

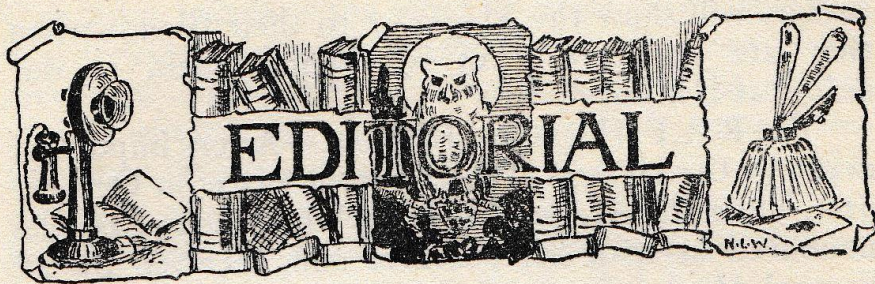
The Haltonian Magazine

Volume 4 No. 3

Christmas 1927

(Scroll down)





**T**HE CHRISTMAS NUMBER. With this issue we conclude Volume IV. of the *Halton Magazine*, and we hope that our readers will feel that this number is a worthy successor to its predecessors.

We would draw the attention of our readers to a few features. We have tried to make this number a real Christmas number, and to that end have included three coloured illustrations, the seasonable frontispiece, by A. C. Drake, No. 2 Wing; a coloured illustration of the Gloster "Grebe," specially inserted at the request of the Apprentices' Advisory Committee, and lastly, a coloured print entitled "Ships of the Desert," a happy adaptation and blending of two ideas.

It should be mentioned that the courtesy of the Gloster Aircraft Company has enabled us to reproduce a picture of the "Grebe."

With regard to the "Ships of the Desert," arrangements have been made whereby separate copies, limited in number, of this colour print, mounted on stiff cardboard, may be obtained for the price of twopence, by applying to the Magazine Office, Room 40, the School. We suggest that mounted in a frame or in *passee partout*, this would make a handsome picture.

We have been able by the courtesy of the Editor of the *Bystander*, to produce an excellent photograph of Ft. Lt. Webster's Schneider Cup machine, to which reference is made elsewhere, while Mr. C. L. M. Brown's verse is attached by kind permission of the proprietors of *Punch*.

By way of celebrating the conclusion of the fourth year of our existence, we are distributing envelopes to *all* purchasers of this issue. We hope, too, that our

readers will show the Magazine to their friends when they are on leave, thus interesting them in our doings at Halton.

THE R.A.F. HOSPITAL, HALTON.—A very important event in the history of Halton took place on October 31st, when H.R.H. Princess Mary Viscountess Lascelles honoured us with her presence and, received by Sir Samuel Hoare, Secretary of State for Air, declared open the new Royal Air Force Hospital. It was most unfortunate that on such an important occasion the weather should have been at its very worst.

The hospital is to be named "Princess Mary's Royal Air Force Hospital," and, as the Secretary of State for Air pointed out in his speech, "It will be the hospital for the great Air Force Station of Halton, but it will also be a hospital for all Air Force cases that are outside convenient range of naval, military and civil accommodation. To it again, will come Air Force invalids from overseas."

Though we naturally wish our readers the best of health, nevertheless it may be consoling to them to realise that, should they break down in health, or be injured, they will very probably return to surroundings become familiar and, we hope, pleasant during their apprentice days.

An account of this ceremony, together with photographs, will be found elsewhere.

SCHNEIDER CUP.—This Editorial would not be complete without a reference to the great triumph of British Pilots, machine, and workmanship, in winning the Schneider Cup race this year.

As Sir Samuel Hoare and Air Vice-Marshal Scarlett emphasised so truly, the triumph was the result of team work, team spirit, which embraced all who participated in this victory, whether in a small or great degree, whether in a prominent position or in the background.

It was pleasing and yet typical to read of Ft. Lt. Webster saying, in the course of his speech at the luncheon, given at the Savoy Hotel to the Schneider

Cup team, words to the effect that his only regret was that it was not possible to bring with the team all the mechanics and airmen who made possible the success of the enterprise. This in a nutshell, summarises the magnificent *esprit de corps* of the Service, and serves as an encouragement to all members of the R.A.F., however humble may be their rank. "Pulling together" is not a bad slogan for the R.A.F.

We are glad to be able to publish some account of the work of the party connected with the overhauling and tuning up of the Schneider Cup machines written by an ex-Haltonian, who accompanied the team to Venice.

LONG DISTANCE FLIGHTS.—In an age which seems to adapt itself so rapidly to circumstances and situations, however remarkable and novel, long distance flight is no longer even a nine days' wonder. But nevertheless, we feel that we must offer our good wishes to Group Captain H. M. Cave-Browne-Cave, and those under his command, in their long flight of 25,000 miles to Australia and Singapore, employing as they are four standard Royal Air Force flying boats. The moral effect amongst the people they will visit, will only be equalled by the practical effect of carrying out such an enterprise.

VALE ET AVE.—Since we last went to press we have had to bid farewell to the 10th Entry, No. 4 Wing, who passed out last July. We had the honour, on July 28th, of a visit from the Right Honourable Sir Samuel Hoare, Secretary of State for Air, who presented the prizes to the successful members of the 10th Entry. We wish the Entry, the last of the Cranwell Entries, all success and good luck wherever they may be posted.

In this connection we must congratulate F/C. D. W. Lane, F/C. L. Crocker and F/C. K. P. Lewis, on being offered Cadetships; we trust that their career, both at the Cadet College and afterwards, will be prosperous. At the same time we welcome the 16th Entry, and hope that their three years' training

at Halton, will prove of value both to themselves and the Service.

HALTON AERO CLUB.—We publish elsewhere an account of the doings of the H.A.C.I. The figures speak for themselves—2,700 miles of flight, and 40 flying hours, and we must congratulate Ft. Lt. le Poer Trench on his skilful piloting, and the designers on producing such an excellent airworthy machine.

BATTLEFIELDS TOUR, 1927.—Under the enthusiastic leadership of Capt. Fanstone, whose departure for Malta is a great loss to the Station, and Mr. Kermode, who is still with us, the Second Battlefields Tour was undertaken by a party of forty Aircraft apprentices. By all reports, the tour, an account of which appears elsewhere, was even more successful than last year, and all the members of the party are to be envied for being able to spend, in such a pleasant manner, a week of their leave.

COMPETITIONS AND CONTRIBUTIONS.—The response to the Competition Column of the last (Summer) issue was not encouraging, particularly in connection with the Photographic and Poster Competitions.

In the case of the former, one entry alone was received, which did not merit any award. Surely there must be some enthusiastic photographers on the Station. We hope, that should we decide to resume this Competition later, there will be a better response.

In connection with the Poster Competition, which we are repeating, the Art Editor is again offering a prize for the most suitable poster to advertise the forthcoming Easter number of the Magazine. He reports in connection with this Competition in the Summer number, that there were only three entries, and none of them were suitable, or of sufficient merit, to justify stencil production.

We publish again, hints to Contributors, both by the Art Editor, and the Literary Editor.

In regard to Contributions, however, we are able to make a much more happier report. Contributions in verse, prose, and sketches have been numerous and

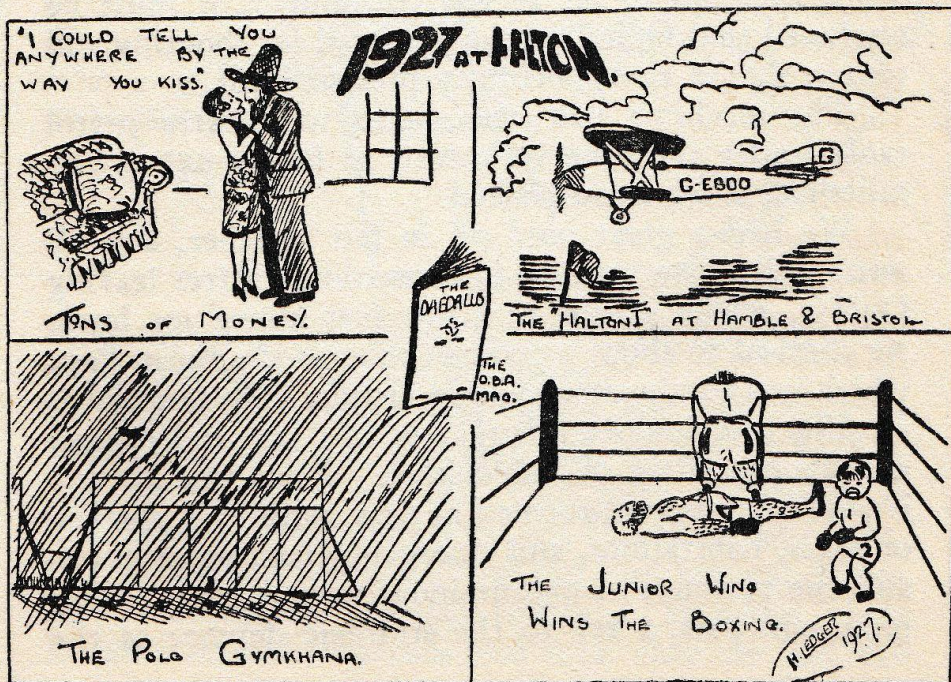
promising. While, of course, much submitted is not suitable for publication, yet we feel that our critical readers will acknowledge that what is published is up to the standard of the *Halton Magazine*.

In this connection we must thank the Apprentices' Advisory Committee, both for their help in this matter, and generally for their work on behalf of the Magazine.

PARENTS' DAY.—Since we last went to press, another Parents' Day has come and gone. This occurred on Saturday, July 16th, and strange to relate, rain actually did not interfere with proceedings. Expert statisticians inform us that this was the biggest gathering we have had up to date, and the whole day passed off successfully.

POPPY DAY, 1927.—Thanks to the generosity and keenness displayed by every one, the magnificent sum of £110 4s. was collected for Earl Haig's Fund in Halton Camp and village—this being a record and exceeding last year's total by £4.

IN CONCLUSION.—We have one more duty, a pleasurable one, to perform; to wish our readers a happy Christmas, a prosperous New Year, and a pleasant Christmas leave.



# One More Day

Just one day more,  
 One day to "leave";  
 You will dash for the door  
 When your "pass" you receive;  
 Down to the Station  
 And into the train,  
 You cry with elation,  
 "Off once again."



WILLIAM

With whistle so shrill  
 The engine moves out;  
 You feel a rare thrill,  
 You raise a glad shout,  
 For you certainly know,  
 You delightedly feel  
 That it's homeward you go  
 To a family meal.

\* \* \*

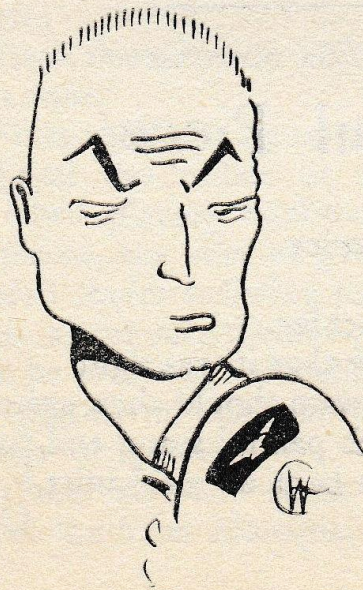
But I have to repeat  
 You're not yet on your way:  
 Sit calm in your seat,  
*There is still one more day.*  
 G. G.



MORE WILLIAM

AND

WILLIAM AGAIN







# The Schneider Trophy, 1927

AN AIR MECHANIC'S ACCOUNT.

**S**QUADRON LEADER L. H. SLATTER, O.B.E., D.S.C., D.F.C. and Flight-Lieut. O. E. Worsley, with the main party of the Flight, left Victoria Station, London, on the 28th of August, and arrived at Venice at 2100 hours the following day. The Squadra Inglese (Coppa Schneider) was accommodated at the Italian seaplane station, Aeroporto, San Andrea, and was given a brand new hangar for its machines. The Italian racing machines were housed in a hangar on the opposite bank of the canal.

The personnel and machines arrived simultaneously, so that no time could be spent in exploration outside the station, for work had to begin right away. The machines were erected and tested, and the results were satisfactory. The machines were the Supermarine S 5's (numbers N 219, N 220, N 221), Gloster IVA (N 222), Gloster IVB (N 223) and the Crusader, which crashed. A week before the race, the engines had to be changed on N 222 and N 219, and the rigging on N 220 had to be altered. This entailed a great deal of work, for on racing machines the ends of the wires are enclosed in the floats, wings and fuselage.

The machines chosen for the race were N 223, N 219 and N 220, and their racing numbers were No. 1, No. 6 and No. 4 respectively. Flight-Lieut. S. M. Kinkead, D.S.O., D.S.C., D.F.C. was pilot on No. 1, Flight-Lieut. O. E. Worsley on No. 6 and Flight-Lieut. S. N. Webster, A.F.C., on No. 4.

On Friday, September the 23rd, the navigability, taxiing and mooring tests took place, but on Saturday, Flight-Lieut. Webster had to repeat his taxiing, as the Committee decided that he had not taxied a long enough distance on the previous day. Saturday was spent in the inspection of every possible detail. Sunday morning brought a stiff breeze, which made the sea inside the lagoon quite rough, and although it became calmer later in the afternoon, it was found impossible to hold the race.

Monday morning was fine and calm, but not too promising. When orders came through that the race would be held, the machines were taken out of the hangar, lashed down and the engines run up, after which, plugs were changed, plug cowling put on and the engines run up again. Results being satisfactory,

the petrol, oil and water used in the ground runs were replaced and a final superficial inspection carried out.

On the other side of the canal the Macchi mechanics were doing the same kind of thing. The Fiat A.S.8 engines, with which all three Macchi machines were equipped, had a queer note when running. When ticking over, only two or three cylinders fired on each bank, and this produced intermittent loud reports. On opening up, however, the sound diminished to a low murmur, a sort of whirring sound, which increased in volume as more throttle was given, but the note was not convincing even at full throttle.

Of the race, there is no need to write, as it is now a matter of history, but one point worthy of mention is the remarkable contrast in cornering between the Italian and British machines. The Italian climbing turns which developed into a half roll looked artistic, but the British straight turns gained miles, particularly in the case of Flight-Lieut. Kinkead. It was bad luck that this pilot had to retire in the fifth lap owing to part of his spinner breaking away, as he was putting up a very fine show. Flights-Lieuts. Webster and Worsley flew splendidly, and finished the course, making faultless landings.

The Macchi mechanics afterwards told us that their sparking plugs and magnetos had let them down. They congratulated us on our victory, but assured us that they would win next year. Mr. Levine who was at Venice for the race, informed us that America would win next time. This was rather puzzling. Apparently they are under the delusion that Great Britain will not be competing next year !

---

## Multum in Parvo

Blake's version :—

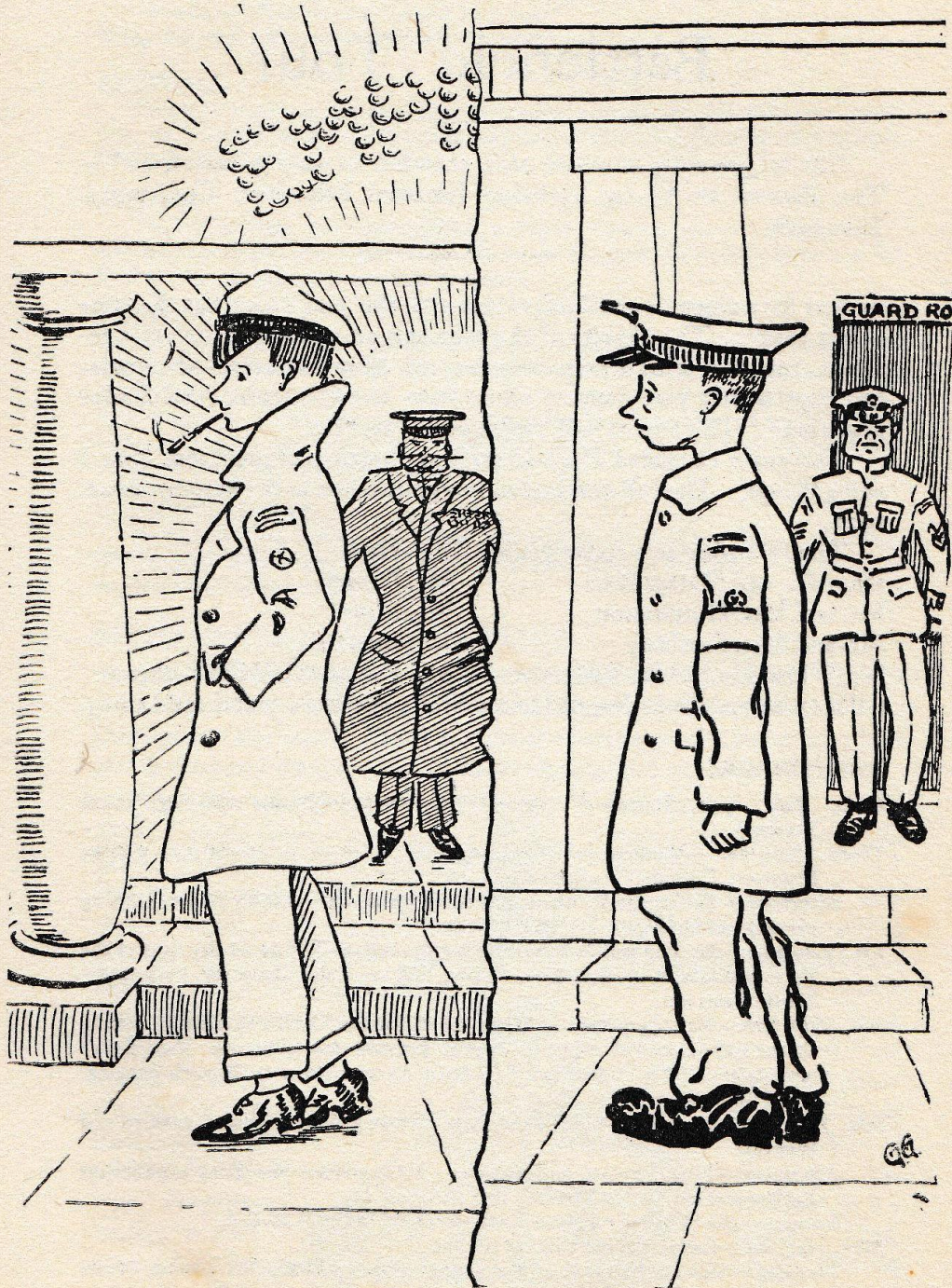
To see the world in a Grain of Sand  
And heaven in a Wild Flower ;  
To hold Infinity in the palm of your hand  
And Eternity in an Hour.

The Halton version :—

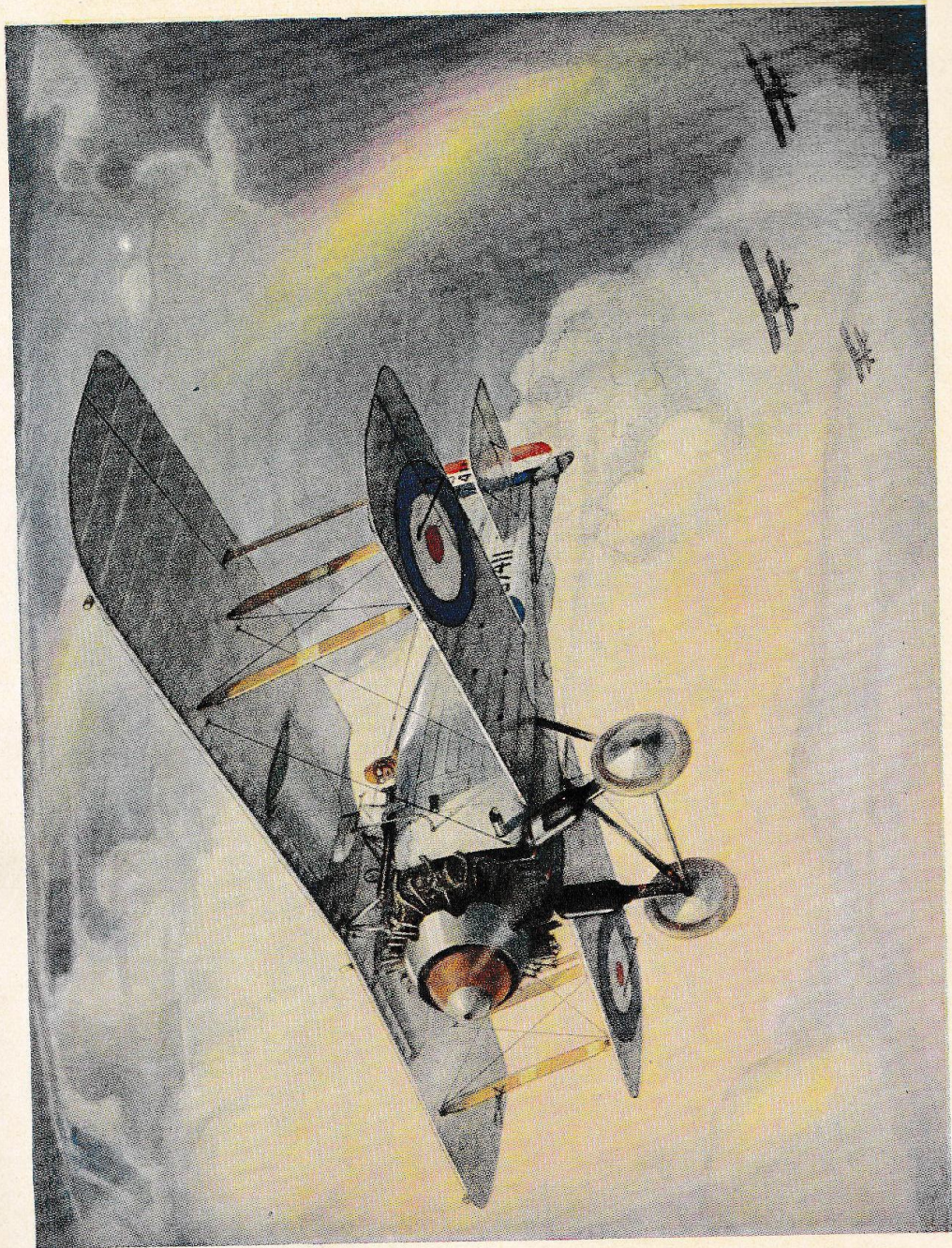
To find Music in the sound of the band,  
And a Feast in a greasy blob ;  
To hold your tea in the palm of your hand  
And a Fortune in just Three Bob.

G. B.

CIRCUMSTANCES ALTER CASES



CAUSE AND EFFECT



THE "GLOSTER GREBE."

