

The Haltonian Magazine

Volume 4 No. 1

Easter 1927

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EASTER, 1927.—With this present issue we have again to record a birthday of the *Halton Magazine*. It now commences its fourth year of existence, and we feel that it has become an established and, we hope, a permanent feature, not only of our Station life, but also of the Service generally.

We are glad to be able to state that this year's circulation has shown an advance, and we hope that this excellent progress will not only be maintained, but increased. But while we have received excellent support from readers as purchasers, the same, unfortunately, cannot be said of them as contributors.

This is first and foremost a Station magazine, and the majority of our readers are apprentices under training. The chief aim of the Magazine, therefore, is to cater for their tastes, and we feel that contributions from among them would help considerably in this endeavour.

We can promise that every contribution will receive careful and sympathetic consideration, and we would urge on our readers, especially the younger ones, who still have some time of apprenticeship before them, the helpful support they would be capable of giving their Magazine, by submitting efforts, whether verse or prose, poster or drawing, humorous or otherwise, to the Editorial Staff.

In a Station of this size, it is not unreasonable to suppose that there exists a goodly number of artists, writers, poets, etc., but—unfortunately, they are so often inclined, either from modesty or laziness, to hide their light under a bushel. Let them rather let

their light shine before men ; we do not understand the meaning of "bobbing." I would draw the attention of readers to the two articles elsewhere by the Prose and Art Sub-Editors, entitled "A Word to Contributors."

FINANCE.—As we are now embarking on a new year of life, perhaps it will not be out of place to inform our readers of the present financial position of the Magazine. The same policy has been pursued, and we have now a Reserve Fund of such an amount that we can say that the position is satisfactory. We have also been able to continue the policy of contributing to various worthy causes and activities of Station life. The Old Boys' Association has received considerable help, while aid has been given to such institutions as the Model Aeroplane Club, the Halton Debating Society, and music among A/A's has been financially encouraged. Thus the Magazine, in addition to providing subscribers with a journal containing excellent reading material, interesting news and artistic illustrations, is also able to benefit materially various social sides of Station life. The Editorial Staff hope that the support given to them in the forthcoming year will be such as to enable them to continue this policy of fairy godmother.

REORGANISATION.—We found great changes awaiting us when we returned from Summer Leave—a new system of grouping in Wings had been arranged in such a way that instead of an entry being split up between Wings as previously, the entry was attached to a definite Wing *en bloc*.

Thus No. 1 Wing now consists of the January 1925 entry (Halton), and the September, 1926, entry referred to as the 11th and 14th entries respectively. No. 2 Wing comprises the September, 1925 (Halton) entry, and the January, 1927, known also as the 12th and 15th entries ; while No. 4 Wing includes the September, 1924, entry (Cranwell), and the January, 1926, entry (Halton), referred to as the 10th and 13th

will emulate P/O. Clarke, who deserves a separate mention.

We cannot do better than print the following extract from the R.A.F. Cadet College Report: AWARDS — "The Sword of Honour, presented to the best all round Flight Cadet in the senior term, has been awarded to Flight Cadet J. Clarke.

The R. M. Greves Memorial Prize, for the best all-round pilot in the senior term, has been awarded to Flight Cadet J. Clarke.

The Abdy Gerrard Fellowes Memorial Prize, for the Flight Cadet obtaining the highest total marks in Mathematics and Science, has been won by Flight Cadet J. Clarke.

The Air Ministry Prize in Aeronautical Engineering has been awarded to Flight Cadet J. Clarke."

This statement needs no written comment. Such an achievement constitutes a record at the Cadet College, and we are, therefore, proud to be able to congratulate P/O. Clarke on his success, and to remind our readers that he was in the 1st entry of A/A's at Halton.

LONG DISTANCE FLIGHTS.—Long distance flights now appear to be the order of the day, and apart from the skill and endurance required by the pilots, they serve a very valuable purpose.

Two notable British achievements have been carried out since we last went to press. The Right Hon. Sir Samuel Hoare, Secretary of State for Air, accompanied by Lady Maud, has flown to India and back in a "Hercules" machine, and has formally opened the civilian flying route to India. We print in another place the speeches broadcasted by Sir Samuel and Lady Maud Hoare on their return.

Secondly, Messrs. Stack and Leete, by way of contrast, have demonstrated by means of the tiny "Moth" machine, that the Way of the Air is open to all machines, great or small. We print elsewhere an account of the "Moth" machine, with accompanying illustrations.

“O.B.A.”—The O.B.A. has suffered a very great loss in the departure of Mr. E. C. Classon. As the founder of the Association he worked with immense enthusiasm in building it up, and its surprisingly rapid growth (the membership now exceeds 1,500) is a fine tribute to his energy and personality. Branches of the O.B.A. may be found at almost every R.A.F. Station in the United Kingdom, and overseas branches are in process of formation in Iraq, Palestine, Karachi and Malta.

All who knew Mr. Classon at Halton, and all members of the Royal Air Force Old Boys' Association will join in wishing him three happy and healthy years in the work which he is now on his way to take up in Palestine.

HALTON AERO CLUB.—An account of the doings of the Halton Aero Club appear on another page, but we wish to offer our congratulations and best wishes to the members of the Club by whose untiring efforts the “Mayfly” does fly. This is a notable achievement in the history of Halton, and wish the “Mayfly,” its pilot, designers, and all who have helped, success at Lympne, should it be possible to enter the machine for the trials this year.

PERSONAL.—We wish to offer our condolences to Air Vice-Marshal Longcroft, A.O.C. Inland Area, on his recent serious motor accident, and our congratulations on his recovery.

We have to record the posting of Wing Commander R. J. F. Barton, O.B.E., from No. 4 Wing to Duxford. After four and a half years of enthusiastic service with apprentices, Wing Commander Barton has left a record which will not be soon forgotten. The encouragement and support which he gave to the School was immensely valuable, and his influence was felt in many directions. He leaves us with the good wishes of every one with whom he came in contact.

We welcome as the successor of Wing Commander Barton, Wing Commander Hicks, A.F.C. He was

posted from service abroad, where he served as A.P.M. in Baghdad, C.O. Aircraft Depôt, Heniadi and Karachi, and until lately was with No. 2 Indian Wing, Risalpur.

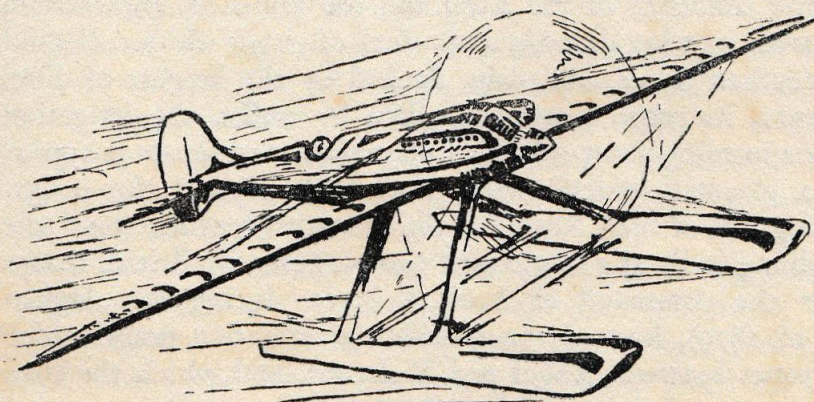
MISCELLANEOUS : *Anonymous Contributions.*— We wish to point out to those who send us contributions, that while it is not necessary that their names should be published if they do not desire it, yet we cannot accept or consider anonymous contributions. There are obvious reasons for this ; one, however, will suffice. We are anxious to get contributions from as many A/A's as possible, and often contributions are submitted which, while not quite suitable, could with a little alteration and kindly criticism from the Literary Editor, be included in the Magazine. If a contribution is anonymous, we cannot get into touch with the author.

The Aircraft Apprentices' Advisory Committee.— This Committee, in consequence of the arrival of No. 4 Wing from Cranwell, has undergone revision and extension, and under the Chairmanship of Mr. Kermode, we hope for valuable help and constructive criticism from this Committee. The names of the members of the newly constructed Committee will be found at the end of the Magazine.

BATTLEFIELD TOUR, 1927.—Owing to the success of last year's visit to Belgium and the battlefields, it is proposed to take another party this year. Boys from the two Senior Entries only will be eligible. The tour will be in the first week of summer leave, and the chief places visited will be Zebrugge, Bruges, Ypres, Ghent, Brussels, Waterloo and Antwerp. A series of special lectures on the places to be visited will be given just before starting. Further particulars may be obtained from the account of last year's tour in our last number, or by applying to Mr. Fanstone, who, we understand, will again be organizing the tour.

~~CHANGE OF EDITORSHIP.~~—These remarks cannot close without reference to a change of Editorship in the *Halton Magazine*. Dr. I. B. Hart finds that his other duties preclude him from being able to carry on the Editorship. But the new Editor feels that he is extremely fortunate in having had bequeathed to him such a healthy and flourishing institution as the *Halton Magazine*, which in turn Dr. Hart inherited from the vigorous Mr. Fanstone. It would be vain to attempt to compute the amount of onerous work, of unflinching tact, and able leadership, by which Dr. Hart has been able to attain the high standard at present reached; it will be the new Editor's ambition to maintain that standard, and the more friendly criticism and constructive suggestions and help he can obtain from his readers, the easier will be his task to achieve such an ambition.

AN APOLOGY.—We hope all our readers will enjoy the reading matter of this present issue, but we must apologise for the Magazine being of a slightly less size than usual. This, we regret to say, is owing to the paucity of Sports News, the delay in sending it in, and the very few team photos received.



After watching him disappear into the lobby, Travers turned to us with a satisfied smile.

"Perhaps that's convinced you!"

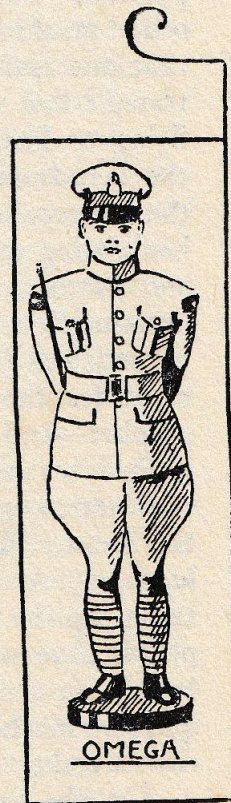
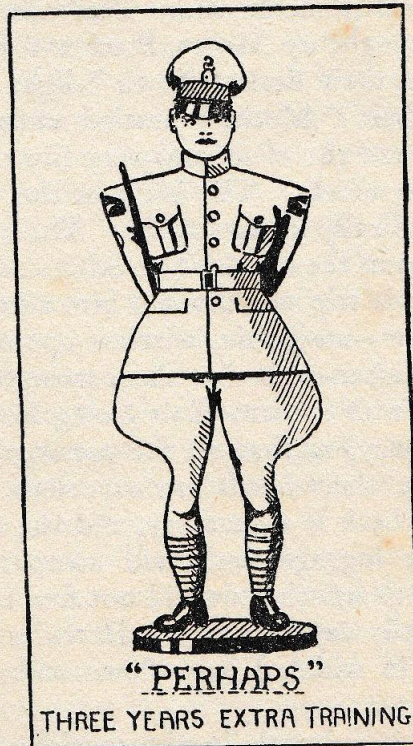
No one seemed to be keen on agreeing that it had, but once again Grenville saved the situation.

"Come on, you chaps, let's write out the cast during 'prep'."

And we did!

G. J. P.

Modes



applaud an achievement of British workmanship and British enterprise. One Englishwoman told Lady Maud that she had travelled half across India to see us. Business men told me that our arrival had cheered their hearts, for it showed that in spite of the doubts and difficulties through which we had passed since 1914, the British spirit of adventure was not dead, the nerve of British pioneers was not weakening.

When I heard their words, I felt that our journey was something more than a long distance flight. To the British communities beyond the seas the City of Delhi was the symbol of closer and quicker intercourse within the Empire. To them it meant letters from home in half the time. It meant a week added to each end of their leave. It meant a chance of getting to the old home in England more quickly than they ever could by land or sea. Let my audience this evening keep constantly in their minds these feelings of our kinsmen in distant lands. Let them keep constantly in their minds the need for shortening the gulf of time and space that divides us. Let them, indeed, remember our journey, as a picturesque episode worthy of a place in the Arabian Nights, but let them chiefly think of it as the first step in a great movement that with careful preparation and generous support from the British people will turn the air into a new King's highway that will bring London within a fortnight of every city in the Empire, and shorten the journey to India, Australia, New Zealand, Canada and South Africa by more than a half.

Answers to Correspondents

NATURALIST.—As far as we can ascertain there is nothing in King's Regulations forbidding the keeping of wombats as pets by Aircraft Apprentices. We advise you, however, not to train it to bark at the Orderly Corporal, as you suggest.

JAN. 1927 ENTRY.—We have consulted the New Halton Dictionary and find that the definition of a Rooky is "one who lends ninepence to a Senior Entry Apprentice on the solemn assurance that it will be repaid next Friday night, old chap."

CURIOUS.—No, Wendover is not yet a City; it does not possess the required number of Cinemas.

Answers to Correspondents.

Mashie Niblick : You say you recently went round the Halton golf course in nine. You are wasting your opportunities—you ought to take up fishing.

Orpheus : So you prefer the bagpipes to trumpets. Well, there are certainly fewer of them in the Camp.

Lover of Literature : We cannot agree with you that the author of Bradshaw's Railway Guide is a greater writer than Shakespeare. The plot is good, but the rhythm always seems to us a little jerky.

Naturalist : "Can fish communicate with one another?" We remember a certain piece of boiled cod that seemed to have a good deal to say for itself.

Hubert : The letter you enclose from your uncle in China is most interesting. We are distressed to learn of the outbreak of Foot and Mouth disease among the local silkworms. It seems a pity that so many of the infected worms have had to be beheaded.

Antiquarian : You are right in saying that the famous London thoroughfare, Pall Mall, takes its name from the ancient game known as "pell-mell." We are not aware whether there was ever a canteen situated in that street.

Engineer : "What is a sliding scale?" A freckle on an eel.

Enquirer : "When Newton saw the apple fall, did he afterwards eat it?" This is a question of some gravity.

Eager : "Pay deferred maketh the apprentice sick." We cannot trace the proverb in this form.

Augustus : "If seven boys with seven brooms
Should sweep for half a year,
Do you suppose," the Fitter said,
"That they would sweep it clear?"
"I doubt it," said the Carpenter
And shed a bitter tear.

We don't think you have quoted the verse quite correctly, and it is in any case most unlikely to have any reference to dormitory inspections.

Senior Entry : We are glad to hear you have done so well in the exams., but are afraid that you can hardly hope to pass out Squadron Leader.

Peeved : Sorry to hear you were "on the mat" for scrapping in the dormitory so early in the term. In future, remember the good old saying, "Till May be out, ne'er cast a clout."

H.M.S. *Furious*

IT has always been a point in describe the spheres of work activities will go on passing out the carriers are a less known destination and a recent visit affords an opportunity what H.M.S. *Furious* is doing.

We left Gosport jetty very early converted launch and we were not expected to be, and having arrived satisfied our cravings for food we ship.

As will be seen from the plan has been superimposed on the while the interior of the ship has been for the storage of aircraft. The machines is about 35, and is made "Flycatchers," "Fairey IIIA" and of which are fitted with land wheels floats are also available. The machines are raised to the upper level of the lifts shaped roughly like an aeroplane is an extra deck from which machines the bow between the main and flying

When no flying is in progress, aerial masts, chart house and signal upright, but these are altered in horizontal position projecting from flying deck. The smoke from the discharged through gratings under the flying deck, but during flying the from the side of the ship.

Along each port and starboard flying deck are nettings fastened below the deck and curving up and laid planks. Personnel not actually going to a machine about to take off

* Photograph on page 35

HOPEFUL.—There is nothing to prevent you handing the Leading Apprentice of the Dormitory a bunch of violets on his birthday. He will appreciate your kind thought.

NORTH BRITON.—The line you quote from the poet Burns, beginning, "O, wad some power—" has no reference, we believe, to any canteen whatsoever.

AUNTIE.—We are always delighted to hear from our lady readers. We shall consider it part of our Editorial duties to see that your darling nephew, A/A. Squiggle, of No. — Wing, always wears his chest protector and shares the chocolates you send him with the Wing Commander. We are interested to hear that he told you at Christmas that he expects soon to be made an Air-Vice Marshal. The boy has the right spirit in him.

VEXED.—Sorry we could not use the "Ode to a P.T. Instructor" you so kindly sent us. We have to consider the feelings of our printer, who has been very carefully brought up.

WILLIE.—You say that "the Alsatian wolf-hound that attacked our Sergt.-Major was found lying by the roadside with its head bitten off." Regard this as a warning.

ENQUIRER.—The "slogan" is the name given in the Highlands of Scotland to the young of the haggis before it has cut its second teeth. It is a species kindred to the sporan, a carnivorous quadruped that roams the hinterlands of Aberdeen.

LEADING A.—"Why are nigger minstrels black?" Frankly, we neither know nor care. We do not think the fact has any relation to the line you quote from *Macbeth*: "The devil damn thee black, thou cream-faced coon."

F. B.—We are not aware that the Froth Blowers' Anthem is permitted to be sung in chorus by the occupants of the Guard Room.

INTERESTED.—"Does the tea used in the Air Force come from India or China?" you ask. The answer is "No."

The A.O.N.S.A.A.

A GREAT deal has been heard of the H.A.C. and the H.M.A.S.; so much, in fact, that the terms have become "familiar in our mouths as canteen buns," as Shakespeare might have put it. But what of those mysterious letters A.O.N.S.A.A.? One may hear them whispered through the dormitories after "lights-out." The breezes blowing over the barrack square waft them to our ears. The drum, whose musical beats lead us light-heartedly to the Shops, seems to echo their rhythm—A.—O.—N.—S.—A.—A.

Total abstaining A/A's need have no fear. The letters have no connection with that bibulous body, the Ancient Order of Froth Blowers. Let us rend aside the veil of doubt and obscurity.

* * * *

A few determined apprentices have come to the conclusion that something *must* be done about what has come to be known as the "signing menace." From dawn to dusk, from "Reveille" to "Lights-out," the peaceful routine of their lives is continually being marred by some hoarse unmusical voice exclaiming, "Sign 'ere," as a form is thrust under their shapely noses and a pen thrust into their toil-worn hands. Is this oppressive practice to continue? Are we to sign away our liberty? Do we wish to be invalided from the Service at an early age, incurable victims of that hideous malady known as "Signers' Cramp"?

No—a thousand times "No." Two thousand times "NO." More if necessary.

So there is arising the A.O.N.S.A.A.—the Ancient Order of Non-Signing Aeronautical Artificers.

All we need is a leader. Who will be our Mussolini

in this great crusade ? Who will raise his voice and rally the Squadrons and the Wings in defence of our birthright ?

Already a roll of membership is being prepared. Come forward, apprentices of Halton, and add your names to the list. Join the great Anti-Signing League. We invite you to rally in your multitudes and " Sign 'ere."

NON-SIGNER.

Lines to a "Rooky"

" Oh, to be at Halton," I heard a ' rook ' declare,
" When I am an apprentice, what smart clothes I shall wear ;
" And won't the Sergeants praise me, and cheer like anything !
I wish I were at Halton now, an airman of the King."

But when he came to Halton, the glamour seemed to fade ;
The Sergeant didn't shake his hand each morning on parade.
The gilt was off the gingerbread, his features lost their smirk,
Until, in desperation, he settled down to work.

* * * *

So never mind, young fellow, if things aren't quite the same
As the picture you'd imagined in the days before you came.
Pull up your socks and start again, remembering that
you
Must paint the picture for yourself — as everyone must do.

CARPENTER.

“The Mayfly’s Progress”

A STORY IN THREE SCENES.

SCENE I.

The School—January, 1926.

What ! only a mass of figures,
Equations, logs and sines,
Page after page of symbols,
And intersecting lines ;
What use these strange devices
Which make my blood to freeze ?
Good sir, my frank advice is,
Have no concern with these !
I admire your mathematics,
But I doubt, I know not why,
If an aeroplane built of figures
Is ever destined to fly.

SCENE 2.

The Workshops—July, 1926.

What ! only a skeleton structure
Of wires and pieces of wood,
Held together by nothing
But a hope that the glue is good !
Why dabble in things beyond you,
And put your trade to shame ?
Nay, carpenter, cease your fooling,
Return to your window frame !
I admire your skill with chisels,
But I doubt, I know not why,
If an aeroplane built by “chippies”
Is ever destined to fly.

SCENE 3.

Bicester Aerodrome—January, 1927.

Ah! now for the test that matters,
Now I feel more at home,
As the sound of running engines
Is wafted across the 'drome ;
She's away—tail up—why, look, sir—
Great Heavens! she's off the floor!
Good sir, you may sheathe your slide-rule,
Return your chisels to store,
For I take off my hat to "chippies,"
To maths. I apologise,
It was only a mass of figures,
But nevertheless—"IT FLIES!"

A. C. K.

“Hair-cuts”

The chief humiliation the A/A. has to bear
Is to let the Service barber take a cutting of his hair.
The long luxurious tresses that he grows to shade his
eyes
With the barber's sense of beauty do not seem to syn-
chronise.

And while the A/A. gives his locks a long caressing pat,
And lets his fingers wander through the filamental
mat—
With each caress he feels a pang of agonising sorrow,
Well knowing what he wears to-day he will not wear
to-morrow.

In spite of Fashion's changes, the well-known Halton
crop
Is famous in the Barracks, in the School and in the
Shop.
From Basra to Karachi, from Gosport to the Wash,
The Halton Hair-cut may be worn, *sans peur et sans
raproche.*

C. APILLARY.

Halton Aero Club



To use the words of a recent issue of "Flight"—"The Mayfly does." After Christmas leave the finishing touches were applied—safety belts, registration letters and all the hundred and one little details which crop up at the last moment. The machine was then dismantled and taken on a lorry to the new R.A.F. aerodrome at Bicester—here she was re-erected and was ready for flight by the end of January.

On January 31st Flt.-Lt. Trench flew over to Bicester on a Bristol Fighter to test the machine. (It should be mentioned that Flt.-Lt. Halliday, who had been chosen by lot to make the first flight, had the misfortune to be unfit for flying when the machine was at last ready.)

The weather was fine, but it was one of those days when flying looks much more pleasant from the ground than it really is—the wind was gusty and the sun and small drifting clouds made the air decidedly bumpy, as was very obvious when the Bristol Fighter landed.

However, it was not likely that the Halton Aero Club should start with a reputation of being only a perfect weather club, and so in due course the front seat was loaded with sand-bags, the "Cherub" was run up, and the machine taxied to the far side of the aerodrome, having to take off over the hangars! After a final photograph (!) Flt.-Lt. Trench opened up the engine, and in a few seconds the H.A.C.I was in the air! What a cheer would have gone up could this have taken place at Halton; as it was, the half-dozen or so scattered spectators gazed in a silence which betrayed their thoughts. It was a silence of satisfaction—perhaps there was a suspicion of a sigh "at last." The pilot, however, had no such thoughts, he simply waggled the controls, found that they worked and put her down again; then taxied her back with a smile on his face and his thumbs elevated, a signal which conveyed more than any words. He again opened up and made a flight of ten minutes, which included three circuits of the aerodrome and a perfect landing at an apparently very slow speed. We have been unable to persuade the pilot to describe the flight in his own words; as he puts it, "There is nothing to say, she

just flew in the ordinary way." After all, what more do our members want to know? That historic first flight of a Halton-designed, Halton-built aeroplane, was a perfectly ordinary affair such as might be made by any trade built light aeroplane of similar power and weight. As to performance, in the first place the airspeed indicator stuck at 40 m.p.h. all the time, except that once when the nose was pulled up, when it went up to 50! so we have no idea of the real speed; this may be of interest to the squadrons all over the country who have all assigned different speeds to the machine, the best we have heard so far being 90 m.p.h. The lateral control is inclined to be stiff, as was rather expected, and this will, we hope, be rectified when we have the new wings and balance cable. The pilot reports that the rudder and elevator control are excellent. Apparently also the stability is good in every direction; and there is no doubt that the take-off and landing compared favourably with many of the 1926 Lympne machines. In short, we can assure our members that the machine is, to say the least, "satisfactory."

Some readers may be thinking that we are making rather an unnecessary fuss over the mere fact that the machine "flew"—we can only agree with them; but on the other hand we know (to our cost) that there are many who were convinced that it never would and never could fly for reasons which they never disclosed, but we presume that it was owing to a lack of faith in the ability of Halton personnel to design and build a real machine. Such a delusion has now been shattered, and many of these doubters have shown the real spirit in being the first to congratulate us; we hope, therefore, that a deeper interest in the Club will spread throughout all ranks at Halton, especially as we feel that it is one of the Station activities which provides interest to Officers and Men, Civilians and Boys alike, and from the letters we have received it is obvious that, whatever Halton may think, the Aeronautical world outside considers our machine an excellent practical example of what Halton can do.

In case there are any who are still in doubt as to whether the "Mayfly" will fly, we are attaching to this report the only existing photograph of the machine in the air (about 2 ft.), but unfortunately the photo is so poor that we fear that the Editor may reject it.

Since the first flight progress has been very unsatisfactory;

until we obtain the Certificate of Airworthiness (i.e. until the machine has been officially tested) we are not allowed to fly her back to Halton. We applied on February 1st for the Air Ministry pilots, but they have not yet appeared! As soon as they do we hope to give members of the Club an opportunity of seeing the machine in flight.

It is hoped, also, to hold a General Meeting before the end of the term to decide the future of the Club; the chief difficulty is financial, and it really depends on whether A/A's. are willing to buy 2/6 shares as they did before; we should welcome the opinion of A/A's. about this, as the whole success or otherwise of the Club depends on their support.

We have received congratulatory letters from Old Haltonians on many Squadrons, from Flt.-Lt. Comper, who hopes that we may be deadly rivals, and both "Flight" and "The Aeroplane" have been most enthusiastic over our Club's effort. In the issue of February 17th, "Flight" describes the machine in detail, "The Aeroplane" has already published a photograph and a short paragraph, and will later give a full description.

In conclusion, whatever may be the future of the H.A.C.1 we feel that those who have supported the scheme, both financially and by hard work, can now feel that they have something to show for their efforts. We are apt to forget that there are only two other clubs in England who have done the same as we have—Cranwell and Farnborough—we think that we can claim to have at least equalled the first efforts of either of these clubs, but in any case the Halton Aero Club is unique in that the H.A.C.1 is the result of a co-operative effort both in design and construction, and is in no way dependent on individual work.

The official Flight Trials were successfully carried out by an Air Ministry pilot on Friday, March 11th, and the immediate issue of a "Certificate of Airworthiness" was recommended.

A. C. K.
