

The Haltonian Magazine and the Daedalus

Volume 5 No. 2

Christmas 1933

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THE  
HALTON MAGAZINE

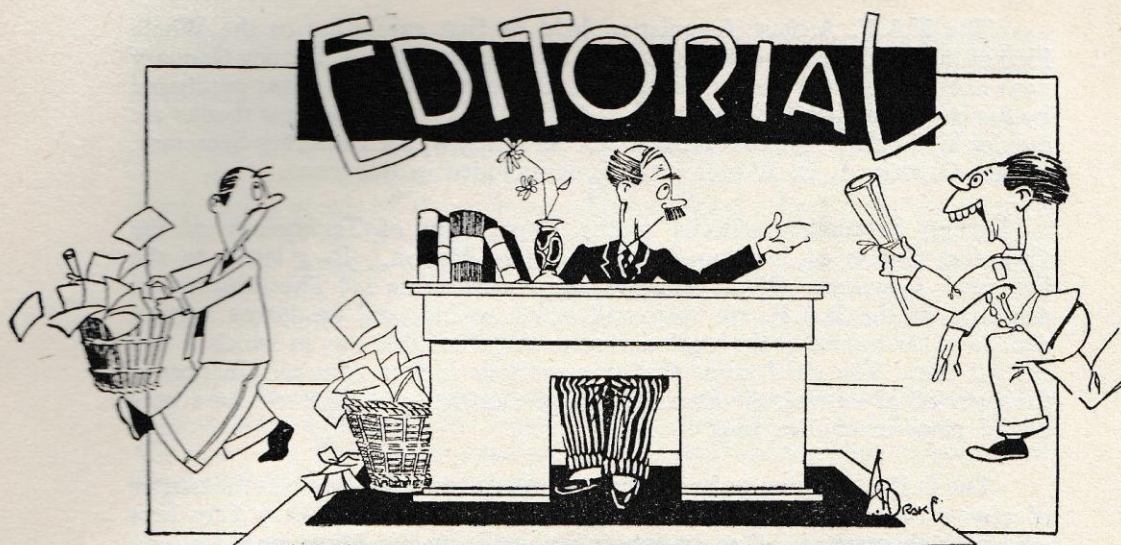
AND THE  
DAEDALUS



VOL. V, No. 2

CHRISTMAS 1933





**T**HE reduction of our numbers goes on—in the place of 420 aircraft apprentices of the departing 23rd Entry we welcome the 180 of the 28th, who came in September—it's quality, not quantity, perhaps, that counts! We maintain that in this matter of numbers we have now nearly touched bottom.

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Though the number of apprentices has recently fallen almost as fast as beech leaves in autumn, compensation is to be found in the increasing numbers of airmen (so far, all N.C.O.'s) on the Conversion Course. Already there are 300 of whom many are ex-apprentices, and in another few months we shall have 480 of them with us. To the new-comers we offer a hearty welcome.

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We regret once again to have to record the death of two ex-apprentices. Cpl. Lewis, of the 3rd Entry, was reported missing while returning from the joint Navy and R.A.F. manoeuvres in the autumn. A.C.1 Foley, of the 18th Entry, was killed near Calshot on October 17th. To the families of both we offer our sincere condolences.

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It is with deep regret that we must record the deaths on October 7th of 560713 L.A.C. E. A. Sainsbury (13th Entry) and 564250 A.C.1 B. W. Marsh (21st Entry). Their death, due to a motor accident, occurred while they were watching the Changing of the Guard in the courtyard of Buckingham Palace.

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The photographic frontispiece is a reminder of the loss of a good friend to Halton. The Rev. J. R. Walkey leaves us to occupy the important office of Chaplain-in-Chief of the Royal Air Force. With him go our sincere good wishes. In offering him our congratulations on this high promotion, we would wish gratefully to acknowledge his kindly interest in and enthusiasm for the welfare of all who have served at Halton. His successor is the Rev. G. H. Collier, who comes from Calshot. Mr. Collier began his Service in the Navy, and was one of the few survivors of H.M.S. *Crecy*, which was sunk by enemy action off Heligoland early in the War.



The R.A.F. Artists' Association held its first exhibition in the Whale Hall of the British Museum from 2nd to 14th October. A.A. Benney (January 1931 Entry) exhibited two pictures. That illustrated at page 16 was purchased by Air Vice-Marshal F. W. Bowhill, C.M.G., D.S.O., to whom our thanks are due for kind permission to reproduce it. An article by the Honorary Secretary, Group Captain A. C. Winter, O.B.E., is included in this issue.

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During September officials of the Department of Technology of the City and Guilds of London Institute visited Halton. In a letter to the Principal Education Officer they subsequently wrote: "The educational activities of the R.A.F. are very well worth seeing, and we learnt a great deal as to the nature of the work and as to the admirable way in which it was carried out. The chief point that impresses us is that, after termination of their period of service, the fitters and riggers ought to be able to take a very useful place in civilian life."

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The O.B.A. is doing its best with its limited resources to help in the matter of after-service employment, but all should remember that they help best who help themselves. One ex-apprentice, utilizing his educational training here, has become a trained teacher. Every opportunity during Service to raise "Market value" should be seized upon.

\* \* \* \* \*

We are glad to note the increasing association in sport and corporate activities between the aircraft apprentices of the E. and W. School and those at Halton. We were delighted in May last to welcome a team from their Debating Society to participate in a good debate with the Halton Society, and recently the E. and W. School gave generous hospitality to a team of H.S. apprentices who visited Cranwell to debate with them a proposition dealing with the Stage versus the Screen. Again, 11 apprentices from Cranwell joined last summer in the Halton Belgium Tour, and lately showed their appreciation by attending a re-union dinner held at Halton. Such intercourses as this cannot but contribute to build up a spirit of comradeship and of enthusiasm for the Service.

\* \* \* \* \*

It may be of interest to readers to know of one or two changes recently made by the Air Ministry in the arrangements of the entry of aircraft apprentices. Hitherto these candidates have had an option between two examinations—an open competition (Civil Service Commission Examination) and a limited competition (Air Ministry Examination). In future there is to be only one examination for all candidates (except of course for direct entry candidates possessing an approved School Certificate with "credits" in Mathematics and Science, who will continue to be exempt from the examination). In future also, "Service" candidates (who are required to reach a "qualifying standard" only) will be limited to the sons of R.A.F. (or ex-R.A.F.) personnel not below the rank of sergeant, instead of to those of any of the three fighting services. Finally, candidates will be required to pay an entrance fee of 2/6.

\* \* \* \* \*

No comment is necessary upon the little incident reported in the Press of November 3rd:—

Several hundred people scampered for safety yesterday when a Royal Air Force airplane made a forced landing, owing to engine trouble, on Streatham Common.

The pilot, taxi-ing downhill in landing, saw a woman with a perambulator in his path. He turned the machine sharply, causing it to turn over.



To the surprise of the onlookers the pilot climbed out of the cockpit unhurt. He waved an assurance to two companion 'planes which had been watching the landing.

The undercarriage, propeller and wings of the airplane were damaged.

Pilot-Officer Denis Finlay, the pilot, said: "I was flying in formation with two other machines from Hawkinge, Kent, to Northolt. I tried to signal to the people on the common that I intended to land, but some of them started to run in the wrong direction, and I was terrified that I might hit somebody. Landing on the slope of the common, I saw a woman with a perambulator in my path, and I made a frantic turn to avoid her. I had no time to think until I found myself upside down. It was a miraculous escape."

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During the past six months we have received many distinguished foreign visitors from Roumania, the United States, Siam, China and Japan. From China no less than seven representatives of civil and military aviation have inspected both school and workshops.

\* \* \* \* \*

J. V. C. Badger, B. H. Becker, B. A. Chacksfield, W. D. Disbrey and D. Finlay, all of the September 1928 Entry, who recently completed their training as Flight Cadets at the R.A.F. College, Cranwell, were commissioned as Pilot Officers in July last. Cadet Under-Officer J. V. C. Badger won the Sword of Honour as the best all-round Cadet of his term, and was runner-up for the R. M. Groves Memorial Flying Prize. This is a magnificent performance, reflecting no small distinction on Halton, and we offer him our most cordial congratulations. Cadet Corporal B. H. Becker passed out first of his term, winning the Abdy Gerrard Memorial Prize, the Aeronautical Engineering Prize and the prize for Humanistic Subjects—another very distinguished performance. Cadet Sergeant Chacksfield passed out second, Cadet Sergeant Disbrey seventh. Cadet Sergeant Finlay distinguished himself by winning the Victor Ludorum Athletic Cup. A thoroughly satisfactory result all round.

\* \* \* \* \*

Our best congratulations to the following of the 22nd Entry on selection to Cadetships at the R.A.F. College, Cranwell. A. J. Mason, J. D. Melvin, J. W. Bayley, F. E. Croce. The Lord Wakefield Scholarship was awarded to Flight Cadet A. J. Mason who also won the Elliot Memorial Prize.

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On completion of the Flying Training Courses held in August and September, 1933, the following obtained a Distinguished Pass: A/Sgt. W. Abercromby (15th Entry); A/Sgt. G. C. Brunner (14th Entry); A/Sgt. E. S. Sidell (12th Entry); A/Sgt. J. E. Dutton (14th Entry); A/Sgt. R. W. Christmas (10th Entry); A/Sgt. P. A. R. Keats (11th Entry); A/Sgt. H. C. Marshall (4th Entry); A/Sgt. S. Williams (12th Entry); Sgt. B. J. Norris (10th Entry); Sgt. L. Fox (16th Entry), and Sgt. H. G. Sherwood, Special Distinction.

\* \* \* \* \*

Congratulations are extended to the following: Corporal R. W. Ellis, D.F.M., Awarded Bar to D.F.M., and Corporal R. Wright, Sgt. R. C. Stafford and L.A.C. M. G. Friese-Greene on being awarded Distinguished Flying Medals. Also to Sgt. W. E. Sully; Sgt. Pilot W. F. Wallington; Corporal H. G. Beales, and L.A.C. R. P. A. Bishop who were Mentioned in Dispatches in Connection with operations in 'Iraq or on the North West Frontier of India.



As the number of apprentices under training at Halton decreases a greater proportion of our readers is to be found among those who have passed into the Service. It is to them that we must look increasingly for our supply of material for the *Magazine*. In their various occupations on their different Stations all over the world there must be much that would prove of interest to all of us. The *Magazine* offers small monetary prizes for articles, verse, drawings or photographs, any of which will be more than welcome.

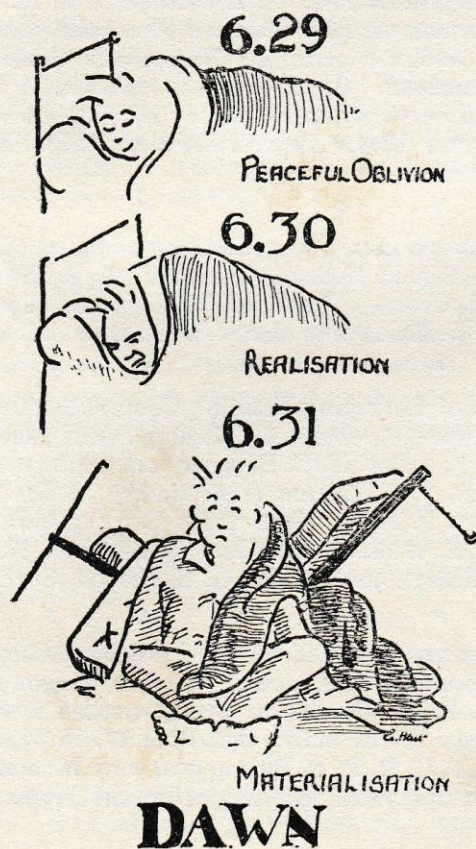
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Every reader of the *Halton Magazine* during recent years has been aware of the great service which has been rendered by Mr. W. Laidler, B.Sc., who assumed the duties of Honorary Treasurer and Business Manager at the beginning of 1930. While Mr. Laidler is now no longer associated with the management of the *Magazine*, all will recall with thanks and gratitude his strenuous work in this connection.

\* \* \* \* \*

To the 23rd Entry we say "Au revoir" and wish them all they could wish themselves.

To all our readers we wish a Happy Christmas and the best possible good fortune in the coming year.





## Ballads of Our Boyhood

### " THE CASE OF HUGH McSTORRITY "

Permit me now to lightly scan the case of Hugh McStorrity,  
Who was in every circle termed " a lad."  
His twin ambitions, it appears, were flouting all authority  
And positively " going to the bad."  
The Sergeant Major prayed each night ; his tears came very readily  
As darkness closed upon his sheltered bunk.  
The adjutant, most sorely tried, lost pounds in weight most steadily  
And, sometimes, to forget—got slightly drunk !

You may perhaps attempt to guess how Storrity's superiors  
Were driven to the limit of their wits :  
Of how he broke the hearts of gold in scores of rough exteriors  
And drove their frantic owners into fits.  
I wish I could impress you with his villainy and knavery—  
His falsehood, his deceitfulness and tricks !  
While iron-hearted N.C.O.'s bewitched were forced to waver, he  
Just laughed and lay in bed till five past six !

But reformation came to Hugh most swift and unexpectedly—  
For Love (and such it was !) is not denied—  
And Hugh was changed while N.C.O.'s who once had lived dejectedly  
Leapt up in joy and in their gladness cried.  
For Hugh set eyes on Anna who was hailed in the vicinity  
As gentle, shy and beautiful withal.  
'Twas Spring and from her garden fair she smiled ! In half a minute he  
Was bound by all romantic rules to fall.

But Anna's father, sad to state, was one of the community  
Of most exalted rank, efficient, stern.  
He swore the wretch should never woo his daughter with impunity,  
And soon Hugh saw which way the tide might turn.  
Then Rumour came to taunt the lad, and whispered that quite recently  
An S. P. by the name of Clew had smiled  
On Anna ; that the smile had been returned ! Then Hugh indecently  
Swore jealous oaths, and vowed a vow most wild.

From that day on young Hugh became a model of propriety.  
His youthful fervour, once so misapplied,  
Became an urge to study Air Force law with due sobriety  
And starting from the bottom up—he tried.  
No order ever issued by the powers in authority  
On Discipline or co-related themes  
Escaped the due attention of the brain of Hugh McStorrity,—  
The type of man of whom a C.O. dreams !



And very often nowadays I share the hospitality  
Of Mister—(I repeat it)—MISTER Hugh.  
His charming wife, named Anna, jokes about his old rascality  
And tells me of the fate of Policeman Clew.  
They have a son named Angus, who is very rarely naughty, for  
His father reads him fairy tales each night  
(Collected from the " Air Force Act " from sections four to forty-four)  
While Angus stands at ease, and crows delight !

" R."

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## The Conversion Course

AT the beginning of 1933, Halton was hardly like the Halton of old. No. 4 Wing had vanished a year or so before, leaving a fine record behind, and the succeeding entries of aircraft apprentices had been so reduced numerically that it seemed that only a rump would eventually be left. At the beginning of March, however, a first entry of 30 N.C.O.'s arrived, the forerunner of many more, to begin a course designed to train them for the new trade of Fitter I. The Conversion Course, as this training is designated, had begun, and Halton assumed a more hopeful aspect. At regular intervals, entries of 30 have since arrived and, according to plan, there will be about 300 airmen under training at the end of this year. By July, 1934, the Conversion Course will have reached its full strength of 480 airmen.

There are two separate courses, one for Fitters A.E. and the other for Metal Riggers, and each extends over a period of one year. Workshop training occupies 28 hours per week and technical education training 7 hours per week. Fitters A.E. receive instruction in the practice and principles of metal rigging. For the first six weeks in the workshops they carry out basic exercises in riveting, sheet-metal working and simple fittings. The construction and repair of hulls and floats occupies the next six weeks, and then follows a three months' course on Rigging. The Avro, Hart and Wapiti airframes are dealt with in detail, and instruction is given in splicing and aircraft instruments. Fabric work, doping and welding occupy a further six weeks, followed by a three months' course on aircraft repairs ; and finally there is a period devoted to general revision.

The corresponding technical education course aims at giving an adequate knowledge of the principles underlying the flight of an aeroplane and the construction of the airframe, while systematic instruction in workshop drawing and sketching forms a definite part of the syllabus. The school is fortunate in possessing an aerodynamics laboratory equipped with a wind tunnel, and also a good materials laboratory where tests on materials under tension, compression, shear, torsion and fatigue may be carried out. Full use is made of these facilities for practical experiment and demonstration.

The workshop training for Metal Riggers is divided into eight periods of six weeks each. During the first period exercises on basic fitting, the use of precision tools, marking off, etc., are carried out. Subsequent periods are devoted to magnetos, carburetters, the machine shop, preliminary engines, air and water cooled engines, general aero-engine fitting, and general viewing and inspection. A final period is reserved for revision purposes. Technical education training for this course includes the principles of the internal combustion engine with special reference to the magneto and the carburetter. Extensive use is made of the well-equipped engine laboratory



in the School, where suitable practical experiments and tests are made. The physics and electrical laboratories are used for practical experiments and demonstrations in connection with the underlying principles of ignition and carburation. An elementary course on materials and metallurgy is included and special reference is made to the materials used in aero-engine manufacture. The syllabus for workshop drawing and sketching is closely related to the workshop training and includes the sketching of lubrication arrangements, engine details, special jigs, etc.

In general the full resources of the workshops and school are being used and a close liaison between the two departments maintained, in order to secure the maximum degree of efficiency in the training.

It has been of interest to observe how the airmen have reacted to the complete change in their normal duties. They have displayed real interest and keenness, and, given a continuance of the existing spirit, there is solid ground for regarding the future with confidence and even optimism. The remark, "It is a pleasure to instruct these men," is often heard from both the workshops and the school staffs.

It is of especial interest that several of the N.C.O.'s on the Conversion Course are ex-aircraft apprentices—perhaps one in three or one in four—and the prospect is that the proportion will increase as time goes on.

T. G. G. H.



RAF DRESS REFORM DISCOVERED BY  
RED-HOT REPORTER



## Gods

AND it came to pass that on a certain day, we, the warriors who serve each day and all days on the machines that do take the air, were assembled together in the courtyard called Squayah and were addressed by him called Stayadj in the following manner. "Now men of the tribe of Tan, there cometh to visit us on a certain day, well-known unto ye already, the god called Aircom, and, also, he bringeth with him lesser gods, whom ye know as Satellites. Some are of the tribe of Technic, some of Discip and some of the Picnic, these last are the most to be feared as they do cause most grievous trouble and consternation, for they pick holes in this and they nick holes into that. Now, men, it behoves ye as true warriors of Tan to put all the backbone ye possess into the work ye do so that these gods may find no fault with us.

"Ye will commence to walk about in a manner that is brisk and truly warriorlike and if ye do it well, all will be well, but if ye do not do good, thereupon I will give ye a taste of that place of eternal torture called Gehenna." With these words he did finish his speech.

Now it was as he spake, for upon the next day we did walk about together in this certain manner and did turn ourselves this way and that way and did stand hither and thither unto one place and unto another. And though we did our best he still did give us a taste of Gehenna, whereupon we extracted this moral. "Never do ye your best until ye be certain that it will be recognised!"

After a certain number of days we did graduate to a new kind of torture, which is administered by one skilled in this trade. Thus we did suffer; by the great Hic, we did.

We were made to go to the Keeper of fire-weapons, who did give to each and all a stick loaded with iron to increase its weight. With this we did go forth unto the torture-courtyard where we did raise this stick up and down our bodies until we were truly tired and sick until death of it. Also to increase the torture we were made to fix knives unto the end of these sticks, at certain times during the torture. But there was one among the torturers who did have different ideas, for he did order us to fix our knives when our sticks lay in our arms and were not on the ground and though we did truly try to carry out this unheard-of form of torture in our best manner, at the finish he did say unto us, "Ragged, very ragged"; for the god whom we call Co was watching him.

Upon the fourth day before the visit of the gods, it was ordained that we should garb ourselves in our best vestments and put upon our bodies many straps and bags, wherein was contained certain articles of apparel; these and these only were allowed to be, and we dare not put in either more or less, lest we incur the fearful wrath of the God Co or his henchman, Stayadj.

As I have said we did assemble in the courtyard called Squayah on the fourth day before the visit of the gods and the God Co came and did look at us.

He did journey up and down the lines of warriors and at certain times did stop and say "Lift that up, Nitwit." "This colour is indeed wrong, Colour-blind." "Get thy hair cut, Barbarian." "Is this the best garment thou hast, Aborigine?" and many other kindred remarks. At the sound of his voice, a number of his kin and kidney would descend upon the unfortunate warrior and while some would push him this way, others pushed him that way, some would pull him down, others would pull him up but they did none of



them spit on him for that is forbidden by the laws of red-tape and circumlocution.

Now on the Great Day of the visit of the gods, all the warriors except those that guarded the machines that do take the air, were drawn in lines on the Great Courtyard. At a certain time when the Great God Aircom approached, the warriors did spring into a certain attitude and did put the stick with knives in front of their faces. Also a certain warrior did extract many horrible notes from a brass instrument shaped like unto a horn. At which, our God Co did make strange signals by lifting his hand to his face at the Great God, Aircom, who did the same to Co.

Thereupon, the Great God Aircom did walk up and down the lines of warriors in a similar manner as did our God Co, and at seasons did make comment, whereupon the Stayadj would say, "Take isname." Now it came to pass that the Great God Aircom did stop himself in front of a warrior and say, "I, the Great God Aircom will look upon thy collection of garments and will see that it is of such a type as do conform to the requirements of the rules of red tape and circumlocution." At the end of this speech he passed on, for it was well known that he would return and do as he spake. Now when he was out of hearing, certain of the henchmen of our God Co did say unto this warrior (it was he who is famous as a half-wit), "Are your garments Oke?" and this warrior, because he lacketh the brains of a guinea-pig did say, "Yea, they do conform even to the rules of red-tape and circumlocution," but he knew in the vacuum that was supposed to house his brain, that this was not so, for had he not left out certain articles and put in pieces of board to alter the shape of his bag!

Now when the Great God called Aircom returned to look at the warrior's garments, he did notice that the collection lacked certain things and did have a great moan on and did order that the warrior did attend at a ceremony called "Up on the Mat." Now we extracted another moral from this, which goeth thus. If ye have not a full collection of garments, say so; for ye may always borrow from the next door neighbour, and so avoid the wrath of the gods.

The Great God now proceeded to look at the machines which did take the air. His method was thus. He would walk up to a machine and would say "Remove this." Whereupon all those nearby would hurry forward to obey him, and woe unto those whose machines he did find fault with, for great was his anger and terrible his ire, it was seven days at least. It happened that at a time during this inspection of the machines, two men of the organisation that doth build the huts and keep them in repair, did erect a ladder against the building wherein we kept the machines that fly, and did proceed to climb there-up. Whereupon the hearts of one or two of them that did guard the machines did descend to their boots, and their bowels were reduced to water. For they knew that on the night previous, they had placed much old rubbish and old tins on this roof, to hide them, and they were fearful, lest those half-wit labourers should hurl this rubbish to the earth. But their luck did hold, for presently these labourers did descend without this rubbish and did go away. Thus was saved much trouble, and possibly much punishment called Jankers, for it is forbidden to place articles on the roof.

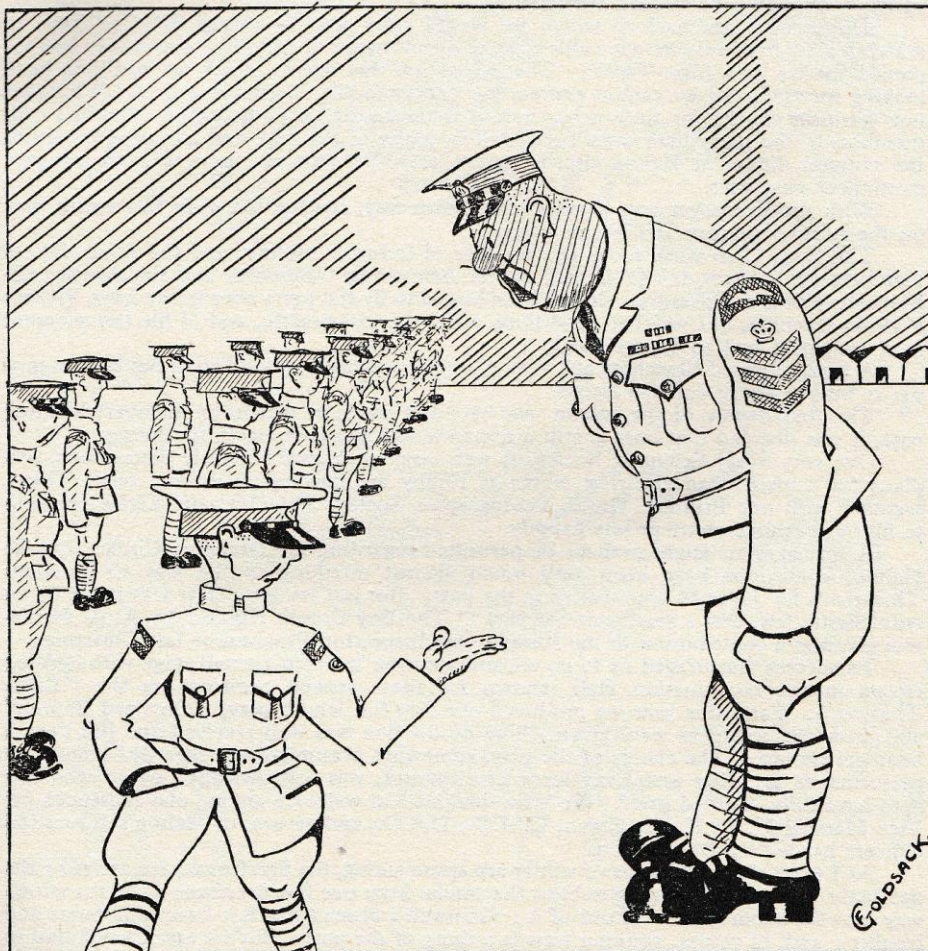
And as the day was far gone it was decided that the warriors should go to eat, but as they were proceeding thus, there arose a great noise such as is created by the ten thousand devils in Gehenna. By this noise the warriors knew that there was a fire somewhere and did run with great haste to open doors and to get on the fire-chariot. When they were assembled, they were told it was false and did go back to their meals but as they went the same noise again rose and the warriors did run once more to open the doors and board



the fire-chariot but not so fast as before. Again they found it was false and did go back to their meals. However this was not to be, for again the noise was heard and again the warriors did run to do as before, but with much less haste than both times before, and with such expressions as "Gorblimey, lorlummy." The ears of the Great God, Aircom should have shrivelled unto a cinder for there were many remarks made about him and lo, they were not complimentary. However as the great prophet hath said, "All good things come to an end" and we had no other fire alarms. Soon the news that the gods had left was heard. Great was the relief among the warriors and things became as they were in the days before the visit.

Now at certain times of the year, certain old warriors do gather round the fire and do relate the stories of the visits of the gods, but there is much falsehood and exaggeration in them, as they do try to appear famous in the eyes of the younger warriors. All those who read this however know the true story of the visit of the gods unto the Warriors of Tan.

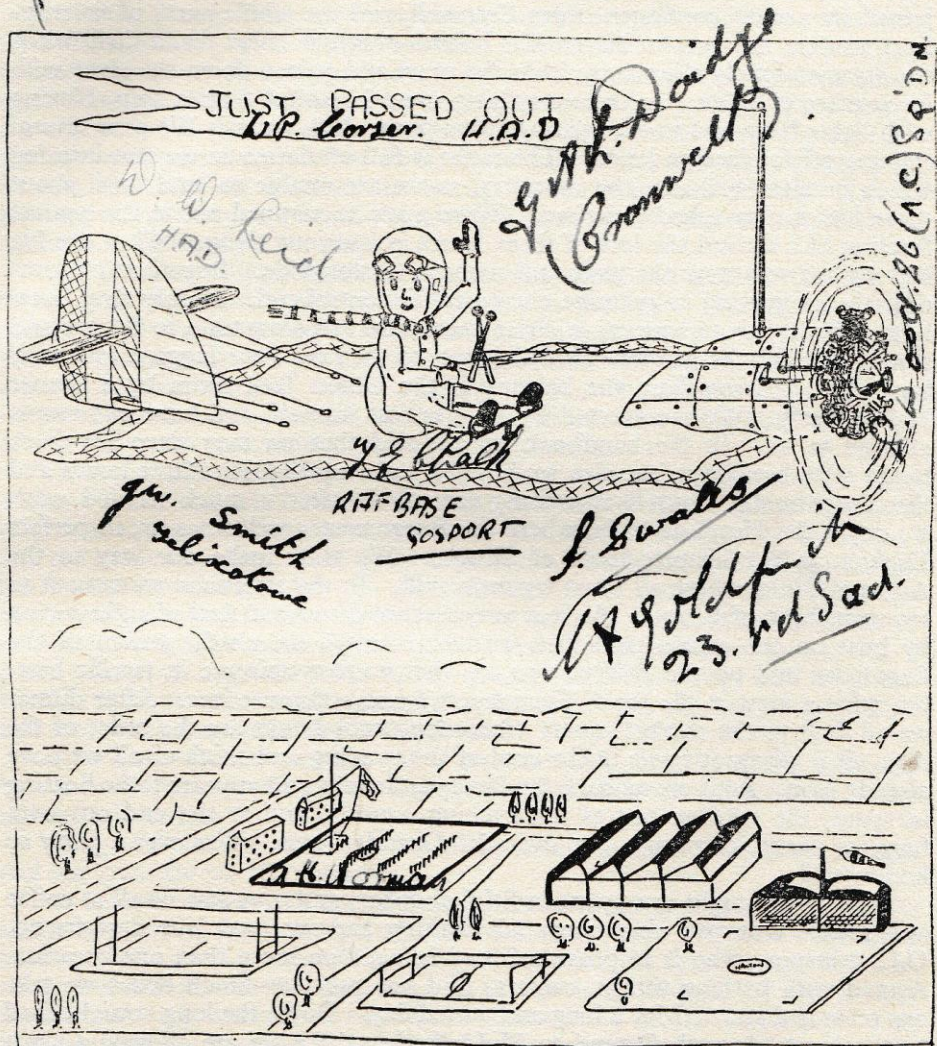
BARBARIAN.



"I'LL BE SEEIN' YU!"



*P. G. Rogers  
Squad  
1917/18*



*London*  
**GOOD LUCK "23"** <sup>Goal</sup> (F)  
*K. Williams*  
*G. Parker*