to see.

What meant that band of blue they ask,
It meant we strived to be
In engine, transport, airframe trade
And in the Armoury.

From bullring days and Tetanus shots
And overalls of blue,
From here the R.A.A.F. Apprentice starts
To make his life anew.

He learns to march, to drill and shoot,
And work on mess all day.
Third year floors and boots he shines
Until he knows the way.

In Basic with their files in hand,
And metal in the vice,
They learn to do without machines
To make, to saw, to splice.

'Tis weeks and weeks of school again,
Of fail and pass and top.
Mingled with the panic nights,
The freedoms they must drop.

Then one day they all wake up
And discover they are men,
'Tis near the day they graduate,
They all know why and when.

"When" is the time the task at hand
Is handled with due skill,
And "Why" because the skill required
Is theirs to use at will.

What have we done these last three years
What have we done they say.
Well, let them come and see the change
On Graduation Day.
**Education Section 1955-56**

*By Wing Commander J. G. Stanes*

In the provision of educational facilities the Section has been handicapped by having insufficient staff and inadequate science laboratory accommodation and in some aspects the consequent ad hoc arrangements have not achieved all that was desired. However, in general the year has been a satisfying one to the staff and we hope to the recipients of their efforts.

The end of 1954 saw the completion of the first course of Apprentices doing Leaving Certificate studies. The Apprentices who completed this two year course, most of it being in their own time, are commended on their efforts. Special commendations go to Apprentices T. J. McGee, L. J. Goss, W. G. Pappin and H. B. Kay, who gained their Matriculation Certificates. In addition H. B. Kay and A. R. Green were selected to enter R.A.A.F. College in February, 1955, as cadets. There is a strong possibility that McGee, Goss and Pappin may embark on engineering degree courses at N.S.W. University of Technology in 1956.

The second group sat for their Leaving Certificate examinations in November and are stoically awaiting the results. Six of this group are also awaiting the result of their interviews for entry to R.A.A.F. College in 1956. We are pleased to acknowledge the assistance and keen interest of the Headmaster of the Wagga Wagga High School, Mr. J. Smyth, and his staff in the instruction of these Leaving Certificate students.

About the middle of the year thirty ex-Apprentices who obtained good graduate passes between 1951 and 1954 were selected to study for their Diploma of Engineering at Melbourne Technical College. Successful completion of this course in 1958 will give them commissions in the Technical Branch.

In the Graduation examinations for 1955 the first four Apprentices in Education subjects were:

- A216090 Sgt/App. McGee, T. I., 90%.
- A6704 L/App. Goss, L. I., 88%.
- A216097 F1t. Sgt/App. Jones, D. A., 88%.
- A14239 Sgt/App. Pappin, W. G., 87%.

The use of visual aids while always being a prominent feature in instruction at this Unit has made further advances this year. In particular a wide selection has been made of slide and motion films covering both trade and education subjects. Many of these have arrived, others are still on their way from overseas. Rear vision projection, whereby films may be shown in daylight is in operation in the Basic, Motor Transport and Education Sections. It was also a feature of the Static Display which toured nearby country centres during Air Force Week.

Unfortunately only one Instructional Technique course was held for instructors this year. It is hoped that additions to staff will allow much greater activity in this important aspect in 1956.

During the year there have been numerous changes of staff. We are pleased to welcome the new arrivals and regret the departure of those who have sought other fields.

*By L/App. Coleman, J. R.*

Though our basic purpose at R.S.T.T. is to learn a trade, nevertheless our general education is by no means neglected.

Consequently we frequently find ourselves at the Education Section studying English, Maths, Science, Technical Drawing and General Studies. In English, we not only get an opportunity to improve the writing of our mother tongue, but we have opportunities to speaking in debating, dramatic, play-reading and public-speaking groups.
We find the knowledge gained in our Maths and Science classes of considerable value to us in our trade work while our work on General Studies has made us, in our own minds, authorities on current and international affairs.

For those Apprentices with the aptitude and desire to work hard there are many splendid opportunities for doing advanced studies.

This year, for example, there are two flights studying for the Leaving Certificate. There are a further two flights studying in what are termed diploma groups.

Those who successfully complete these studies will have the opportunity of going on to further studies in a technical college or university.

Apprentices are appreciative of the work done for them by Officers of the Education Staff and particularly Wg.Cdr. Stanes, who has made so many splendid opportunities available to them.

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**Swifled Iggles**

By L.App. McKenna, B.

Iggles are the latest craze,
They leave the Swiflle in a daze.
On wall where once the Swiflle stood
The iggle stands, some say for good.

The music maestro can’t understand
Why the Mus-Iggle just beats the band.

Opt-Iggle

The Strongman with his great Physique
Is put to shame and looks quite weak.
He wonders why it’s so mystical
But he forgot our little Phys-Iggle.

Phys-Iggle

The Quiz Kids say they’re very neat
But the Quiz-Iggle they just can’t beat.

Dynam-Iggle

Swiffles were mainly classed as a fad
But Iggles even appeal to Dad.
For Dad, you see, just couldn’t draw a Swiflle.
But even Dad can draw these Iggles.

Quiz-Iggle

All Swiffles now do feel dejected
Because the Iggles make them neglected.
The R.S.T.T. Unit Band (1955-56)

By
Warrant Officer H. Gregg

R.A.A.F. Forest Hill Band

In the R.A.A.F. there is one "full time" band stationed at R.A.A.F. Laverton. Three “part time" R.A.A.F. bands exist-one at R.A.A.F. Richmond, one at R.A.A.F. Amberley, and our own at R.S.T.T. All the world loves the music of a band-especially the music of a good brass band. The brass band at R.S.T.T. has as its main function the provision of music at the daily parade each morning. Subsidiary functions include the provision of music at funerals-two during 1955-on ceremonial occasions and at the monthly Combined Church Service in the Unit Cinema.

VOLUNTARY EFFORT

The members of the Band, approximately thirty in number during 1955, give their services voluntarily, and this includes two or three hours each Monday evening for rehearsals, and there is never any difficulty in obtaining a sufficient number of volunteers to use nearly all the instruments made available by the R.A.A.F. Apprentices comprise four-fifths of the Band, Staff and N.S.T. comprising the remaining fifth.

VISITS

During 1955 the Band has increased in number from twenty to thirty members, the musical scores executed have been many and varied, and many also have been the compliments received. Whilst at Adelong and Batlow for Anzac Day Ceremonies the Band's performances were highly praised by the Commanding Officer of R.A.A.F. Uranquinty, Wing Commander W. J. Guthrie (who was the Guest Speaker on this occasion), and by residents of both townships who apparently had not had a visiting Band for over ten years.

One other performance outside R.S.T.T. during 1955 was at the football final matches in Wagga Wagga, when three R.A.A.F. teams were in the final matches, and where the Band members volunteered 'to a man' to spend that particular Saturday afternoon providing suitable music at the ground.

CEREMONIAL

On the occasion of the A.O.C.'s Visit to the Unit during August, the Band was 'turned out' very smartly dressed in Ceremonial Dress, the leopard skin which had been presented to the Band in 1953 by the High Commissioner for Pakistan, being worn by the bass drummer, and all members wearing white webbing and gaiters. The A.O.C.'s Inspection of the Parade lasted for about an hour and a quarter and during this time seven eight-minute selections were played by the Band-this was an extremely valuable contribution to the Inspection as will be remembered by all who were on that parade, with the biting wind and the near rain.

Rain marred the Hand-Over, Take-Over Ceremony in July. Actually, during the course of a year it is inevitable that the Band will at times be "caught" in the rain; and this accounts for what is the only real expense incurred by the Band for instrument maintenance. About £20 per annum is spent in replacing drum skins which split in wet weather.
BAND MEMBERS

The position of drummer is perhaps the easiest to fill in the Band as most boys learn at some time or another to bang a drum, and when they grow up many of them become quite proficient and eagerly offer their services as drummers in the Band.

Disciplinary problems are practically non-existent in view of the entirely voluntary aspect of the band.

The most difficult Band member to replace when completion of training removes a member from the select group of musicians at R.S.T.T. is the trombone player. In fact, the only two spare instruments for which there were no players towards the end of this year were trombones.

The Drum Major—that spectacular personage who marches in front of the band with his Mace, is strangely enough, fairly easily replaced— he is the only member of the Band who does not need to possess that essential qualification for every other Band member—the ability to read music!!

By

L/App. Sinclair P. J.

The Band here at R.S.T.T. is entirely voluntary and is composed mainly of Apprentices. The rest of the band is drawn from Staff, Adult Trainees and N.S.T. personnel.

Because of the nature of the unit the band loses members from time to time. It also gains an odd helping hand now and then. In the last six or nine months we have had a few valuable additions to our band. Cpl. Don Richardson (trumpet), A.C. Pat Feeney and Cpl. "Blue" McLaughlan (both trombones) and A.C. Green also on trumpet.

The Band owes its livelihood to the untiring efforts of W.Off. Gregg. Also the Band Officer Flt. Lt. Sparkes has taken a very keen interest in the band and improved conditions great deal. Since taking over, being an ex-bandsman himself, he is an unbiased critic on the parades during the year.

Since the beginning of the year, W.Off. Gregg has been conducting a learners' class on Monday nights before band practice. This is being done because the band will be slightly diminished when the Senior Apprentice Squadron passes out at the end of the year.

The Band was once more invited to Adelong and Batlow on Anzac Day to play for parades. We all had a most enjoyable day but there was a marked absence of "fox holes."

For myself and, I am sure, the rest of the Band members, I wish to express my sincere thanks to Flt. Lt. Sparks and W.Off. Gregg for the wonderful training and encouragement they have given in the past twelve months.
All Their Own Work

Apprentice 'appenings
By
Sgt. App. Hamilton W.

Once every fortnight the Unit newspaper includes a little column called "Apprentice 'appenings." It is written by Apprentices, for Apprentices, to Apprentices and it consists of articles which are directed so as to bring a bright and cheery atmosphere into Apprentice lives.

Most of the stories printed are about unusual happenings in the Apprentice barracks but occasionally an officer, sergeants and other staff personnel are mentioned. These occurrences are generally concerned with the many sports in which Apprentices participate.

Throughout the year Apprentices play challenge matches of cricket, basketball, tennis and other sports against the different sections of the unit. Everyone always looks forward to the time when the cricket matches against the officers’ and sergeants' teams come around. These matches are all very closely and keenly contested but the main feature of the games is the goodwill that passes between the teams regardless of what the result is.

Very few humorous events go by unnoticed. Even if only a few of the boys see the event happen, the whole squadron eventually gets to know about it and the persons concerned will receive some banter for a short time. Once there was a fellow who made a brilliant deduction and discovered that 50% of married people are women. Another time "Eddie" and "Jack" had a game of cricket on the Apprentice parade ground and that created a good deal of amusement.

Inter Squadron Relationships
By
A/App. McPherson, W.

This year saw the largest intake of Apprentices so far at Forest Hill. This, no doubt, delighted the second years (Doughnuts), as they had no trouble in finding someone to take for a stroll in the dark on the first night. This was very efficiently done, the innocent new arrival being blindfolded and led along to a hill about three-quarters of a mile from the camp. The blindfold was then taken off, and he was left to find his own way back. This trip was appropriately named a ‘Pioneer Tour’.

Doing a ‘panic’ for a ‘Doughy’ quickly followed. The surprised new arrival found himself being taken out by the collar, and, if necessary, roughly transported to a room where smirking ‘Doughies’ were waiting to watch him work. When he finished the ‘Panic’, or more likely, the ‘panics’ it was time to catch up on some sleep.

The next day they found themselves referred to in terms which seemed to indicate that the other squadrons despised them. They were given the name ‘Rosebuds’.

During the first week one thing stood out above all else. Nearly everything that was done to make life unpleasant for the ‘Rosebuds’, was done by the
Second Years. However, the third year (Mangoes) soon began to recruit regular Rosebuds for panic night. At first, the ‘Rosebuds’ thought they were as hard off as it was possible to be, but they soon found out that it was all tradition and, if anything, they were getting much less than the Senior Squadrons had received in their first years.

Then came the shock of being "hawked" on in the meal queues. The ‘Doughies’ pushed in front of the first years, but unconcernedly the ‘Mangoes’ stepped in front of the ‘Doughies’. Much was done by the D.I.'s to straighten this out, but it takes more than a week to change traditions. After the first burst of fury, the ‘Rosebuds’ accepted this as a formality. However, there were a few Rosebuds that the Doughies did not hawk on.

While the ‘Doughies’ were enforcing their seniority, the Mangoes calmly took their place, and still obtained their goal.

The ‘Mangoes’, being a very sports-minded squadron, seemed to mix more easily with the sportsmen of the other squadrons. They obtained the principal positions in nearly every sport. The Rosebuds played their part in the sports, and it looks as if they could do very well next year.

It is believed a larger squadron is coming in next Year. The Mangoes will be leaving us, and I feel sure that we will all be sorry to see such a fine crowd of chaps going out.

The Rosebuds will be second year squadron, and the first years will be starting from scratch. The Rosebuds will be able, if they wish, to exercise the privileges of a second year squadron, because, have no fear, the fine traditions will be carried on.

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All in the Night’s Entertainment

By

A ‘Rosebud’

Crump! Clang! Ker-blooey! The noise comes steadily closer. It advances through the Apprentice area and closes around our hut. Swish! Bang!

"Wakey, wakey, time to go outa bed again."

"Tip your bed over!” A harsh and convincing command, immediately obeyed by a cringing Rosebud. Others don't wait for the menacing command, they gently tip their beds over.

Bang! Over goes ‘Custard's’ bed while he is still in it.

“Come on, get out you.” No movement. “Okay then” A rattle is heard followed by a thud on soft dirt. One bed end. Again it is heard. Two bed ends.

"Now for the wire mattress,” he says. Sprong! Smash! He comes back and finds ‘Custard’ standing around rubbing his eyes and mumbling obscenities.

Then the menace wanders over and switches out the light and grabs the fuse.

He wanders out the door mumbling something about, “I think I’ll go mad tonight and wreck the joint”

A.C. Ambition

By

Sgt. App. Ploog L.R.

I’m feeling blue and so would you,
I’ve ruined my trade test by a ‘thou’ or two.
But back to the bench for another try
To get that A.C. I’ll do or die.
What is an Apprentice?
By
A/App. Horne G. C.

Somewhere between the innocence of baby-hood and the dignity of old age, we find the delightful creature called an Apprentice.

Apprentices come in assorted sizes, weights and colours; but they all have the same creed, to enjoy every second of every minute, of every hour, of every day and to protest with noise (their only weapon) when placed on a charge.

Apprentices are found everywhere - on top of, underneath, inside, climbing on, swinging on, running around and jumping from.

Officers love them, girls adore them, older brothers and sisters tolerate them, few ignore them and Heaven protects them. An Apprentice is “Truth” with a screwdriver in his pocket, beauty with mud on his uniform, wisdom with a concoction of a hat on his head and hope with a pay rise or discharge in his hand.

An Apprentice is a composite thing - he has the appetite of a horse, the thirst of a dry camel, the curiosity of a cat, the lungs of a drill instructor, the imagination of Charles Dickens, the shyness of a pansy, the audacity of asking for special leave, the enthusiasm of a bridegroom and when asked to make something he has five thumbs on each hand.

When you want him to make a good impression, his brains turn to jelly or else he becomes a savage sadistic jungle creature bent on destroying the world and himself with it. He likes girls, pictures, weekends, girls, comics, leave, girls, cars, food, girls and more girls. He does not favour guards, working weekend duties, parades, barbers, panics, shoe polish or kit inspections.

An Apprentice is a magical creature. You can lock him out of your hangar but you cannot lock him out of your heart. You can get him out of your Orderly Room but you cannot get him out of your mind.

Might as well give up - he is your captor, your jailer, your boss and your master - an unconcerned girl hunting, food loving person but when you arrive at work in the morning with shattered pieces of your hopes and dreams, he can make them new again, with the three magic words: "Good morning, Sir."

The Body in the Bag
By
L/App. Marriner J.J.

Our old Tabby cat she died last night,
The wife said to bury her right out of sight
We never had a garden, we were living in a flat
So what was I to do, with the body of the cat?
Then a big brown paper bag I espied
And gently I laid the body of the pussy cat inside,
Then off I bravely went with the body in the bag
The dead-heavy body in the big brown paper bag.
I went into the street as quiet as any mouse,
And gently laid the body on the doorstep of a house,
The door was opened suddenly by a lady dressed in blue,
Who said, 'Now do you drink, Sir, and do you Parley-Vous?"
I said "Oh! Yes, dear Madam, but I've something else to do
And skedaddled very bravely with the body in the bag,
The dead and weighty body in the big brown paper bag.
I went into a public bar and had a brandy neat,
As guiltily~ I hid my burden underneath the seat,
And crawled out on my hands and knees, but half way up the town,
The barman stopped me saying "Here's your parcel, Mr. Brown.
So I had to thank the silly coot and give him half a crown,
For handing me- so nobly the body in the bag,
The cold and heavy body in the big brown paper bag.
I found a spare allotment, and not feeling very brave,
Acquired an old shovel and began to dig a grave,
Then thro' the moonlit silence a voice behind me said,
"You're stealing my potatoes and you'd better move ahead,"
So off I went most sadly with the body in the bag,
The stiff and furry body in the big brown paper bag. Amazingly from in the bag, I heard a plaintive meow,
Said puss, "I've come to life again, you needn't bother now
I haven't used up half my quota of all my nine lives,
For I'm a married tabby and one of Ginger's wives.
I usually have my families in threes and fours and fives,
But this time there are seven here with me in the bag,
Seven little bodies in the big brown paper bag.

So before I heard another sound
I tipped that bag right on the ground,
She flew off down the high road, I ambled down the low,
But she got home before me with all her kits in tow.
No! I won't forget the fateful day when the body in the bag
Turned to live and healthy family in the big brown paper bag.

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"The Rosebuds"
By
A/App. Noble E. G.

To Forest Hill this year there came
A bunch of civvies quiet and tame,
They took a look inside the gate
And wondered of their coming fate,
Of this they were quite soon assured
To the Mangoes and Doughnuts huts they were lured.
In a month they'd been taught a new set of chores,
Such as polishing boots and polishing floors.
The Rosebuds made rifles and bayonets so clean,
For the Mangos and Doughnuts who were not so keen.
For the first four weeks they marched and they drilled,
And their stomachs they thought were never quite filled.
And at the end of each day they cried,
Enough Dear Jim, we're too darn tired.
After weeks of marching many a mile
Off up to Basic to chisel and file,
They chipped and they filed, they drilled and reamed,
They belted their thumbs and painfully screamed.

During the week down to classrooms they went
And over their text books they studiously bent,
With technical drawing, Maths and English
And Physics problems they could not distinguish.
The learned teachers did try to convey,
How to do problems the Air Force way.
But these dumb Rosebuds could not be taught,
So they did the problems the way they thought.
Now their first year of training is almost finished,
But their time in the Air Force has only slightly diminished.
The months of this year that are left are few,
So come on next intake it's now your cue.

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Quo Vadis
(Or "Whither Goest Thou, Jack?"
By
L/App. Williams B. J.

Centurion Marcus Gains gazed in wonder at the panorama spread out before him. The plains of Gaul stretched in all their scenic beauty from the Himalayas to the far off Amazon.

"Methinks yon Britons are a savage mob forsooth”, quoth he gallantly. He was a handsome man with the bloom of youth still on his cheeks and was notable for his striking resemblance to Robert Taylor. His second in command, elderly, greying Cassius Metellus grunted in reply, "'Tis only that vixen Boadicea and her counsels Dr. Schilling and Marcus Eliphantus that makest them seem so."

"Ah ha! My friend, methinks such men are dangerous; they wearest, among other things, a lean and hungry look," Marcus snarled.

"My young friend," Cassius chuckled", you have, forsooth, attended too many of Comrade Caesar's political rallies. Yon Caesar hasn't a chance in the Senate, with so much power in the hands of the Tories."

Meanwhile, unbeknown to the Romans, in the hills above, the Britons lay in foul ambush. Queen Boadicea had been right, the Romans would surely have to pass between the towering cliffs of the Khyber Pass.

Her Majesty and her two Counsels watched enthralled as the centurion led his men into the trap that would surely seal their fate.
“Methinks the time is ripe,” whispered she.
“To be or not to be, my kingdom for a horse,” answered Schilling.

“Forward men”, roared the Queen in the best traditions of the U.S. Cavalry, and with war-whoops and yells common to Apache Indians the Britons precipitated themselves on the unsuspecting Romans below.

"Hell and ambush," roared Marcus drawing his sword and accelerating his high-powered Maseratti Chariot. But alas, too late, the Britons were among them and his men were falling like gladiators at the Coliseum.

“Sound the retreat," he roared to his bugler, Centurion Armstrongius (not to be confused with the Apprentice). The man raised his bugle to his lips and as the first haunting strains of ‘Mac der knife’ were slicing the clear summer air, an arrow from the noblest Roman of them all, Antonius Edenus, caught him in the throat. With a scream of "Bubu ba boo" he slumped to the ground, body oozing life.

Suddenly above the din of battle was heard the roar of approaching Ferrari Chariots and round the bend dashed a troop of Romans, dressed as ‘backwoodsmen’.

“We are saved," yelled Marcus, "it is Centurion Crockett and his Tuscan Rangers."

Boadicea, seeing that her men were now outnumbered tried to escape, but too late. Marcus' Maseratti soon overtook her jaguar and, leaning over, he dragged her into his chariot.

"Ha ha!" quoth he, "methinks your ransom will the general coffers fill." But, alas, he glanced into her deep blue eyes and his noble Roman heart was softened as he drank in her great beauty and he whispered in her ear, "Let us escape from this cruel world, and make a new life in Botany Bay."

And as the sun sank below the Rockies, and the chill night settled down on the blood spattered veldt our happy pair rode off into the twilight to a new life in beautiful Sydney.

The three airmen though old and grey, Remembered well their younger day, And when they thought of days gone by, There came a twinkle to their eye.

They thought of the day when as rookies green, They joined the R.A.A.F. Apprentice Scheme, They found the life was good but yet For the first three years they had their regrets.

The weather at Wagga seemed never right, Too hot at day, too cold at night, Winters were bleak and often wet, And summer heat soaked their clothes with sweat.

But then at last they graduated, The rank of A.C. they were rated, Their thoughts were happy, their spirits bright, And life ahead for them seemed right.

The years passed by and scenes unfolded, From their early training their lives were moulded, They liked their work they thought it swell, They knew their job they did it well.

And now that life was almost through, The Service days left for them were few, They’d done their job, they’d had their fun, There were no regrets by anyone.

By L/App. Billett M. A.
148 RAAF trainees have graduated

"You are passing into the world at a grave time, with always the possibility of a war," Air Commodore D.A.J. Creal, O.B.E., told 148 trainee apprentices at a graduation parade at Forest Hill yesterday.

Air Commodore Creal urged them to uphold the high ideals they had learnt in their three years of training at Forest Hill. The parade was of graduating RAAF apprentices of the No 8 intake (1954), engineering apprentices and junior equipment and administrative trainees of No 5 intake who had successfully completed the first stages of their training.

More than 400 parents and friends of the apprentices and trainees watched Air Commodore Creal inspect and review the graduation squadron commanded by Warrant Officer Apprentice R.J. Stevenson. Of the total number graduating, 115 trained for three years as technical fitter. The other 33 graduated as junior equipment and administrative trainees.

Awards presented

The technical fitters will graduate in a number of trades, including, instrument, electrical, armament, motor transport and air frame and engine fitters. The trainees will go to aircraft depots at Amberley, Richmond and Laverton for a further two years training. After an impressive ceremonial review of the squadron, Air Commodore Creal presented the squadron and individual awards.

When addressing the parade, he also urged them to remember that there were two other services besides the Air Force, and to always cooperate with them.

"Although we ourselves think we are the most important service, we must not forget the two others," he said.

"The airmen tends to be divided into two groups: those who fly and those who don't. Those who do not fly are then divided into different masterings, but no matter what mastering you are in you are always a cog in a big wheel, and without each cog the wheel could not function properly."

"Everyone I have met on this station, not only graduates, appear happy in their job," he concluded.

Awards presented at the parade are as follows:

- The Bedford Trophy: Awarded to the best squadron at drill. Ross-Smith Squadron.
- The Air Force Women’s Association Trophy: Awarded to the best squadron for barracks cleanliness. Hargrave Squadron.
- The Wagga Police Trophy: Awarded to the squadron with the best disciplinary record. Ross-Smith Squadron.
- The City of Wagga Wagga Trophy: Awarded to the best squadron at sporting activities. Hawker Squadron.
- The Edisson Cup: Awarded to the best squadron in trade and education. Ross-Smith Squadron.
- The Brown Cup: Awarded to the squadron with the best outlook. Hawker Squadron.
- The Black Shield: Awarded to the best squadron in all activities. Ross-Smith Squadron.

Individual Awards

- The Rolls-Royce Shield: Awarded to the graduating apprentice who obtains the highest aggregate on final trade test. Leading Apprentice Gibbon A.J.
- The Officer Commanding Trophy: Awarded to the N.C.O. in charge of the best squadron in all activities. Flight Sergeant Apprentice Jacka D.G.
- The I.T.T.S. Cup: Awarded to the apprentice who obtained the highest assessment for a project made in initial Trades Training Section. Flight Sergeant Apprentice Coops W.
- The Chief Instructor's Trophy: Awarded to the N.C.O. in charge of the best squadron in Trade and Education. Flight Sergeant Apprentice Jacka D.G.

The Commanding Officer of Apprentice and J.T. Squadron Trophy: Awarded to the graduating apprentice with the highest assessment for Leadership and Airmanlike Qualities. Warrant Officer Apprentice Stevenson R.J.

The Middleton Memorial Award to the Junior Trainee with the highest assessment for Leadership and Airmanlike Qualities. Junior Trainee Liebski D.C.

The Officer’s Mess Cup: Awarded to the best all-round sportsman in Apprentice and J.T. Squadron. Warrant Officer Apprentice Stevenson R.J.