

The Haltonian Magazine

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Easter 1926

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THE
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Vol. III No. 1



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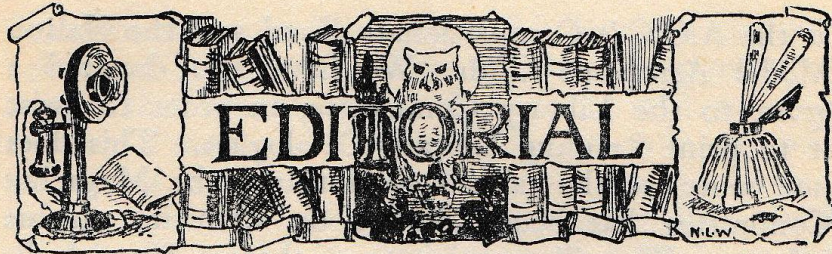
"PER ARDUA AD ASTRA"

THE
HALTON
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EASTER 1926

V. B. R. 227



EASTER, 1926.—With the Easter issue, the *Halton Magazine* begins the third year of its young existence, and can claim, with confidence, to have established itself as a permanent and, we hope, not unimportant factor in our Station life. If the praise we are continually receiving from our readers is any measure of our achievement, then we are undoubtedly doing well. Whatever other considerations there have been before us, it has always been our aim to give full value for money. We feel we are achieving this aim, and to that extent those who are responsible for the conduct of the *Halton Magazine* are doing their bit. With a circulation of over 5,000 copies per issue, we feel too that most ranks on the Station are also doing their bit. There are, nevertheless, still certain sections of Camp personnel who are not rallying to the magazine to the extent they should, and we appeal to these to come in and toe the line. There is room for everybody, and the only permissible change in the circulation that we can countenance, is that of INCREASE. If any particular section of Camp personnel feel that their doings are being neglected in the magazine pages, we can only assure them that the fault is theirs, not ours. We are at all times pleased to publish relevant contributions, if only those concerned will send them in.

FINANCE.—It will perhaps interest our readers to know that the policy outlined in the Editorial paragraphs of the Easter and Summer numbers of last year is steadily bearing fruit. We have now over £200 in the Reserve Fund and, in addition, we have been able to contribute donations to such worthy causes

as the A.O.C.'s Compassionate Fund and the Halton Model Aeroplane Club. We have also donated a grant to the Library Committee, in order to assist it to print Lending Library Catalogues. This does not complete the tale of good things the Magazine Committee has been able to do with its surplus balance. We will mention two others. First of all, the Committee has decided to shoulder the financial burden (such as it is) of the running of the Old Haltonians' Association—an organization upon whose list of members we will each of us one day figure, and secondly, the Committee has authorized the taking of shares in the Halton Aero Club, to the extent of one share for every five taken up by the Station as a whole, subject to a limiting holding of £50.

We are confident that all our readers will heartily approve these various steps, but a word as to the future is advisable in this connection. As our entries pass out, the strength of the Old Haltonians' Association must increase, and with it the number of copies of the magazine to be printed per issue. This means, of course, a bigger printer's bill, and therefore, so far as the Committee is concerned, a bigger reserve fund. We shall accordingly continue to add to the reserve steadily from time to time.

At the same time our readers may rest assured that no pains will be spared to maintain and even to improve the standard of the *Halton Magazine*. Apart from advertisements, there will never, it is hoped, be less than 100 pages in each issue so long as the funds will stand it.

A COMING ADDITION TO OUR FAMILY.—Rumours of impending extensions in the activities of the Station have been going the rounds for so long now, and have been so strongly evidenced by the extensive building operations behind the existing School block and at the Barracks, that it was a relief to hear from Air Vice-Marshal Game, at the last Passing-out Inspection (as reported elsewhere in our columns), that we are definitely to expect the invasion of

Cranwell in September next. This fusion of the two Schools of Technical Training for Aircraft Apprentices is one that we heartily welcome. It will mean a reunion of many old friends on the two staffs, and will promote a co-operation and a pooling of ideas and effort on behalf of Aircraft Apprentices such as could scarcely be hoped for with separate Schools so far apart. Incidentally, it will involve the demise of our literary parent, *The Cranwell Magazine*, and the consequent increase in the circulation returns of the daughter journal. May we assure all Old Cranwellians that, in taking them into our fold, the Old Haltonians' Association will take every care to ensure that full consideration will be accorded to them in every possible way.

THE OLD HALTONIANS' ASSOCIATION.—We are pleased to notice the success with which our Old Haltonians' Association has been launched. Within a bare four months of its inception, the membership has reached to nearly 900. For this achievement much credit is due to the Hon. Secretary, Mr. E. C. Classon, and also to Dr. Reeve and Mr. Wingham. During the term, Colonel Caldwell and the Honorary Secretary, paid visits to Henlow and to Shrewsbury to address very full and successful meetings of Old Boys, and later, it is hoped that Dr. Hart will be able to address a similar meeting at Manston. A number of other Stations have also held meetings, and the response of Station O's.C. and Education Officers to the call for co-operation has been very encouraging.

THE PASSING OF THE "THIRD."—The exigencies of the Service have frequently demanded of our Editorial selves that we should indulge in a matutinal routemarch from Wendover Station to the Camp, beginning at 0810 hours. This has usually been of a monotonous character, but it was with peculiar pleasure that, one morning, we found ourselves passing the "Third" Entry on their way to the Station, bound for the respective destinations to which they have been posted. We bade each other cheery good-byes, and we now

take the opportunity of adding our hearty good wishes for their future. As Old Haltonians, we hope to keep in constant touch with them all, and we feel *confident that they will always remain a glorious credit to their mother Station.*

A WELCOME TO THE "SEVENTH."—As on former occasions, with the exit of one entry we have to welcome the arrival of another. All greetings, then, to the January 1926, Entry, who, we hope, will quickly fill a worthy place in our midst. Incidentally we hope that the Entry includes embryo artists, poets, and writers of prose, and that these will all-speedily let us have their efforts "for the good of the cause."

THE MAGAZINE COMMITTEE.—It is with very great pleasure that we are able to announce that the A.O.C., Air Vice-Marshal C. L. Lambe, C.B., C.M.G., D.S.O., the Principal Education Officer, Lt.-Col. A. F. S. Caldwell, D.S.O., and the S.T.O., Wing-Commander C. D. Breese, A.F.C., have accepted invitations to join the Magazine Committee. This is no mere formality on their part. The Magazine Committee holds some three meetings per term, and we have every reason to anticipate as full attendance in the future as we have had in the past. We venture to take this important accession to our strength as a compliment, and a recognition of the important part the magazine is playing in our Halton community.

The Passing of "The Third"

By DENIS R. PARKINSON

THE morning of Thursday, January 7th, proved to be dull and fairly cold. Rain, which had threatened the previous evening, still hung about, but seemed likely to hold off.

By 9.15, Nos. 1 and 2 (Apprentices') Wings were drawn up side by side on a broad front of six Squadrons in close column of Flights on No. 2 Wing parade ground. In front of them, with black cap-bands, rifles and side-arms, the Aircraft Apprentices of the January, 1923, Entry were similarly placed on a broad front of six Flights, called, for the purposes of this parade, "the Draft."

The parade was standing easy. Immediately in front of No. 1 Wing the R.A.F. ensign drooped from a flag-pole in the centre of a saluting base. Behind this a group of officers was standing. Presently they sorted themselves out into a single rank on the road, and we heard the A.O.C.'s staff car ascending the hill to the Barracks in "second." Half a minute later it stopped by the saluting-base, and Air Vice-Marshal Sir Philip Game stepped out in the wake of the Commandant.

Officers having taken posts, the Draft presented arms with fixed bayonets for the Air Salute. Then the Draft was inspected, whilst the rest of the parade stood at ease, and the Station band played a piece which I believe they keep specially for Passing-out Inspections.

The massed drums moved to the centre of the parade ground, and the parade marched past, Draft leading. Advancing in column of route from the right, they passed behind the drill shed, and, as soon as the leading Section of fours was level with the saluting-base, turned into line. Flight after Flight advanced in line, arms swinging, heads held high, knees braced back; and at the command, head and eyes were turned sharply to the right—a salute

gravely received and duly returned by Sir Philip Game.

I venture to think that had Major Barrington-Kennett been alive and present, he would have agreed that the first part of the standard he set the old R.F.C. : "the smartness of the Guards and the efficiency of the Sapper," is being maintained here.

* * * *

And could he have accompanied Sir Philip Game and the A.O.C. through the Workshops later in the morning, I think he would have seen that we are not neglecting the second part.

At 12 o'clock Nos. 1 and 2 (Apprentices') Wings were assembled in the Gymnasium. From a platform in the centre the A.O.C. was reading the final results of the Passing-Out Examinations of the Third, or January 1923, Entry of Aircraft Apprentices. The report concluded, Sir Philip Game told us of his interest in Halton from its earliest days, his opinion of it at present, and his hopes for it in the future. And he congratulated every one from the A.O.C downwards, on their attainments.

We reproduce a copy of Sir Philip's speech, by kind permission of the Air Ministry :

"I am very glad," said Sir Philip, "to have had this opportunity of coming down to make this Inspection to-day. I have always taken a very great personal interest in Halton. I first saw it closely in September, 1914, when I came down from the War Office and took it over for the training of one of the new Divisions of Lord Kitchener's first 100,000. There was nothing here then except a house and some 7,000 pheasants, which, no doubt, the new Army afterwards ate. I did not see it again until 1919 : there was nothing here then except workshops and a sea of wooden huts. I remember saying, when we were going into the question of the future of Halton and discussing the general lay-out and the Barracks, that in five years' time a new Halton would be taking shape, and in ten years' time something of which the Royal Air Force would be proud. I think that this prophecy is going to be fulfilled, and I should like to take this opportunity of congratulating you all, Commandant and Staff, Officers, Schoolmasters,

Civilian Instructors, and last but not least, the Aircraft Apprentices, on what you have done to lay the foundation of a great tradition here. I am sure everybody has done his bit, and I think we can be sure that each succeeding batch will keep the good work going and that the good spirit will last.

“Next September, the Aircraft Apprentices’ Wing from Cranwell are coming down to Halton, and inevitably there will be some mutual criticism, and I want you to remember that the Cranwell Wing also have their tradition and their spirit, and it is just conceivable that you may be able to learn something from them—as well as teach them.

“I just want to say a few words to those who are passing out and going to the Cadet College. It is a very fine performance, I think, to gain a Cadetship after three years, and I hope that those going to Cranwell, and their parents, are properly proud of their performance. Your predecessors have set a very high standard in the way of prizes—I think, on this occasion they took 1st, 2nd, 3rd and 8th places, and practically cleared the board of prizes, and you are up against it if you mean to maintain this high standard.

“To the rest of you, especially those of you who are passing out, I want to say one word of advice, and that is: ‘Be thorough!’ I am very glad to hear the Commandant’s good report on the standard of skill, and I think this is corroborated by many independent witnesses. I hear from all sorts of people who visit here, and everybody says the same; but even skill of hand is not everything. You will have had a very good grounding at Halton, but so far, not very much responsibility. Every man in the Royal Air Force has real responsibility, and half-done or badly done jobs may mean an accident. The work you will be called upon to do is very largely individual, and we must be able to trust every man to do his job well and thoroughly, without having an Officer or non-commissioned Officer standing over him all the time. There will be responsibilities for each of you, and as you rise in the Service, as I am sure you will all do, your responsibilities will become greater. The only way to meet them is to make yourselves thorough, masters of your trade, and put your back and your best into all the work you do.

“I am sorry the percentage of L.A.C.’s is not higher, but hope it will not be long before the Apprentices concerned are re-classified. I say again, whatever happens, passing out here from Halton is only a beginning, and everybody, including even L.A.C.’s, has a lot more to learn. I should like to wish all

good luck to those passing out, and a good summer term, and, perhaps, a few sunny days to those who are remaining."

Early on the morning of January 19th, "The Third" left Halton to join their Squadrons all over England. It is worthy of note that the Drums played them to Wendover through at least four inches of snow.

Every one who is remaining here joins in wishing them the very best of luck in their future. May they be a credit to the School and to the Corps to which they have the honour to belong.

Social Notes

No. 2 WING.

WINTER SESSION, 1925-26.

DURING the first half of the winter session many and varied social functions were arranged, and although we missed our usual Christmas concert we were on the whole well supplied with a number of excellent arrangements.

The Mock Trial (given by the Debating Society) scored an immense success, and an account may be found elsewhere in this issue.

My comments are mainly to dwell on the two classical concerts given during the first half of the session. Before the commencement of the latter, Fl/Lt. Elwood, in a short speech, explained the object of giving this type of concert and, although I am unable to accurately record the actual speech, it was to the following effect.

He explained that the object of these concerts was to help us to appreciate good or better music than we ordinarily meet in everyday life. The particular type he had selected was termed Chamber Music, which is only played by a few instruments, each being of equal importance. In concluding, Mr. Elwood asked the audience not to clap for the mere sake of making a noise, but only if they really appreciated the party's efforts.

Although the programme was excellent and fully appreciated by many, lighter music, perhaps, would be more popular; as an instance, selections from the Gilbert and Sullivan light operas might be given, these particularly being extremely popular.

I feel sure that we all look forward to the time when musical evenings will be a regular feature of our social life.

At present the Debating Society is going strong, and it is hoped to finish this term with a dramatic evening, of which, owing to early date at which it is necessary to go to press, we shall not have the pleasure of rendering a report this Term, but hope that its inclusion in our summer number will call to mind a pleasant evening of the past.

A/A. N. L. WALKER, A.C.F.II.



Workshop Notes

JANUARY 1926 ENTRY (CARPENTERS).

This Entry commenced training at the benches on February 8th, 1926; and after a slight re-shuffle settled down to work with sharp edged tools. Judging by the recent competition around the grindstones, we would like to add that to attain the high standard required, this Entry must be like their tools, keen and sharp.

J. W.

SEPTEMBER 1925 ENTRY (CARPENTERS).

The above Entry are now in their fifth month of training. The progress is reasonably satisfactory, they are now making the gallows bracket, and we sincerely hope they do not get hung up on it. Attention is called to the upkeep of tools if the progress is to be maintained.

G. J. S.

JANUARY 1925 ENTRY (CARPENTERS).

This Entry have just completed their twelve months' basic training, and have passed on to Advanced training. During the past twelve months they made very good progress, and the marks obtained on the Progress Examination showed good reasons for expecting high results at the final Examination.

The past year's work consisted of window sashes, frames, four-panel door, the sash door, and the final job was the test job, the gallows bracket.

Now that the basic work is finished we sincerely hope that they will put the same effort, or even a better one into the future training.

The first Exercise on Aero Carpentry will be the "Longeron Scarf," drifting on to Struts, Bends, etc. It is hoped that this Entry will, by Summer leave, have completed the following courses: Rigging, Fabric Shop, Splicing, Saw Mill. They will then settle down in earnest to build the Machine allotted, which is the Bristol Fighter F.2.B., to be followed by a three weeks' course in the Handling of Aircraft, at the Aerodrome.

S. T. L.

JANUARY 1924 ENTRY.

The above Entry have now completed the Aerodrome and Rigging course, and are now fully engaged upon Aero Carpentry in the construction of "Grebe" components.

Considerable progress has been made in this work, and the assembly of these parts will be well under way in the near future.

A great amount of ground has yet to be covered before the visit of the C.T.T.B. at the end of the year, and it behoves every Aircraft Apprentice to be determined, and continuous, in his efforts.

R. D. H.

F. W. C.

Brief Résumé of Work in Advanced Training Workshops

THE January 1923 Entry left us last Christmas, having completed their three years' course at Halton. We wish them luck in their units.

The vacancies in Advanced Training caused by this departure were quickly filled by the January 1925 Entry, who terminated their Basic Training in December, and came over to us on January 11th, 1926.

This Entry, although much smaller in number, seems, at any rate on first appearance, to be ready and worthy to carry on with the good work which their predecessors have left behind them.

During the past few months, several changes have taken place in the methods of instruction. A further supply of instructional engines have been demanded, some of which have been received, in order that the Aircraft Apprentices may be divided into smaller classes, and each apprentice given ample opportunity for handling every part of an engine himself. This also not only saves time, but greatly facilitates instruction, and also has the tendency of creating competition between the two half-classes.

This new scheme has already been in force for some weeks in the Mono bay, and results show that it is a distinct change for the better. Every effort is being made to obtain further test benches for E.R.S., in order that each Aircraft Apprentice can gain as much experience as possible in the running of engines. The syllabus laid down in this department is worked out, as far as possible, with the ultimate aim of instructing each apprentice on the work he will be expected to do in a Service Squadron.

For this purpose, service engines in need of overhaul are sent to the E.R.S. for repair, and each class of apprentices, under the supervision of an instructor, is responsible for the complete dismantling repairing and assembling of any engine allotted to it.

All repairs and the fitting of new parts are done, as far as possible, by the apprentices themselves, and on completion of the assembling, each class runs its own engine on the Test Bench before it is despatched to Henlow for inspection and final passing out.

ENGINE INSTRUCTIONAL DEPARTMENT.—The Jaguar and Jupiter Test Benches have now been finished.

In future the same instructor will take his class right through both engines, and also through the installation, instead of having a different instructor for each type. This scheme will tend to make the work more interesting for the instructors, and, at the same time, allow them to know their pupils more intimately. It is hoped soon to be able to provide one instructional engine for every five Aircraft Apprentices.

A start in reorganizing the shop to carry out these schemes has already been commenced, and it is hoped the rearrangement will be completed shortly.

One of the Bristol Fighter fuselages has been fitted up for installation and running Rolls Royce Falcon III engines. The remaining two fuselages are in course of completion.

MONO INSTRUCTIONAL DEPARTMENT.—The Mono Instructional Bays have recently been provided with additional engines, and the number of bays increased, thus doubling instruction facilities. Classes of ten Aircraft Apprentices per engine have been reduced to five. Examinations take place fortnightly during the six weeks' course.

The first six classes of the January 1925 Entry have recently completed their engine course, and a rough perusal of the examination papers show their knowledge of the subject is equal, if not superior, to the previous Entry.

A little more individual keenness on the part of the apprentices would go far to improve results still further. "Information sought is information gained, and usually retained."

E.R.S.—At the time of writing there are nine classes, containing in all ninety apprentices under instruction in E.R.S. Instruction is now being given on the repair of Rolls Royce Falcon III and the Napier Lion engines only. Each class devotes nine weeks to which ever engine it desires to specialise on.

Revision periods commence three months preceding the C.T.T.B. examination, so that each apprentice spends at least fifteen weeks on the engine which he has elected to study.

Short examinations in each engine are held at the end of each period of three weeks, and, up to the present, the percentages gained have been satisfactory.

Apprentices who can get 70 to 80 per cent on these papers, as many of them do, may rest assured that they know something about their engines, and should sit the passing-out examination with confidence.

It is hoped that facilities for running up Napier engines on the test bench will soon be arranged, so that apprentices may tune up and test the engines which they themselves have overhauled.

BEARING DEPARTMENT.—This department is at present engaged in training nine M.T. classes, in remetalling bearings and fitting them to crank shafts and conrods, which should be of great assistance to them in the future. The main object being that A/A.'s receive instruction in "bedding in."

The 1924 Entry, which recently passed through this department, put up a very creditable performance, and should prove extremely useful to repair Depôts and other Units engaged in this work.

CARBURETTOR DEPARTMENT.—The Carburettor Bay is once more fully occupied. Instructional carburettors have been sectioned, and new diagrams introduced which will facilitate instruction.

MAGNETO DEPARTMENT.—The January 1925 Entry are now passing through, and are acquainting themselves with the small machine which produces the sparks. On the whole the progress is good, but it is seldom that a real “live wire” is discovered!

Difficulty is often experienced in grasping the electrical principles involved in the magneto and the functions of the various components. This fact has not been lost sight of, and every precaution has been taken to facilitate the instruction, and, in some cases, small models have been made for demonstration purposes.

ADVANCED FITTING AND ARMOURERS.—Progress in these departments promises to become more satisfactory now that a longer period for bench practice has been given to all Fitter Aircraft Apprentices. We are of the opinion that fitting cannot be learnt from text books, but can only be achieved by practical experience.

Dovetails, double-squares, scribing blocks, etc., are now in vogue, and, although some results have been good, the majority show that there is still a great deal to be learnt in these practices.

It is a pleasure to state that so far no casualties have occurred in the Armament Lecture Rooms, where the Aircraft Apprentices are taught to handle 1,650 lbs. and other minor dummy bombs. There is still room for improvement in the knowledge achieved by apprentices in this department, but it is the last twelve months that count, and we are looking forward to seeing the January 1924 Entry surpass the previous Entries on passing out.

MATERIALS LABORATORY.—A brief résumé of the work undertaken by this department during the last quarter shows that considerable progress has been made towards making it a really important cog in the workshop machinery. All fitters of the January 1924 and January 1925 Entries have had lectures and demonstrations of metal testing on the Brinell and Buckton machines. The oil-fired furnace is working in a satisfactory manner, and many useful lectures and demonstrations have been given on pack hardening, annealing, and the hardening and tempering of different steels.

MECHANICAL TRANSPORT INSTRUCTIONAL DEPARTMENT.—There were no January 1923 Entry Fitter D.P.'s for this department, consequently no apprentices to pass out last January. Instruction, however, is being carried on with fifty apprentices of the January 1924 Entry, and another sixty will commence work about the middle of March. The benches have been moved from the lower end of the bay, so that in future we may accommodate an increased number of vehicles, and so enable the apprentices to gain a more thorough knowledge of mechanical transport.

Filing in this department has been given up, and a certain period allowed in the syllabus for Aircraft Apprentices to attend the Filing Bay instead.

A Painting Course has been added to the work done by pupils, this being carried out in the paint shop under qualified instructors.

It is hoped shortly to get another six chassis away to Shrewsbury, and two complete in every detail are being prepared for Ascot, the bodies having been brought up to date by the body builders.

The programme of work has been slightly altered, and vehicles are now to be completely stripped and all parts to be thoroughly examined and replacements demanded before assembling takes place.

Arrangements have been made to enable the apprentices to have longer driving instruction, and so gain further road experience, which is so necessary when at the wheel.

Administrative Section

FOOTBALL.

The Section Team playing in the Aylesbury and District League, commenced the season indifferently, and have been considerably hampered all along, owing to the fact that several members of the team are playing regularly for the Station XI. Prominent amongst these are A/C.'s Morris, Baker, Clowes, Jinks, Fitzgerald and Cook, all of whom are players of outstanding ability.

Whilst we are proud of the fact that they are so regularly selected to represent the Station, we cannot help but deplore the loss to the Section Team.

However, their substitutes are steadily improving, as was evidenced on Saturday, February 13th, when the Section Team, playing away from home, defeated Hazell's by six goals to three.

If the team can maintain the form displayed in that match, there is no doubt that their position in the League Table at the end of the season, will be nothing to be ashamed of.

C. R. F.

INTER-DEPARTMENTAL LEAGUE.

This League is going strongly, and some splendid matches are being constantly played. Headquarters Team at present heads the League Table, having played five matches, winning four and losing one, and have scored 30 goals to their opponents' nine.

Training Flight Team runs a close second, and it appears that Headquarters will have to look to their laurels, or they will find themselves taking second place before long.

The remaining teams in the League, i.e., Halton House, Hospital, "A" Squadron, "B" Squadron and M.T. are all playing well, and we wish them all the best of luck.

C. R. F.