

The Haltonian Magazine and the Daedalus

Volume 3 No. 2

Christmas 1931

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THE
HALTON MAGAZINE
AND THE
DAEDALUS



VOL. III, No. 2

CHRISTMAS 1931

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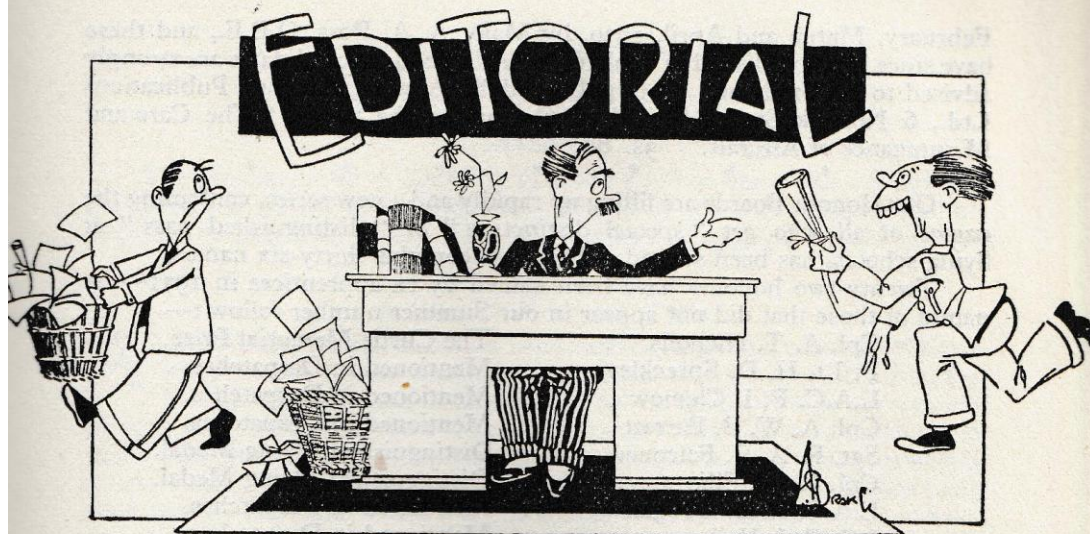
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AIR COMMODORE I. M. BONHAM CARTER, C.B., who has been our counsellor and staunch friend for the last three years, has left us, and all who have served under him at Halton feel that they have lost, not only a Commanding Officer second to none in efficiency, keenness and courage, but a personal friend to whom each one could appeal with absolute confidence in times of stress and difficulty.

In the shops, the school, or the barracks ; on the games' fields, in lecture rooms, at all meetings of Station societies, his presence was an inspiration and a never failing help.

He taught us all and he helped us all, and he leaves the Station with the sincerest of good wishes for many happy years of life. For the sake of the country we hope these years will be busy ones.

Our good wishes go equally to Mrs. Bonham Carter, whose interest in the welfare of the families of all on the Station was so much valued. No one but herself is ignorant of the widespread help that she gave.

We welcome as our fourth Commanding Officer, Air Commodore N. D. K. MacEwen, C.M.G., D.S.O. That his time here will be a strenuous one we do not doubt, but we hope that it will be also a happy one.

Changes are in the air—inevitable changes possibly. Under the wise guidance of Air Commodore MacEwen we are confident that these changes will be carried out with as little loss to the Service as possible.

The attention of all ex-apprentices whose time of service is nearing its completion, is drawn to the importance of gaining Ground Engineer's License, Categories A, C and D. Some information as to these will be found under O.B.A. notes.

The Air Ministry have now decided that any airmen holding Categories A and C may be posted to Halton for a special course of one month before they leave the service to help them towards getting the D Category.

It must be remembered that this course can be no good to any one who has not done a considerable amount of reading on Properties and Strength of Materials beforehand.

The Secretary of the O.B.A. will be glad to give any help he can in this direction. Articles on this subject appeared in *Aircraft Engineering*, of

February, March and April, 1930, by Major A. A. Ross, O.B.E., and these have since been published in book form. All intending candidates are strongly advised to get the book. It is published by Messrs. Airways Publications Ltd., 6 Norfolk Street, Strand, W.C.2, under the title of "The Care and Maintenance of Aircraft." 3s. 6d.

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Our Honour Boards are filling up rapidly and a new series, containing the names of all who get "special distinction" or "distinguished pass" at flying schools, has been started. This now contains thirty-six names.

Twenty-two honours have been gained by ex-apprentices in 1931—the names of those that did not appear in our Summer number follow:—

Cpl. A. T. Nicholls ..	..	The Curtis Memorial Prize.
Ft/Lt. H. D. Spreckley ..	..	Mentioned in Despatches.
L.A.C. F. I. Clemow ..	..	Mentioned in Despatches.
Cpl. A. W. B. Barrett ..	..	Mentioned in Despatches.
Sgt. R. A. R. Falconer ..	..	Distinguished Flying Medal.
Cpl. R. W. Ellis ..	..	Distinguished Flying Medal.
L.A.C. R. E. Douglas ..	..	Mentioned in Despatches.
L.A.C. J. Hailes ..	..	Mentioned in Despatches.
Sgt. H. A. Harrison ..	..	Mentioned in Despatches.
Cpl. S. J. Hatter ..	..	Mentioned in Despatches.
L.A.C. E. G. Legg ..	..	Mentioned in Despatches.
L.A.C. C. R. H. McNally ..	..	Mentioned in Despatches.
Cpl. H. A. Oldfield ..	..	Mentioned in Despatches.
Cpl. C. S. Wiltshire ..	..	Mentioned in Despatches.
Cpl. H. E. Grellis ..	..	Mentioned in Despatches.

Congratulations are due to all these men. It is a fine list of which we have reason to be proud.

* * * * *

We congratulate:—

J. V. C. Badger, W. D. Disbrey, B. H. Becker, B. A. Chacksfield, D. Finlay, on gaining Cadetships, and Disbrey on being awarded the Lord Wakefield Scholarship.

562910, A.C.1 Taylor, S.G., who won the Elliott Memorial Prize, and Ft/Ct. N. C. S. Rutter who won the Aeronautical Engineering Prize at the Royal Air Force College.

* * * * *

Under O.B.A. notes will be found the first award of the Curtis Memorial Prize for the best result of the year in the Higher Education Examinations.

* * * * *

As these notes were being written news came through that Butler, flying a Comper "Swift" with the Pobjoy engine, had broken the record for a flight from England to Australia.

All Cranwell and Halton apprentices will delight in this news.

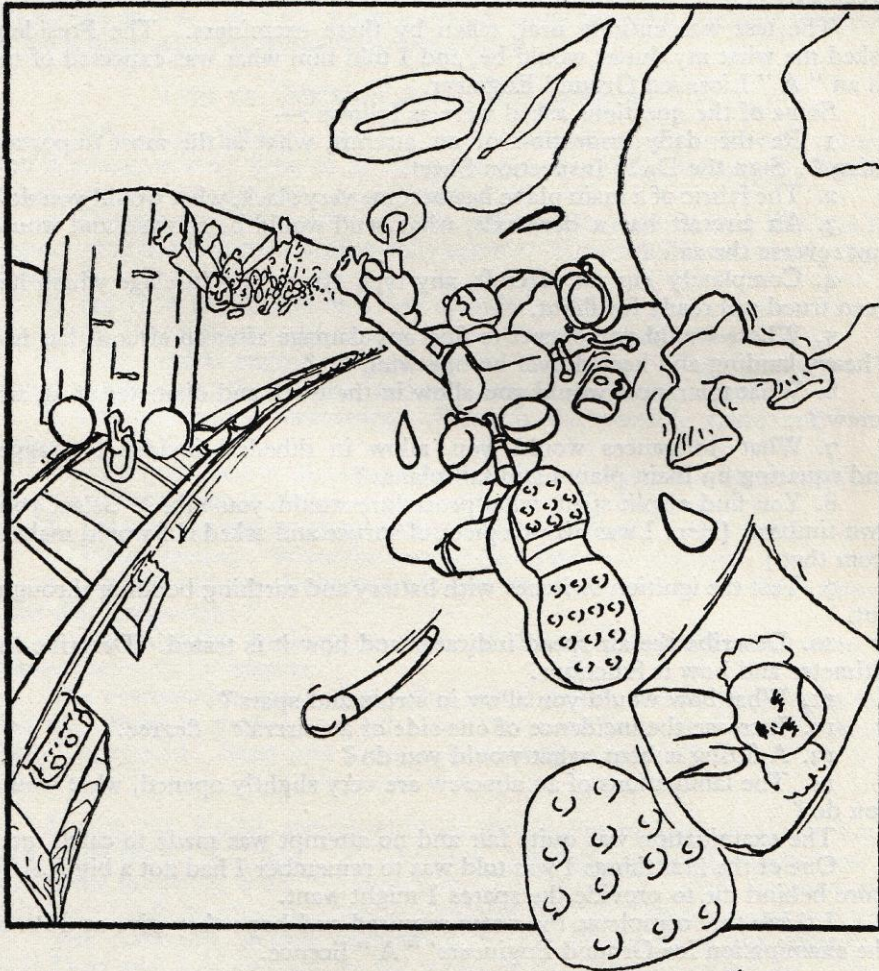
Plane and engine have now definitely proved themselves by three outstanding performances:—

A flight to South Africa, their good show in this year's King's Cup, and now a record flight to Australia.

Those of us who worked with Mr. Pobjoy at Cranwell and Halton, know of the difficulties he had to overcome and the obstacles placed in his way, and we rejoice all the more that his enthusiasm and confidence in his design have been so triumphantly vindicated.

We hope that this combination of the Technical and Educational sides of the Service will now reap the financial harvest to which the genius of its members entitles it.

PASSING 19TH ENTRY OUT



BEST OF LUCK!

The Schneider Trophy

How it Came into Existence

THE greatest International speed contest in the world, the Schneider Seaplane Trophy Contest, came into being at a Gordon-Bennet dinner in Paris in December 1912, when M. Jacques Schneider presented the trophy to the Aero Club of France for an annual speed contest between seaplanes of any nationality.

The first competition took place at Monaco in 1913, when France was the winner at a speed of 45.75 m.p.h.

At that time no one had the slightest idea that in the comparatively short time of 19 years the winner's speed would have risen to the 340.8 m.p.h. which was recorded by Flight Lieut. Boothman this year, over the Solent.

At the memorable dinner in Paris, M. Schneider offered a trophy valued at £1,000 for an International aviation competition, to be called the "Jacques Schneider Maritime Trophy" and he agreed to extend this to three successive contests.

The race at first secured little interest from the public, but as the first international contest for seaplanes it attracted much attention in the aeronautical world, and by 1914 the public began to realize that the Schneider Contest was becoming a "classic" and five nations sent in entries. In 1926 the British Government decided to act, and they did so with British thoroughness.

The magnificent win at Venice in 1927 was the result. One by one the larger nations have come to the conclusion that the contest cannot be won without Government assistance.

Each country was allowed to enter a maximum of three competitors for each contest, and it was not until 1928 that it was decided that the contest should take place every two years instead of annually. The greater gap between the contest was found necessary to allow aircraft and aero-engine designers to make definite technical advancement in high-speed racing seaplanes. The holder of the trophy had the right to fix the situation of the course on which she was to defend her title.

The beautiful trophy could be won outright by any nation which won the race three times in five successive contests.

Great Britain won in 1927 and 1929, and again this year, and has therefore won the trophy for good.

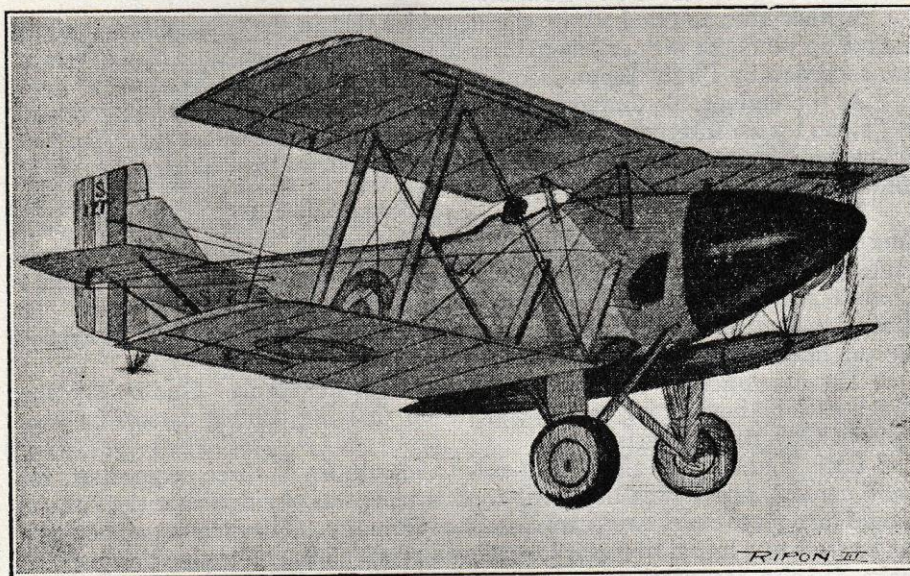
The winners of the contest are the following :—

1913	..	France	..	45.75	m.p.h.
1914	..	Great Britain	..	86.78	m.p.h.
1915-1918		No Contest			
1920	..	Italy	..	107.224	m.p.h.
1921	..	Italy	..	117.859	m.p.h.
1922	..	Great Britain	..	145.7	m.p.h.
1923	..	America	..	177.38	m.p.h.
1925	..	America	..	232.57	m.p.h.
1926	..	Italy	..	246.442	m.p.h.
1927	..	Great Britain	..	281.656	m.p.h.
1929	..	Great Britain	..	328.63	m.p.h.
1931	..	Great Britain	..	340.8	m.p.h.

Ten contests have been fought to a finish since 1913 and of these this country has won four. And as Britain had no one to compete against her this year, she has won it five times out of 11. Italy has won three, U.S.A.

two and France one. There were no contests during the War years, and the first contest after the War, which was held at Bournemouth, was declared void owing to fog. In 1924 no challengers appeared and the United States courteously waived their right to claim a victory by flying over the course.

The speed record has been broken by Flight-Lieut. Stainforth at a speed of 408·8 miles per hour. He used the racing-seaplane S.6.B., equipped with a special Rolls-Royce sprint engine and a propeller of a new design.



Arterlönn's Accomplishment

EDITOR'S NOTE.—An apprentice contributor, trying his hand at alliteration, has produced the composition given below. He has managed to keep up a certain amount of sense for over a hundred words. The skill is not so much in using a hundred words in all, as in making use of some sixty-eight different ones.

An Austrian army, awfully arrayed, arrived at Athens and ardently attacked another army, absolutely annihilating all. After acquiring ammunition, and abandoning an attempt at another attack around and about Athens as asinine, ambitious Arterlönn audaciously advanced. Accumulating artillery, armour and automatics, Arterlönn, astute although austere, actually amassed another armoury. Also appropriating all arable areas and allotting areas amongst Austrians, Arterlönn appeased avid appetites. Armaments augmented, Arterlönn's army assembled and anticipating another attack, after arranging an artful ambush, attempted an atrocious assault and again assailed another Athenian army. Anxious and angry, any Athenians alive, after appalling assailments and approaching annihilation, avoided Arterlönn and abandoned Athens.

J. W. S.

The Origin of the Schools of Technical Training

THE rapid expansion of the Air Services soon after the outbreak of the war, made a heavy call upon the available supply of skilled personnel. These were drawn in the first instance from the technical branches of the Navy and Army, and also from civil life. The authorities realised that the demand for skilled men would soon outstrip the supply, and steps were taken to provide an organisation which would ensure a steady flow of trained fitters and riggers to meet likely requirements.

Early in the war, at Reading a school of instruction for officers of the Royal Flying Corps had been formed, known as No. 1 School of Instruction. In July, 1916, this school was enlarged by adding 9 officers and 72 non-commissioned officers to the instructional staff of the school so as to allow for the training of 1,000 men as fitters and riggers in addition to the 300 officers already under instruction.

In September, 1916, arrangements were completed by which R.F.C. mechanics were sent for training to various Polytechnic Institutes in England and Wales at an inclusive fee of ten shillings per head per week. Captain Chester was made responsible for the necessary billeting arrangements.

Also, in September, 1916, the premises of Messrs. Hall & Co., Pitt Street, Edinburgh, were taken over for the formation of a further centre for training R.F.C. mechanics, and Captain S. A. Hebden appointed to command. 300 men were continuously under training on an eight weeks' course.

A further 200 fitters were instructed on a similar course at the Central Flying School, Upavon.

Instruction to officers in preliminary ground training was given at No. 1 School of Military Aeronautics, Reading, commanded by Colonel I. M. Bonham-Carter. Later, at this School, a branch was started for training mechanics (men), and in order to accommodate increasing numbers at this School of Instruction, the premises of a jam factory at Coley were taken over on October 27th, and the section for the fitters and riggers under instruction was designated "Men's Section." In February, 1917, Lt/Cl. J. H. Wilford assumed command of this branch, and was assisted by:—

Major I. V. D. Truman, commanding Engine Fitters' Section.

Major N. W. Turner, commanding General Fitters' Section.

Major V. O. Rees, commanding Riggers' Section.

In February, 1917, the Men's Section became known as The School of Technical Training (Men), and on April 11th, 1917, its establishment was fixed by the War Office, absorbing the personnel from the Edinburgh School. At this time the technical training of men came under a new branch of the directorate of Air Organisation called A.O.1(S), which co-ordinated the preliminary training carried out by Polytechnics with the more advanced instruction given at Reading.

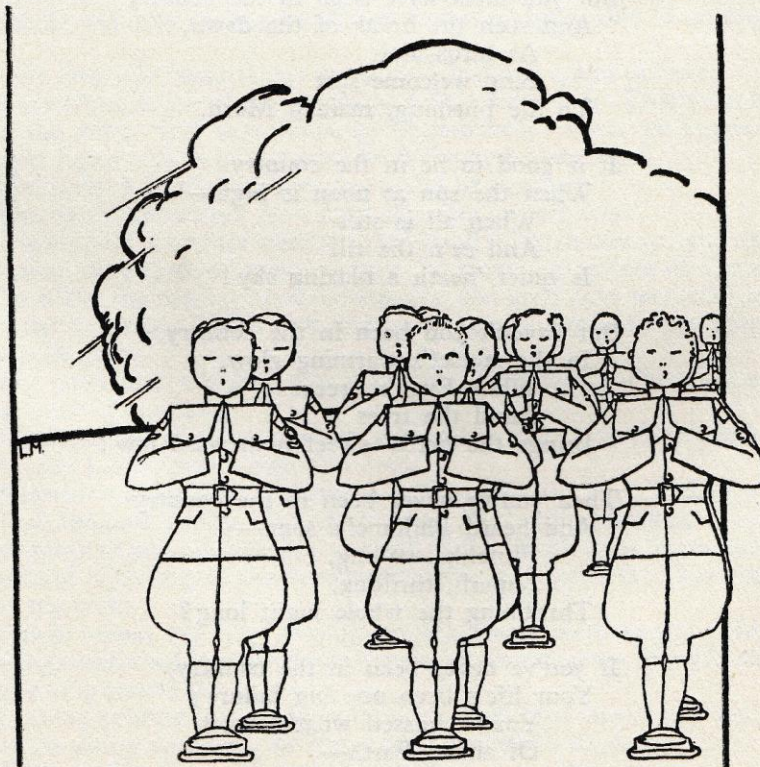
Owing to the rapid expansion of the Coley Park School, whose strength grew to over two thousand, much larger accommodation was found to be necessary. Proposals were submitted by D/D.G.M.A. (General Brancker) to co-ordinate the technical training of men, women and boys for the R.F.C., by forming a school to absorb that at Reading, and the training then being carried out at the Polytechnic schools. Halton Camp was acquired and taken over from the Infantry then in occupation. The fitters were moved to Halton on August 20th, and the riggers on September 10th, 1917. On the latter date the School Headquarters were also moved to Halton Camp, and the School placed under the direct control of the War Office. The first officer to command

the School at Halton was Colonel I. M. Bonham Carter, with Captain H. L. Nixon as Commandant of the Boys' Training Centre, Halton Camp, West.

With effect from April 6th, 1918, authority was given for the formation of a Boys' Training School at Eastchurch. This School ceased to exist in March, 1930, when, although the original intention was to convert it into a technical school for men, the Armament and Gunnery School was established.

Another Boys' Training Depot was formed at Litchworth in June, 1918, but its disbandment was soon proposed, and in December, 1919, all lands and buildings were handed over to the Disposals Board. In October, 1919, boys at Halton were organised into a definite training school and another school founded alongside the Cadet College at Cranwell. The Boys' School at Halton was first known as the Boys' Training Depot, then as the School of Technical Training (Boys) (Home), and in April, 1920, became No. 1 School of Technical Training (Boys), Halton.

At Cranwell, the School first known as the Boys' Training Wing became No. 2 School of Technical Training (Boys) Home, and later No. 2 School of Technical Training (Boys), Cranwell, but in April, 1921, became "The Boys' Wing" Cadet College, Cranwell.



The Torture Chamber

OGRES' dens are not, as is generally supposed, things of the past. There is one actually in the Home Counties, not forty miles from London, on what estate agents would call the slopes of the Chilterns.

These ogres like them young, and secure their prey by honeyed words, inviting innocent and unsuspecting schoolboys to see the world at other people's expense. They make no mention that it is the underworld which is first to be explored.

I was one of many who took the bait.

Once caught there is no return.

Laughing and joking we, like rats, followed the piper, never suspecting that the train was bringing us nearer and nearer to nefarious haunts.

Every comfort was awaiting our arrival. For several days we lived in happy contentment but now I realise how that band of rascals must have been laughing up their blue sleeves.

Before a week had been passed in this fool's paradise the truth was to be brought home with a vengeance.

My turn came third.

Two of my newly made friends had gone gaily off before me, and with a light step I breasted the hill where a kindly attendant had directed me.

Whistling the latest waltz tune, I pushed open the indicated door, and promptly stopped my whistling.

There was a sinister atmosphere which I could not fail to detect. With spirits falling I moved uneasily about an unsympathetic ante-chamber.

All was still.

Then on the silent air was borne the cry of a mortal in pain. My blood froze as the cry was repeated and supplemented by groans of an anguished soul.

How long this lasted I can not say. I had lost count of time.

Somewhere in the ghastly building a door slammed. There was a sound of running water, and then footsteps approached. I was no longer alone. A sinister figure was beckoning me from the now open door.

Mesmerised I followed over squeaking linoleum.

The ogres had staged their holy of holies to perfection.

Implements of torture were exposed on all sides, in cabinets and on tables. Mechanical devices stood about to give the mock appearance of a workshop.

To make the setting more impressive, the arch ogre was clad in white from head to heels. There was something cruelly subtle in the adoption of this angelic garb.

The chair into which I was waved was luxurious. These ogres had a cynical sense of humour.

Through the window in front I began to take a fond farewell of the countryside I had already begun to love.

Stretching away into the distance I could see—but no. While I was thus absorbed, the arch ogre's jokes had begun. With a breathtaking shock I was hurled upwards and backwards. Instead of the countryside I was gazing at a background of ceiling, in the foreground being the ogre's face looming large against my own.

Hands seized my face, forcing my chattering teeth apart. This ritual was being conducted in silence save for an occasional grunt of joyful anticipation from my tormentor.

Leaving nothing to chance, cotton wool was then thrust into my mouth, so that the police could not be summoned to disturb the orgy.

What could a poor defenceless rook do ?

The idea came to me of landing the ogre a kick in the stomach with my new service boot; an idea which appealed to me almost irresistibly. But from the corner of my eye I could see the accomplices standing threateningly alert. No. Discretion was the better part.

With scribe seized firmly between the thumb and finger of the right hand, he probed my jaws to find the tender spots. With the utmost care he jabbed into crevices and cracks, seeking out where the liveliest nerves might lie. Thoroughness was his motto. The game was not worth playing unless played well.

Grunts proclaimed that the spot of spots had been located—his of joy—mine of agony.

Where human strength was insufficient to produce the maximum of pain, mechanical devices were brought into action.

Heralded by buzzings and whinings, the replica of a road breakers' drill was placed against my lower jaw. Down went the drill through tissue, bone and ivory, gaining heat as it ploughed its ruthless course.

With sudden clearness I realised that a hole was being drilled through my lower jaw through which a wire or cord could suspend me to the wall among the ogres' show of trophies. I saw myself hanging there with a small white tablet stating the date and place where the specimen had been obtained.

The buzzing ceased, and into my hand was thrust a glass of liquid. So my tormentors were not devoid of mercy. Here was poison to make a swift and welcome end.

Again I was mistaken. The cold water on the burning cavity made me jump with fresh pain, but this sensation was not to last.

Over a necromancer's fire hot air was now prepared from a rubber bulb and metal tube, and the chilled cavity stirred to fresh feelings of agony.

In what respect I failed to give satisfaction I do not know, but my tormentor obviously lost interest in me. Placing his face once more against mine he bade me be gone, and I required no second bidding.

With tottering steps I left the ogre's temple, once more to find myself in the blessed sunlight.

On regaining my living quarters I was met by the attendant who smiled as before. It was a very creditable imitation of good nature. Perhaps he did not know.

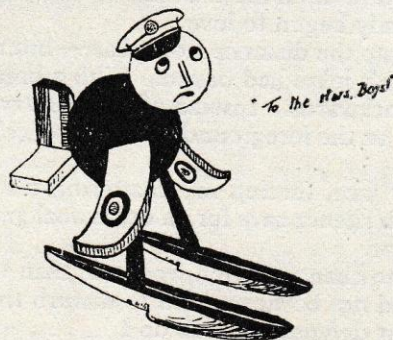
"What have you learnt to-day, my boy?"

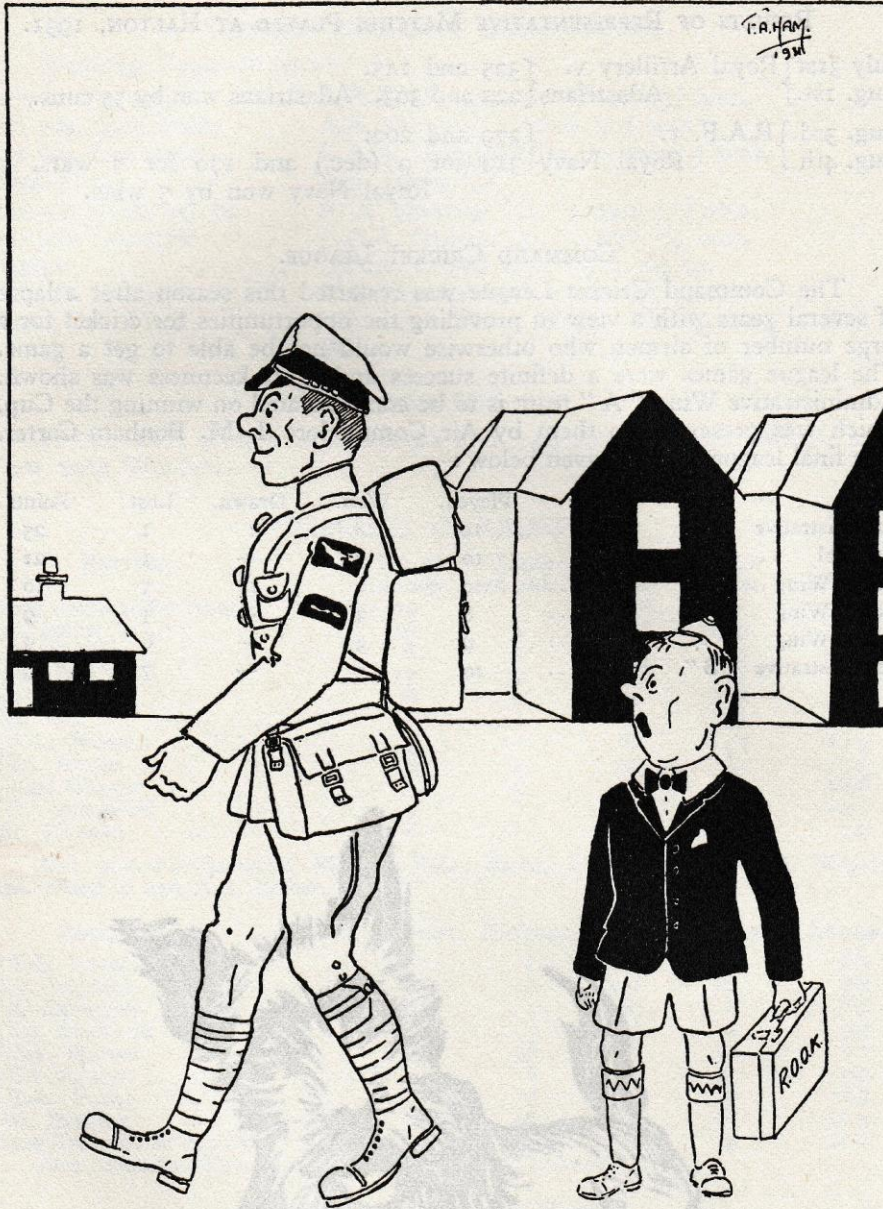
I looked at him. Obviously he did not know of my experience.

"Strength of materials," I replied.

"Then I hope you won't forget it."

I looked at my bloodstained handkerchief and knew that he would get his hope.



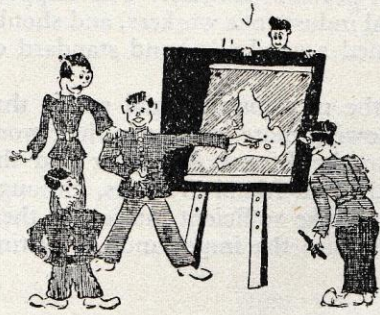


19TH

25TH

"THE OLD ORDER
CHANGETH"

BETTER LUCK 19TH ENTRY.



FIRST & SHALL UNDOUBTEDLY PUT



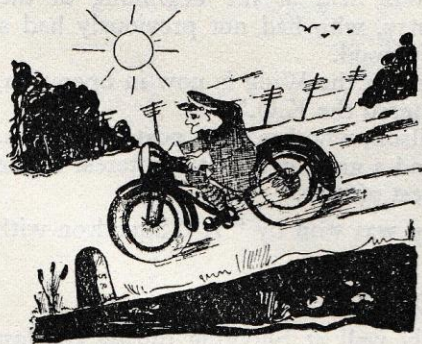
DELIGHTS BECAUSE OF THE MARVELOUS
LATE PASSES ON THE PROM



NEAT — NORTH WIELD — EPPING FOREST AND
AN EASY DASH TO THE CLAMOUR OF CITY LIGHTS

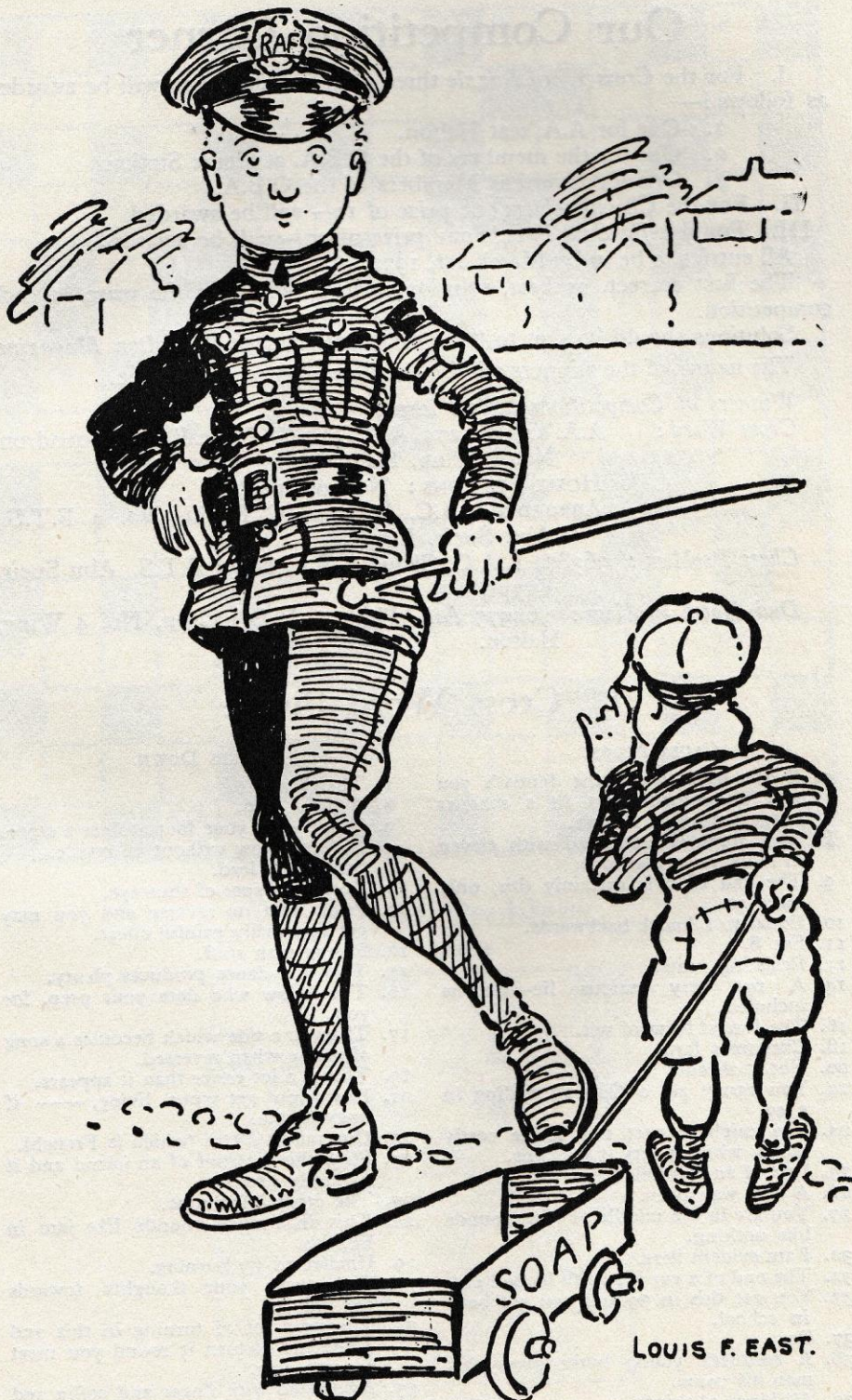


HORNCHURCH — BECAUSE OF SOME EXCELLENT FRIENDS
AND A GIRL — AT ILFORD



HILL THREE — WITHIN EASY REACH OF
HOME AND THE OTHER GIRL — BUT





HEARD IN THE VILLAGE.

Urchin to Rookie on leave: "Hi, Erb, bin up in a parachute yet?"