

TEE SHOTS



by the Editor

An Apprenticeship Scheme has now been prepared at the request of the Executive Committee of the Association. The proposals have been sent to each Section Representative and to all golfing organisations likely to be interested in the realisation of such a scheme. There will be a pause of some months before the scheme has been considered, criticised, revised, and, if there is general approval, instituted. Once it has begun, there will be need for the help of individual greenkeepers in many ways and you will be kept informed of progress until that stage is reached.

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The North Eastern Greenkeepers have now formally resolved to restore their link with the B.G.G.A. and we hope that through this magazine they will be able to keep in touch with each other and the Association as a whole. They are fortunate in having Mr. Leslie Jones as President. He has worked tirelessly to get them the support from clubs which they need. Chairman, J. Simpson, and the Hon. Secretary, Tommy Oliver, will already be well known to many readers and we hope to see more of the Section soon at one of the Annual Tournaments. Next year their President will also be President of the English Golf Union, a distinction which all will welcome but this Section with especial pride.

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Landing at London Airport in a Caravelle from Brussels the other day, we were surprised to be greeted by fire-engines. A tactful steward explained that one engine had caught fire and we had flown on the other one alone for the last half hour. With this information we were able to congratulate ourselves at last on the sangfroid with which we had come through this gruelling ordeal and seeing the ground at the comfortable distance of about 10 ft. below us, we felt able to enquire what happened if the other engine caught fire.

"You still go on flying!" he said.

While anxious to believe this, another question was obviously necessary.

The steward explained patiently that before being put into service, the Caravelle had been flown over Paris at 10,000 feet and both engines had been cut. Even so the aircraft had been able to glide and land at Geneva.

"That's all very well," said our neighbour crossly, "but what about if you're going to London?"

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