

The Haltonian Magazine - Summer 1924

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THE
HALTON MAGAZINE

VOL. 1 No. 1

SUMMER 1925

SIXPENCE

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THE
HALTON
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Vol. I No. 2
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SUMMER 1924

J. BURGESS 337

THE HALTON MAGAZINE

VOL. I. No. 2.

SUMMER 1924

Editor's Notes

“HAPPY indeed must the editor be who has the funds and support behind him to make so excellent a start.”

We scarcely know whether feelings of pride or pique were uppermost when we read this reference to our first number in a contemporary. Let it be said at once, we have plenty of support, but no funds behind us. The first number was entirely self-supporting, both in material and money,* and it is our aim that the *Halton Magazine* always shall be.

Apropos of which it seemed strange to many that we sold the magazine at sixpence. The truth is, it cost tenpence to produce, and the advertisers paid the difference. So it is not surprising that we quickly ran through three editions—5,000 in all. Readers were pleased with the price; advertisers were pleased with the circulation. Hence the demand for advertising space has been even greater than before. We go to press with a first edition of 5,000, and the charge—in spite of all forebodings—is again sixpence. All very excellent so long as the advertisers remain pleased, but this is a matter for the reader, not for the Editor. On the opposite page a list of advertisers is given. You are earnestly asked to give them your patronage.

Having disburdened our minds of this mundane matter—trivial perhaps to the reader, but an ever-pressing problem to the Editor—we ask pardon and proceed.

* The audited statement of accounts may be seen at the Editor's office.

The Editor's post-bag has been as bulky as before, and the contents have been decidedly better. There has been little or no "rubbish," but there is still far too much ordinary stuff. Do remember that nothing but your best is good enough for the *Halton Magazine*. The moment we get insufficient contributions of a standard worthy of Halton, we shall cease publication. But there is little likelihood of this. On the other hand, we believe that as Editor knows better what readers want, and contributors know better what Editor wants, the standard will be raised. No greater help in this matter can be given than by entering the "If I were Editor" Competition on p. 65. It has been arranged with this especial object.

As before, we have made it a general rule to accept contributions (other than official notes) only from boys. We are pleased and proud, however, to include the "morsel" sent us, along with a very kind letter, by H. M. Bateman.

The successful contributors we congratulate. To the host of others, we say decide which of the following classes includes you, and act accordingly:

Those who have something to say, but can't talk.

Advice: Persevere.

Those who can talk but have nothing to say.

Advice: By all means persevere (you will probably become a great author!)

and lastly,

Those who have nothing to say nor can they talk.

Advice: Spare us!

Incidentally the wastepaper-basket is no longer to be the home of the many rejected literary efforts. The Head Master of the School has kindly arranged that all "rejects" are handed over to his English staff, who, with patience and tact, will show their shortcomings and point the way to future success.

As a new feature in our Christmas number, we hope to attempt some colour work. We believe we have talent at Halton in this direction which at present has no scope.

In our next number also we shall be saying good-bye to some 400 of our senior boys. Several have already suggested that the *Halton Magazine* should form a pleasing connecting link between past and present. Letters from old boys would certainly be helpful to those still here. Meanwhile, for those boys thinking of the future we continue in this number our series of articles on the R.A.F., namely: "The R.A.F. in Iraq," "The R.A.F. in Palestine," and "The R.A.F. at Sea."

Souvenir copies of our first number, bound in leather (artistically carried out by our printers without charge) were sent to Group Captain H.R.H. The Duke of York, and to our late A.O.C. We publish below the letters received in reply:

WHITE LODGE,
RICHMOND PARK,
April 16th, 1924.

DEAR SIR,

The Duke of York has asked me to acknowledge your letter of April 10th.

His Royal Highness is very much interested to see the copy of the first number of the *Halton Magazine*, and the Duke congratulates you on the excellence of this publication.

His Royal Highness hopes that the Magazine will be well supported by all at Halton, and the Duke of York feels sure that its institution will prove of great benefit to all the boys who pass through the No. 1 School at Halton for training.

Yours faithfully,
(Signed) B. V. BROOKE,
Comptroller.

May 1st, 1924.

. The *Halton Magazine* which you have so kindly sent me will always be a pleasant reminder of my time at Halton—which, if those under my command enjoyed half as much as I did, must always form a happy memory.

Please accept my congratulations on your first number of the magazine. If, in the future, that standard can be kept up, it will be an excellent institution, and get boys thinking along the right lines.

Yours sincerely,
(Signed) F. R. SCARLETT.

The Daily Round

When morning light illuminates the sky,
And night-inspired visions fade and die,
Borne on the air we hear the hated cry—
“Git aht o’ bed!”

Then when we breakfast, dreamy at the mess,
And eat some stuff impossible to guess;
We hear the angry Sergeant’s fond caress—
“Shut up talkin’!”

And when that short and hasty meal is o’er,
Amid our scurried work we wish for more,
Until awakened by a deafening roar—
“Git on parade!”

And when with honest pride our bosoms swell,
When on the march we think we’re doing well,
Our hopes are shattered by that awful yell—
“Git yer arms up!”

And still at dinner is the cry supreme,
When homeward thoughts are clogged by smell
and steam,
Across the cook-house rings the dreaded scream—
“Will yer keep quiet!”

And when at last we reach our welcome bed,
And on the pillow rest a weary head,
There rings a shout enough to wake the dead—
“Git them lights aht!”

At present we must listen in repose
To all the language which so often flows,
Our turn, perhaps, will come one day—who knows,
“Ahem! I wonder!”

R.

The Girl who Told Her Parents She'd been Winked At

(Inspired by H. M. Bateman's noted Cartoon.)

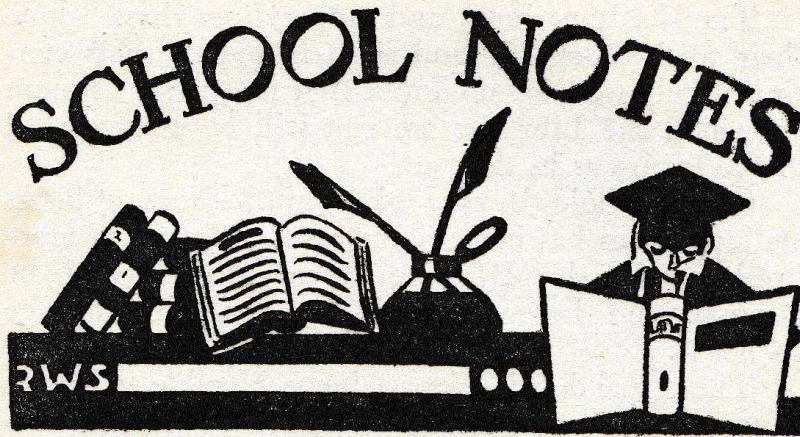
She ran into the drawing-room and fainted in a chair,
And down her knitted jumper ran her dark, dishevelled
hair,
And her lovely eyes were opened in a mad, unmeaning
stare,
'Twas the girl who told her parents she'd been winked
at !

She had come down from the City, had not stopped
to catch a train,
She had run to Ealing Broadway from her office, in the
rain,
This madman's act of folly must have turned the feeble
brain
Of the girl who told her parents she'd been winked at !

No doubt they thought her mighty as her weapon
was the pen,
Though Beauty had not gifted her to captivate mere
men.
And tho' she was not ugly, no excuse was given then,
For she bluntly told her parents she'd been winked at !

Perhaps she took the winking in a tot'lly diff'rent sense,
For when a girl is winked at when she's smart it's an
offence,
And normal London typists are a haughty clique, so
hence
To ease her woes she told them she'd been winked at !

R.



SINCE the last issue of the Magazine the first Halton "Passing Out" Examination has been held and it was hoped to include in this number a criticism of papers and answers. This has to be postponed until the Christmas number, when some of the best answers in Science and English will be published. Many of the "Set Tasks" answers lend themselves admirably to this purpose and are of high merit.

One lesson clearly to be learned by all is the necessity for careful and steady revision throughout the Course. An hour or two per week in each subject is essential for all, and this must be done in spare time.

A boy who does no evening work will find himself left far behind in the competition for high places on the "Passing Out" list.

As a rule boys are sensible about this but there are still too many who think that a mad spurt in the last term is sufficient.

The Laboratories are now completely filled. Two "Projector" lanterns are a welcome addition to our equipment, and by their aid lectures in English and Science should be much more interesting and effective.

A point in connection with the third year work that requires attention by all is the viva voce examination. At present many boys seem to become tongue-tied at the sight of an examiner in uniform.

The leading boys and supervisors have done their work unselfishly and well, and with their continued help we have no doubt that the present system on which the Libraries are run will be as successful in the future as in the past.

On the whole the care taken, by the boys, of books and apparatus has been satisfactory. There are more breakages in the Drawing rooms than should be necessary and there was one bad case of wilful damage to books.

The actual deficiencies are inconsiderable and there is no reason why this state of things should not continue.

We advise all boys to study the Air Ministry scale of marks on which the "Passing Out" list is graded. Shops, Barracks, School, each has its quota of marks, and no success can really be obtained if any section is neglected.

Remember that the three years at Halton are intended to be a strenuous time.

Hard work for three years will ensure a successful career later on; without hard work a high place on the list is impossible. If chances given now are not accepted it will be very difficult to avoid disappointment in the future.

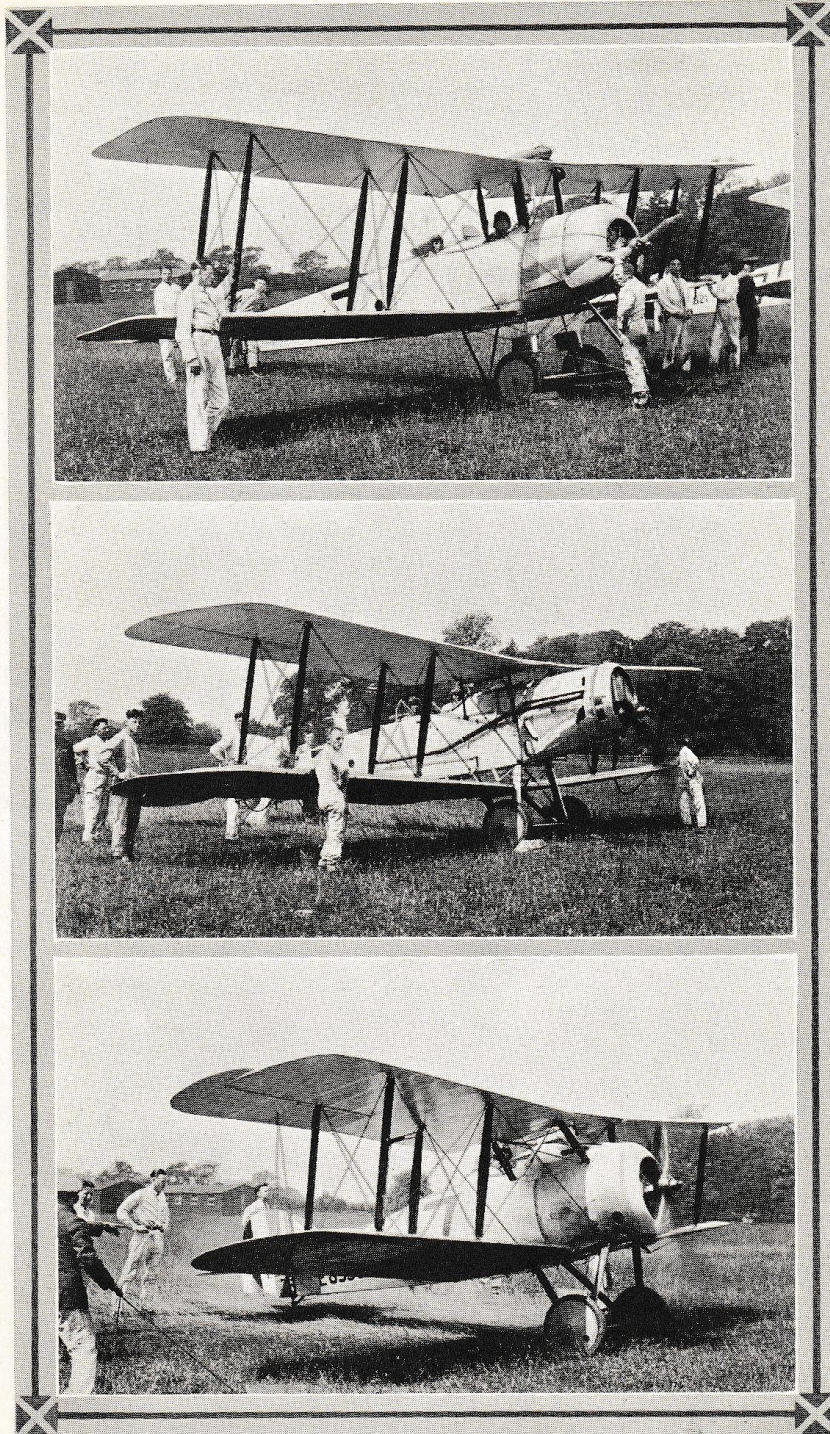
A.F.S.C.

Random Remarks

Whatever you do don't gamble—whatever you do don't bet. I gambled once when a youngster at school, with results I shall never forget. Just consider this fatherly warning, if you're tempted to gamble again; take every penny you've got and throw the whole lot down the drain. That's a far better way I assure you—you waste it: then start to forget; if you'd gambled you see you'd have wasted it too, and then doubled your losings in debt. R.

Don't class a man a worthless lout because he may be down and out; don't judge a man by what he looks, for robes of white hide many crooks. Some titled men look good but then—the East End slums hold better "men." Don't judge a man by looks or creeds, but carefully by words and deeds. R.

AERIAL PAGEANT.



1. F/O Vincent, D.F.C. (Avro). 2. Fl/Lt. Rice (Bristol Fighter).
3. Fl/Lt. Stevens, M.C. (Snipe).



THE ROYAL AIR FORCE PAGEANT.

ON Wednesday, the 25th June, the Halton Team consisting of two Avro's (Pilots: F/O. C. Vincent, D.F.C., and Fl/Lt. Roach, A.F.C.), one Bristol Fighter (Pilot: Fl/Lt. E. B. Rice) and one Sopwith Snipe (Pilot: Fl/Lt. C. A. Stevens, M.C.) left Halton for Hendon, all arriving safely.

Thursday and Friday were spent in practising for the Relay and Standard Avro Races.

Saturday, the day of the event, was a day of great excitement for all concerned. We were drawn in the third heat for the Relay Race and the First Heat for the Standard Avro.

The Heats went off well, Cpl. Woodbury excelling himself as the Avro Prop. swinger.

A cool and pleasant breeze heralded rain, which kept off however, and conditions were ideal for watching, though rather bumpy for flying.

The Duke of Connaught and the Duke and Duchess of York honoured us with their presence; among other distinguished visitors received by Lord Thomson, Secretary of State for Air, and Air Chief Marshal Sir Hugh Trenchard and Lady Trenchard were Field Marshal Lord Plumer, Lord Weir, and the Prime Minister.

The Aeroplane Park simply glistened with V.84

silver-coloured R.A.F. planes, and the French green and khaki-coloured Nieuports, with their Hispano Suiza engines were in strange contrast to the prevailing silver colour scheme. The "S.E.5-like" appearance of these aeroplanes was very striking; the perfect stream-lining, the neatness of the engine cowls and Lamblin radiators all suggested speed. Obviously they were housed and cared for extremely well.

The first event was the Message Picking-Up Competition, which was a good show; it looked as though one or two competitors' hooks missed through being blown back by too much "rumbling" (i.e., putting on engine) just as they came over the "goal posts." Old Sarum was first and Manston second.

Then came the Standard Avro Race, and knowing Halton's chances, excitement was desperate. F/O. Vincent was away in a flash—Cpl. Woodbury's "first pull" start-up was immediately effective—in fact, rumour has it that '54 nearly got away without her pilot.

F/O. Vincent's handling was perfect, he gained yards on every turn, and allowed for the wind in the last part of the course, which many of his competitors failed to do. He made '54 look like a Scout as she shot in over the sheds, round the pylon, and finished past the Royal enclosure an easy winner. Farnborough were second, Digby third and Kenley fourth.

We all felt that this was also a win for Fl/Sergt. Thomas and the personnel at the Aerodrome who overhauled '54, and for Fl/Sergt. Johnson, Cpl. Ward and Mr. Wheeler (Civilian Instructor), and the 1st Entry Aircraft Apprentices, who did the engine in the E.R.S. Fl/Lt. Harvey and his Instructors took the greatest care with the engine, and the result fully rewarded them.

Of the two heats in the morning for this race F/O. Vincent won one and the other was won by Manston, whose engine was also tuned by Mr. Wheeler while he was there.

Then came the parade of new and experimental types of aircraft. The new Radial engines seemed to throttle down and run much more smoothly than they used to do, but when opened out their "Tinny bark" is more rasping and insistent than the steady drone of an engine with manifold and exhaust pipes. Perhaps the most novel machine was the Parnell Possum, with its gear drive to two Lion engines contained in an "engine room" in the fuselage. The light aeroplanes, D.H.53 and Pixie seemed to fly well.

Our French guests from the 2me Regiment de Chasse (French Military Air Service) then took the air. The speed and controllability of their aeroplanes and smooth hum of their Hispano engines delighted all enthusiasts. Their "take off," formation and landings

were perfect in every way, and it was curious how strongly the flying characteristics of their machines reminded us of the S.E.5.

The Relay Race was tremendously exciting—again F/O. Vincent on '54 showed to great advantage. Our Avro was obstinate and did not go first pull, still, she started up with the second pull, and got the lead on reaching the first turning-point; this lead she maintained, allowing our Bristol Fighter to get away first, a lead our Bristol Fighter held until the second turning point was reached. There was an awful moment when No. 7 seemed out of sight, but the next minute '54 shot in over the sheds well ahead of No. 9, lost speed with a terrific "slosh" landing and gave the Bristol a good start. Kenley's Bristol was slightly faster and caught up as they came in, and their Snipe got away with a lead which it maintained, though Fl/Lt. Stevens flew a splendid course and finished 2nd, with Upavon 3rd.

One had to stand in the Aeroplane Park to see the landings at their best; watching them from there in the heats the aeroplanes seemed to be broadside on almost before the engines were off; in our opinion no other Avro approached '54 for incoming speed and quick pull-up.

Then followed the Wing Drill by two D.H.9a Squadrons. Their "take-off" together was an all-inspiring sight, and their handling of their aeroplanes in the air in formation and landing in formation were conceded to have been the finest flying of the day.

Five Snipes from the Central Flying School, Upavon, then gave a fine display of Aerobatics. This was specially noticeable for the slow rolls to the left in formation, and the rolling from the top of the loops was also wonderfully timed and carried out.

The low-flying attack on a "property" Tank by five Snipes of No. 25 (Fighter) Squadron, was a most spectacular show, and several direct hits with bombs were scored.

The day ended with the attack on the "Slevic," which had held up the "John Henry" from Newcastle (presumably carrying coals). A most realistic boat (a Ford car disguised) was lowered from the "Slevic" and went alongside the "John Henry" presumably to sink her, but the Supermarine Seagull Amphibian observed this infamy and made a report by wireless. Retribution swift and sure, in the shape of Fairey Flycatchers, which machine-gunned the "Slevic" decks, and Blackburn Darts which torpedoed her, arrived in time to prevent it. The "property" torpedoes rather objected to being dropped in other than their natural element by bumping on the Aerodrome, and continuing their course backwards, but this did not prevent three of them taking effect, with the result that the magazine of the "Slevic" exploded and she disappeared from view beneath the waves of turf on the Hendon Aerodrome. The appearance of the ships and the whole conduct of this "set piece" was most realistic, and made a most exciting end to a splendid day's flying.

It would be invidious to pick out any name for special mention,

Wembley—The Royal Air Force Exhibit

THE Royal Air Force Exhibit is located in the Government Building, and, considering the small space available, a remarkable amount of highly-interesting material is shown, some of which, in particular, should appeal in the highest degree to Aircraft Apprentices, and will well repay a visit.

In the centre of the room a large glass case contains a reproduction of the Ypres battlefield as seen from the air, which is particularly interesting from the point of view of the concealment of batteries, which are made to flash realistically on pressing various buttons. Near by is a model of a combined aerodrome and sea-plane station.

Scale models of all past and present types of service machines, to a scale of about a quarter of an inch to a foot, may be seen, together with models of airships and some civilian machines, all of which are beautifully finished and very interesting.

Perhaps the two most interesting exhibits, at any rate from the aero engine fitter's point of view, are the sectioned revolving "Condor" and "Jaguar" engines. These are highly instructive, and provide more insight into the working of these engines than could be gained from twice the time spent gazing at stationary sectioned engines. The sectioning has been beautifully and very helpfully done, so that there is hardly a part of the interior of the engines which cannot be thoroughly studied in motion.

Close to the "Condor" is a glass case containing a full-sized pilot's cock-pit, above which is suspended a small model aeroplane. The controls, all of which are clearly visible, are successively put into the positions for turning, climbing, etc., the effect of these altera-

tions in the controls being clearly shown by the model above, while an illuminated indicator states what particular evolution is being performed.

There is an exhibit of the work of the Aeronautical Inspection Department, disclosing many of the hidden faults in material which necessitate the closest possible inspection for their detection. The next item of interest is the Halton show case, containing many beautifully-finished examples of the art of the fitter, turner, carpenter and coppersmith, each of which bears a card with the Aircraft Apprentice's name, and the amount of training he had received before doing the job. Next to this is a similar case from the Electrical and Wireless School at Flowerdown.

Since bombing forms a very considerable part of the work of the Royal Air Force in war, a number of typical bombs are shown in section in all sizes.

Outside the room containing the Royal Air Force exhibit is an interesting case containing a representation of the cross-channel air services from Croydon to Le Bourget. Miniature machines fly across the channel, and a good idea of the journey is given.

A meteorological exhibit, in the Research Section in the opposite side of the building, shows in an interesting manner how data is obtained on which are based the weather forecasts.

Taken as a whole, there is practically no side of the work of the Royal Air Force which is not represented in the Government Building, and one who takes the trouble to go there is amply repaid.

H. J. R., R. C. W.

HEAT-INDICATING PAINT. To indicate the overheating of bearings a ready means has been discovered by the use of a paint which changes colour from a bright red to black at 155° F. Usually a band of white paint is placed round the bearing, and a small band of the heat-indicating paint in the centre. Any change in colour is thus more easily detected, and occurs instantaneously.

Breaking it Gently

SERVICE life is inevitably full of snags which, by the application of a little thought, could be relieved of their sharp edges. Consider, for example, "Daily Routine Orders." Here we have a hateful document unless one's promotion happens to appear. "Orders" could be made quite palatable if brutal facts were suitably clothed. Then, and only then, we might expect to read such items as the following :—

1. **ORDERLY OFFICER** :—Flying Officer A.N.Y. Compe-Leints has graciously offered his services for the morrow. In order to prevent shock to his system, all answers should be in the negative.
2. **ORDERLY SERGEANT** :—As a personal compliment to the Chief Yellow Bander, Sgt. W. Blighters has volunteered to act as Orderly Sergeant, taking up his duties at Reveille.
3. **GUARDIANS** :—The Section will rejoice to know that Corporal Swinger and A.C.'s Sleep, Doze and Death have sufficiently recovered from the attack of sore-throat (caused by devotion to duty in giving evidence) to resume reception duty. The Guard Room can therefore be regarded as an open house for late arrivals. The proposal to provide twelve feather beds for this purpose has been rejected, somewhat reluctantly.
4. **TRUMPETER** :—Boy Torture will endeavour to maintain the honour of the family name by giving musical treats at intervals during the day. All fatigue parties should have reserves ready in case emotion, set up by Boy Torture's efforts, should cause home-sickness and consequent collapse of some of the members.
5. **SCHOOL** :—The young gentlemen of C Squadron will march to school, as usual, escorted by the Trumpet and Drum and Fife Bands. By kind permission of the Section Sergeant-Major, the Bands will render items specially arranged by Sergeant Elf. The programme will include only such pieces as are calculated to produce that calm studious state of mind which is so essential to successful study.
6. **YELLOW BAND SOCIETY** :—All members are politely requested to attend the early morning meeting near the Guard Room. Sergeant W. Blighters will preside and will outline the day's programme. The course in Mild Athletics will be continued. The Society greatly resents the advances, made by the various Trade Union leaders, with regard to affiliation. It never was, is not, and never will be a "Trade" or "Political" body. Its dignity must be preserved. The song, "Down on the Farm" has been officially adopted by the Society.

7. **GAMES** :—It is regretted that, owing to the recent church collections, all draughts and chess men have disappeared from the games room. Three good billiard tables are still intact.
8. **PERSONAL APPEARANCE** :—After the recent holidays, many complaints were received from the Boys' parents and sisters regarding shorn appearance. It has been decided, in view of these complaints, that flowing locks may be worn and perfumed hair oil used as rewards of industry. Assessments will be made in due course. In the meantime, the barber must be kept fully employed.

Swimming

HOPE deferred—and Halton swimming bath have come to mean much the same. However, the bath is really there now—a fine enough looking affair, and we hope the water will soon follow.

Meanwhile the club's activities have been necessarily curtailed. Only one polo match has taken place—against Hemel-Hempstead Swimming Club, away, on June 26th.

Our team was F/O's Davey and Birkbeck, Sergt. Chard, and A/A's Robertson, Martin (979), Hopkinson, and Hill—with A/A. Belcher as reserve, and the opponents, we noticed, included Messrs. Fanstone and Needham, from Halton.

The game was drawn, 1—1. Our forwards were quicker, but had the disadvantage in weight.

Two things were certain to everyone who witnessed the game. First, that Halton has material for an excellent team, and secondly that water polo is a sport that will appeal to every Halton boy when our swimming bath is going. Whether from the point of view of the "chase," or "the kill"—those two essentials of English sport—water polo ranks second to none, and is to boot the most healthy of all.

So don't forget your costumes next term!

