

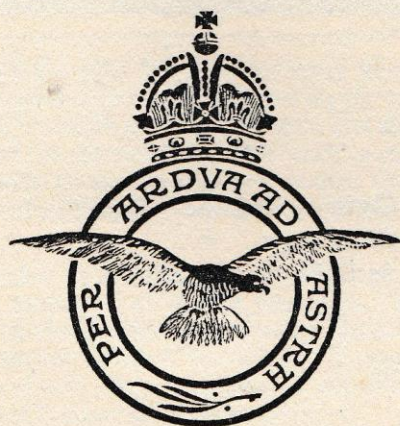
The Haltonian Magazine and the Daedalus

Volume 2 No. 1

Summer 1931

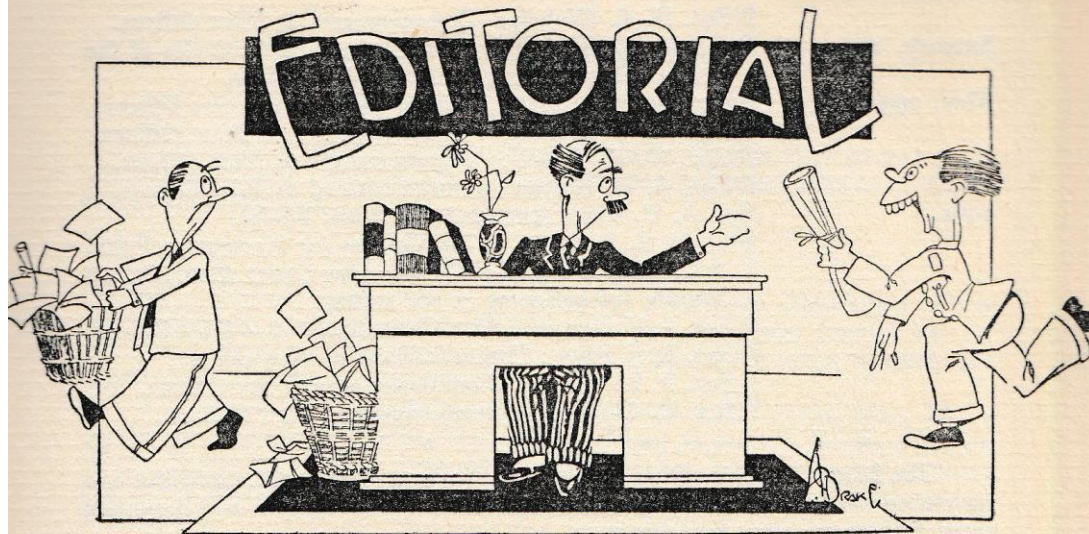
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THE
HALTON MAGAZINE
AND THE
DAEDALUS



VOL. 2, No. 1

SUMMER 1931



THE Secretaries of the Old Boys' Association wish the attention of all to be directed to an article in this number on the subject of studentships.

It has been thought advisable to give the facts, as obtained from the societies concerned, as many letters have been received asking for advice.

To join as students or not to join is a matter that must be left to the decision of each individual; no general advice can be given.

* * * * *

In the Big Corridor at Halton, Honour Boards have now been fixed. One set contains the names of all A.A.'s who gain Cadetships at Cranwell, the other, the names of those who, after leaving Halton gain Commissions or other honours. We are not satisfied that this list is correct up to date, and we ask for the assistance of all. Any additions or corrections should be sent to the secretaries of the O.B.A. as soon as possible.

Here is the list as it stands.

Royal Air Force Apprentices Halton Honours Board

January, 1927.	F/O. F. S. O'Hanlon : R. M. Groves Memorial Prize for Air Navigation.
	L.A.C. S. G. Wright : Awarded Air Force Medal.
December, 1927.	P/Sgt. M. Lowe : Commissioned as Pilot Officer.
July, 1928.	L.A.C. W. Arnold : Medal of the Order of the British Empire for gallantry in life saving.
	L.A.C. B. Reeves : Mentioned in Despatches.
March, 1929.	P/Sgt. E. Coleman : Distinguished Flying Medal.
	L.A.C. C. G. Reeve : Distinguished Flying Medal.
	L.A.C. W. J. Singleton : Mentioned in Despatches.
June, 1929.	P/Sgt. L. R. S. Freestone : Commissioned as Pilot Officer.
	P/Sgt. E. C. W. S. Smith : Commissioned as Pilot Officer.
	P/Sgt. E. Coleman, D.F.M. : Commissioned as Pilot Officer.

- January, 1930. P/Sgt. H. E. Dicken : Commissioned as Pilot Officer.
Ft. Cadet W. N. McKechine : Medal of the Order of the British Empire for gallantry in life saving.
- May, 1930. P/Sgt. D. D. Christie : Commissioned as Pilot Officer.
P/Sgt. H. V. Satterley : Commissioned as Pilot Officer.
P/Sgt. W. C. Sheen : Commissioned as Pilot Officer.
P/Sgt. A. H. Button : Commissioned as Pilot Officer.
- 1931. Sgt. A. V. Bax : Awarded Air Force Medal.
F/O. H. E. Dicken : R. M. Groves Air Navigation Prize.
L.A.C. R. E. Douglas : Medal of the Order of the British Empire for gallantry in life saving.
P/Sgt. A. V. Bax, A.F.M. : Commissioned as Pilot Officer.
P/Sgt. A. J. Pegg : Commissioned as Pilot Officer.
P/Sgt. F. L. White : Commissioned as Pilot Officer.
P/Sgt. R. Cleland : Commissioned as Pilot Officer.

* * * * *

The Magazine Committee report that excellent reports and contributions have come in from most stations, but that articles, photographs and drawings from Halton are very few this year.

One of the main objects of the editors will not be achieved unless many more attempts are sent in from Halton. There is no reason for discouragement in the fact that contributions are rejected.

Articles need not all be serious or highbrow, but if you feel an urge towards the humorous please avoid hackneyed subjects.

Some of the "comic" articles and pictures we have had were more conducive to melancholy despair than mirth. The Sergeant-Major, the rookie and his new clothes, reveille jokes, all these want a rest.

* * * * *

Congratulations are due to E. J. G. Jacobs, S. P. A. Patmore, J. C. Pope, M. K. D. Porter, P. R. Robinson, of the 17th Entry, on gaining Cadetships at Cranwell.

To those of this Entry who were not lucky enough to get on this list, we would point out that Halton is not the end.

Read the list on the Honour Boards. There are names there of many who were once as disappointed as any, but who now are well on the way to high positions. To the lucky ones we venture to suggest that success early on brings with it great responsibilities. These must be faced with courage and common sense. Foolhardiness is not courage. "Swank" is not bravery. The Air Force is no Service for the man who wants to "show off."

There would be very few accidents if the elementary rules of flying were rigidly observed and stupid risks avoided. The road hog, with whom we are all so familiar nowadays, has his counterpart in the air, so cultivate the sane mind in the sound and healthy body.

* * * * *

We congratulate the station hockey team on winning the Air Force Hockey Cup. This was a good example of enthusiastic team work, as we had no outstanding men, and none in the Air Force team.

Congratulations too, to Cranwell and their Rigger Captain, Coslett, on beating Sandhurst and Woolwich.

We have no words fit for the Navy v. R.A.F. Rigger match. It was indeed a joy to see our backs at last up to the standard of our forwards.

Coote, Bader and Hodder, were almost good enough for a Wing team.

What a pity that two of them were so misguided as to be born in Ireland ! Beamish may not agree, but then, he is prejudiced.

C.O.'s. Inspection

EVERYWHERE there is an air of bustle and activity. No matter where one looks one can see industrious A.A.'s, stripped to the waist, working as hard as they can. Take a look into the room. There you can see beds being pulled around, floors scrubbed, windows being cleaned and mops and brooms being used with great vigour. Now and then some of the boys take out a handkerchief tucked in their braces and wipe off some of the sweat that is forming on their foreheads. Now and again the L.A.A. superintending operations endeavours to make his voice heard above the din. It is wonderful, that out of all this seeming chaos there will emerge, on the morrow, a glittering, spotless barrack room with beds and wooden boxes dead in line, their reflections being plainly visible in the brightly polished linoleum.

Here there is a boy, armed with a bucketful of water, soap and a scrubbing brush, busily engaged in scrubbing his bed space clean and spotless. Others are eagerly awaiting their turn for the bucket, so that they might set to work on their own bed spaces. One can see boys precariously perched on their window sills endeavouring to remove every trace of grease and dirt from the window panes. Other A.A.'s, not to be outdone, are taking out all their kit from their tin lockers, dusting the interior and putting back the kit, going to great pains to get the folds dead level and in line with each other. Wooden boxes are being turned out and the contents strictly examined. Of course, the boxes are taken out to the ablutions, where the owner of the box subjects it to a most thorough scrubbing, not being content till every speck of dirt has been removed.

Let us peep into these ablutions. There you see A.A.'s, neatly clothed in overalls, busily scrubbing boxes and lockers. It reminds you of an ants' nest that has been disturbed, such is the scene of activity that presents itself to your eyes. Everywhere there is soap and water in profusion. After the boxes and lockers have been given a rigorous examination, they are taken from the ablutions to the drying room.

Let us go into the room again. On the way we remark upon the whiteness of the annexe floor and landing, due to the industry of these work-loving A.A.'s. By now the floors have dried and polish has been put down. We see eager boys wielding mops, doing their utmost to impart a brilliant polish to the floor.

In the morning, if you were there, you would see the boys flinging back the blankets and dashing out to the ablutions, hardly before the first note of "Reveille" has finished sounding. Having finished their ablutions, they immediately set to work to make their beds up and get ready for the breakfast call. After breakfast, the room resumes the activity of the night before. Now buttons, badges, etc., have to be cleaned. The boys set to work to polish and polish until the buttons assume a brilliant lustre. Then you see boots got out, and they also are vigorously polished, until they appear to be covered with shining black enamel. The floor is given a final polish and then everything is ready for the inspection.

The A.A.'s stand by their beds, all expectant and eagerly awaiting the footsteps that herald the arrival of the C.O. At length escorted by the O.C. and a number of N.C.O.'s he walks into the room. The L.A.A. in charge salutes smartly and calls the A.A.'s to attention. The C.O. slowly walks down the room, his keen eyes searching everywhere for faults. Of course, not one

can he find. He leaves, and as his footsteps recede away, the A.A.'s turn to each other and think, "Well, that's over!"

Having worked hard all evening and morning, all their labours are disposed of by the C.O. in about one or two minutes.

J. W. S.

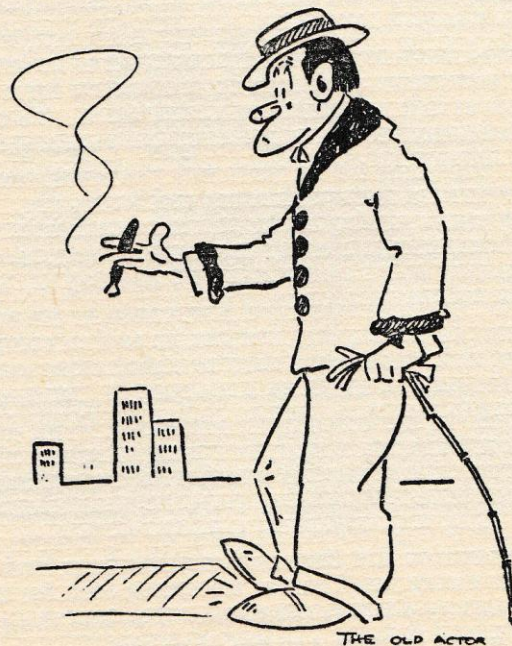
A Garden Tragedy

ALL was still. Not a leaf stirred. There came a flutter of wings and a little garden sparrow settled on the old flower pot by the lawn. A moment it stood poised there. Then the silence was broken, as the sparrow, sitting on the flower pot in the warm summer sunshine, burst forth into song. A merry chirping little song it was. On and on it sang.

But, alas, its chirping aroused the tabby cat who, feeling drowsy that afternoon, had snuggled down in the shade of the wallflowers. Tabby pricked up its ears. How he would like to have that little bird in his mouth! Instinctively his back arched and his tail commenced to lash, his keen eyes fixed on his prey. He stood there, an emblem of alertness and determination, prepared for the death leap.

On and on chirped the sparrow, all the while oblivious of its fate. And then it came. There was a sound of a breaking twig. Anxious, the little sparrow turned round, and grew frantic with fear, seeing the cat in mid-air, coming straight towards it, its evil eyes aglitter, its teeth bared and its cruel claws extended. The sparrow, terror-stricken, tried to rise but it had no time. He knew his end had come. Remorseless claws pounced upon it, tearing and slashing his tender back. Cruel pointed teeth sunk into his flesh and the last fleeting breath left his poor limp body in an agonising gasp. Another tragedy had been enacted.

J. W. S.



The R.A.F. Display, Delhi, 1931

ON February 14th, 1931, the R.A.F., India, gave an air display at Delhi, which, although it might not have satisfied Hendon spectators, was quite a good effort, considering the very limited variety and great antiqueness of the majority of machines at their disposal, the Hawker Hart, specially engaged for the display, being the only really up-to-date machine present.

We, that is to say the ground party, arrived there several days before the event took place, which was extremely fortunate from our point of view, as it enabled many of us to see, and hear, our first "Talkie."

A day before the actual display, we had our final rehearsal; this was hectic, to say the least. All the previous night it had been raining hard and we arrived on the aerodrome to find that most of the machines had "entrenched" themselves, axle deep, during the night, and did not seem at all inclined to be moved about. The Wapitis, in particular, proved to be stubborn, and under no provocation whatsoever, persisted in settling down gracefully on their wing skids with every evidence of satisfaction. Only after much coaxing, could they be made to resume their normal attitude.

However, the following day turned out to be dry and warm, and by the afternoon, the aerodrome was serviceable enough for the programme to be carried out. At 2.45 the display began with the "Clive" laying a smoke screen, closely followed by a demonstration of air combat between the "Hinaiidi" (a converted Hiphobad), and two Bristol Fighters. In the ensuing combat, one of the Fighters was shot down. Shortly after this, a burst from the front gun of the second Fighter hit a petrol tank of the Bomber, which burst into flames, the crew (in the form of dummies), escaped by using their parachutes.

The third event was a display of flying by Indian pilots, three Moths flown by Indian members of the Delhi Flying Club, gave us a series of loops and rolls in very open formation. After which the Bristols went up and endeavoured to do better.

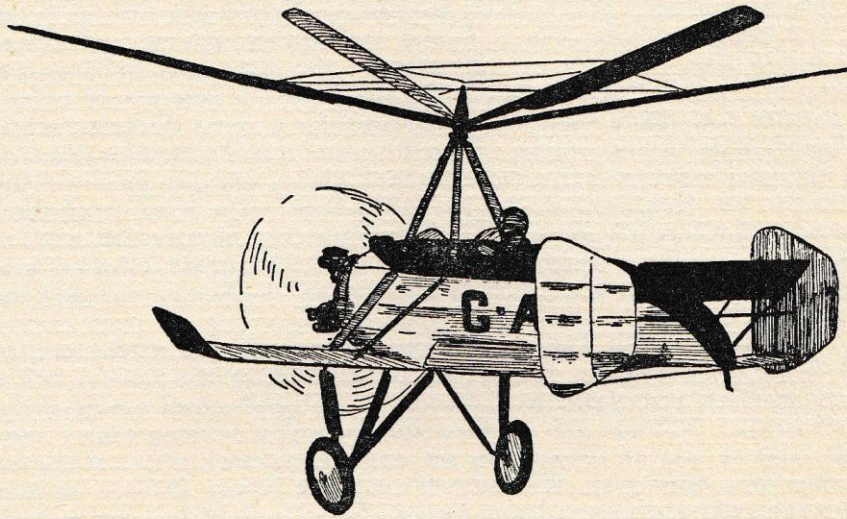
Event No. 5 was a demonstration of Army Co-operation by Nos. 39 (B), and 5 (A.C.) Squadrons. A small British force was presumed to be occupying an isolated post in close proximity to enemy territory. Owing to the lack of good communications, arrangements were made to maintain this force with rations and ammunition by means of aircraft using parachute dropping apparatus. A small column was dispatched some distance away to collect these supplies. A formation of Wapiti aircraft, accompanied by an offensive patrol of Bristol Fighters, proceeded to the prearranged supply dropping locality and delivered rations and ammunition. This process had barely been completed when a section of enemy armoured cars made an attack on the column. The supply column returned, covered by cavalry and low-flying aircraft, which attacked the armoured cars.

Shortly after this event, the Hart went up and did some "speed work," which was very appropriate, as the following event was "Wing Drill" (not to be confused with Saturday morning parades at Halton), which is singularly slow in every respect.

The next event was a Fly-past in formation by all the units in India, preceded by all the miscellaneous machines available, which included a Moth, Puss Moth, Bristol, D.H.9.a, Wapiti, Hart, Hinaiidi and Clive. The programme stated that a Hercules would be in this event, I don't know whether they had the Air Mail in mind, but if that was the case, it was late.

The display ended with the usual set piece, which, in this case, was the bombing of a railway bridge. Enemy formations in the form of Nos. 11 and 60 Bomber Squadrons, delivered a bombing attack on the bridge and were attacked by patrolling aircraft, represented by 20 (A.C.) Squadron, and anti-aircraft guns. One of the enemy aircraft was brought down in flames, the crew escaping by parachutes. The bridge went up in smoke very nicely and the spectators went away contented.

D. W. GOFFE.



The Old House,
Swanbourne,
Winslow, Bucks.

February 27th, 1931.

DEAR FLIGHT LIEUTENANT DUNCAN,

I was in Aylesbury yesterday and saw the very handsome Challenge Cup which has so unexpectedly been given to the Bucks County Rifle Association by the Aircraft Apprentices (17th Entry), No. 1 Wing, R.A.F., Halton.

As President of the Association, in which I have for fifty years been closely interested, I should like to express to you, on behalf of all concerned, our great gratification at the gift, not only for itself and for the competitions which it will perpetuate, but because it represents a genuine interest in rifle shooting among so many of those who are under your command.

I hope that on many occasions in the future competitors from your unit, and from other units at Halton, may take part in the County Rifle competitions for the trophies to which you have so very generously made this addition.

I can assure you that I particularly appreciate it as showing the interest felt by your junior ranks in what has always been to me a most fascinating part of the military art.

Pray convey the thanks of the County Rifle Association to all who have been concerned in making this gift.

I am,

Yours sincerely,

(Signed) COTTESLOE.

No. 1 Apprentices' Wing

SCHOOL AND WORKSHOP NOTES.

JAN. 1928 (17TH ENTRY).

This entry passed out from Halton in December 1930. The classifications attained in the various trades were :—

	L.A.C.	A.C.1	A.C.2	Not Exam.	Failed.
Metal Rigger	18	139	31	1	—
Fitter Aero Engine	15	112	10	4	—
Fitter Armourer	4	7	—	—	1
Coppersmith and Metal Worker ..	—	8	—	1	—

Cadetships were awarded to the following apprentices who have our hearty congratulations on their success and our best wishes for their future :—

562165 A.A. Jacobs, E. J. G.	" C " Squadron.
562309 A.A. Patmore, S.P.A.	" B " "
562274 A.A. Robinson, P. R.	" A " "
562241 A.A. Pope, J. C.	" B " "
562245 A.A. Porter, M. K. D.	" C " "

The prize winners were :—

562241 A.A. Pope, J.C.	Wakefield Scholarship, 1st Grand Aggregate. Educational Subjects. 1st Fitter A.E.
562211 A.A. Armstrong, J. G.	2nd Grand Aggregate.
562409 A.A. Allard, S.	2nd Fitter, A.E.
562165 A.A. Jacobs, E. G. J.	1st Metal Rigger.
562233 A.A. McCullough, R. L.	2nd Metal Rigger.
562359 A.A. Tipping, F. G.	1st Fitter Armourer and Coppersmith and Metal Worker.

The Elliott Memorial Prize was awarded by the Royal Aeronautical Society to 56221, A.A. Armstrong, J. G.

SEPT. 1929 (20th ENTRY).

This entry has been the Senior entry for some six months, and has changed from basic courses to advanced work.

FITTERS.—In School the fitters are progressing well, without extremes. This term they have been through the Engine Laboratory course. Owing to their large number of classes the Engine Laboratory and its equipment have been used to fullest capacity.

In the Workshops this entry is undergoing training on lines indicated in A.M.W.O. 709/30, which has necessitated considerable alterations in the syllabus. Instruction in the general principles of engineering practice, engines and mechanical transport, has been introduced as opposed to detailed knowledge of specific engines. Periodical examinations to date indicate average progress. More practical work has been introduced into the syllabus, which should prove advantageous.

It will be as well for all fitters of this entry to realise how necessary it is for them to work steadily and continuously throughout the three years if they are to do themselves justice. Cramming in the last six or nine months will not enable them to pass out creditably, nor will it equip them for their future careers in the service. Much valuable ground may be regained and many mistakes may be rectified and much knowledge may be consolidated—by a steady second year's work.

RIGGERS.—The Riggers are not quite so numerous as the Fitters, but on the whole they are up to average.

In School the range of attainment seems to be increasing and apprentices in lower classes are lagging behind those at the top. Courageous work is the most effective remedy. There is a great deal for the Rigger to learn and the science underlying his trade is not always easily taught. Weakness in practical mathematics has not entirely disappeared.

In the workshops it appears from recent examinations that they are quite up to standard, and it is hoped that with a continuance of effort they will succeed in attaining a really high standard by the time they pass out.

In the construction shop the entry has done particularly well—the second Short "Mussel" all metal aeroplane has been completed, and, at the present rate of progress, the third will be completed before the entry passes out. Three Southampton wing tip floats are also being constructed, and these will also be completed before the construction period finishes.

Two interesting courses of instruction will occupy most of the time of the entry for the next six months—"advanced rigging" and the "aerodrome" course.

During the latter, the Commanding Officer hopes to arrange for all A.A.'s in the Wing to be taken on a flight. Interest in the various courses of instruction is being well maintained, and the advantage of having a complete three years' syllabus set out from the beginning of the workshop training is now benefiting the entry.

JAN. 1931 (23RD ENTRY).

The Junior entry are small in number—some 350. They possess, however, various advantages. On entry their educational standard was above average, and those at the bottom of the list were much better qualified than those similarly placed in previous entries. It is hoped that the absence of a tail will enable more than average progress to be made generally.

Their work in School has been good. Classes are generally covering the ground expected, and so far no violent class moves have been found necessary.

In some cases progress is held up because the apprentice feels the atmosphere strange, and he has not yet been persuaded that he must learn for himself and be ready to tackle new subjects and absorb many new ideas.

In the workshops the Fitters show keenness and great promise. The results to date are quite up to any previous standard. This entry is working on a similar syllabus to that of the Sept. 1929 entry, the new exercises not being introduced until the next entry. Basic notes have been modified and varied, as indicated by previous experience.

The Metal Riggers have completed eleven exercises with a high standard of workmanship. With this entry, the scheme of allowing a fixed time to complete each exercise was introduced and has proved a success. No Apprentice has time to slack off under this system, and the publishing of the results every week of the previous week's exercise is quite enough inducement for all to make the utmost effort—especially those with poor results. This entry, as a whole, makes up for its present lack of technical knowledge by displaying much practical enthusiasm.

SEPT. 1929 ENTRY—FITTER ARMOURERS.

The Sept. 1929 entry has provided 59 A.A.'s for training as Fitter Armourer—considerably the largest number trained here from one entry up to date. Its progress has so far been satisfactory and, though it has still a considerable distance to go, it should maintain the standard of the previous entry from No. 1 Wing, whose average results were among the best obtained by entries in this trade.

No. 2 Apprentices' Wing

WORKSHOP AND SCHOOL NOTES.

Since the last issue No. 2 Wing have had no "Passing Out," but the next one is due sooner than some of those concerned seem to realise. There is a lack of appreciation of the fact that all departments at Halton combine to try to train the apprentice to be a successful airman, an efficient mechanic, and a good fellow. Thoughts should be more in terms of Halton than in terms of Shops, Barracks and Schools.

Squadron Leader P. B. Hunter, who has been Chief Technical Officer for four years, left in December to take over the command of No. 26, A.C. Squadron at Catterick, and has been succeeded by Squadron Leader H. M. Fraser.

In the Shops syllabus no great change has taken place, but, in future, training will be as broad as possible. The aim will be to train boys in the general practice of their trade, rather than to perfect their knowledge of all or two types of engines or aircraft. This means that although a Fitter Aero will still receive his practical instruction on one radial and one stationary type engine, he must also be instructed in the construction and operation of other engines, whenever these differ in design.

Another change is that the trade of Fitter Driver Petrol is to be abolished, and any M.T. repairs which are beyond the scope of the Drivers Petrol will have to be carried out by Fitters Aero. The latter have therefore to be instructed in the chassis, transmission, and electrical equipment of M.T. types, and the 1930 entry have had these points included in their syllabus.

On the rigging side, an effort has been made to co-ordinate the various methods of metal repair, at present peculiar to individual manufacturers, and, by disregarding small differences in similar types, to train the boys so that they will be competent to deal with any type of Service aircraft which they may meet.

It is hoped that Workshop notes for this subject will shortly be available.

THE SENIOR ENTRY.

In spite of very real handicaps, due to changes of staff and sickness, they should reach a satisfactory average. There are no brilliant individuals, such as have characterised some entries, but, on the other hand, the tail is not so conspicuous. They have shown a tendency to dislike the drudgery of routine work and must realise that this is the basis of all the common occupations of life.

The Riggers have undoubtedly suffered from the difficulties experienced during the introduction of Metal Rigging. In spite of this, if they are able to keep up their confidence, which has been restored in some measure by the school examination, they may surprise the pessimists.

The set tasks reached a really high standard, and showed consistency throughout the Entry.

More use is being made of the Library Suggestion Book. This is a healthy sign and can only mean that more boys are taking an interest in voluntary reading.

THE JUNIOR ENTRY.

The usual, and regrettable, "easy" after the third term seems to be over sooner than is often the case. They have survived the drudgery of their first year at basic work remarkably well.

There is plenty of ability, but it is not possible yet to predict with safety whether they will settle down, as several good judges believe, to achieving something above the average.

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No. 4 Apprentices' Wing

WORKSHOP AND SCHOOL NOTES.

The 19th Entry Fitters have now nearly completed their Instruction on their third engine, and are showing very fair progress as a whole.

The Aerodrome Course is nearing completion, and it is hoped that, with a little concentration during the revision period after the summer holidays, the entry will equal, if not surpass, the standard of the previous entries of this Wing.

The 22nd Entry have completed the first period of Basic, and have shown good results. They are now being instructed on Aero-engines and Mechanical Transport (Morris Six Wheeler), and it is hoped, with the added variety of instruction, that an even greater interest will be shown.

The Bearing and Coppersmith's Courses are in full swing, and the A.A.'s are showing a very keen interest in their instruction generally, and show every promise of maintaining the good standard set up by previous entries from this Wing.

METAL RIGGERS.—The quality of instruction for Metal Riggers is without doubt improving with each successive entry; syllabus exercises are now somewhat standardised and daylight can at last be seen with regard to the construction of Mussel machines, and Southampton Wing Tip Floats; the work is getting more interesting and better results should in consequence follow.

We have had reports on a number of A.A.'s of the September 1927 Entry, who passed out in July 1930, and they are, without exception, quite satisfactory.

It would appear from information gathered that the chief difficulty that Metal Riggers are experiencing when they leave Halton is that their respective Units are not equipped with nice surface tables, precision tools, technical data posted up on the walls of the work-shop, and other conveniences that made work so comfortable and easy whilst here.

These things are sadly missed apparently, and they have to be satisfied with a depleted tool kit, and a vice fitted in some cases on an improvised bench.

This means, of course, that their skill of hand gets a rude shock, and their faculties of invention which have been lying somewhat dormant are called forth into sudden activity—which is very good for them. Our Senior Entry of January 1929, is making very fair progress, but they still have a lot to learn, and being in the last year of their training must anticipate having to attend extra technical training in the near future.

There are one or two A.A.'s of outstanding ability, and we have every hope of ultimately producing a likely cadet or two.

The September 1930 Entry are well towards completing their first year of training,—their difficult period can now be said to be over, and their hands, once much mutilated by their efforts at chiselling, have now returned to normal, and as a whole they compare very favourably with previous entries.

SCHOOL NOTES.

Little has happened since the last issue of this Magazine to disturb the serenity of the life of the 19th and 22nd Entries in School, if we except the wild excitement of the execution of the Set Tasks by the 19th Entry. The results obtained will not be available for some little time, but at any rate one can say that they appear promising, as do the English Essays. As these form part of the Passing Out Examination the marks for them will appear in the final lists. Otherwise the Senior Entry are busy with, and appear to be doing their utmost to progress in, their revision work for the Final Examination on July 15th, in which we wish them every success.