

The Haltonian Magazine - Christmas 1924

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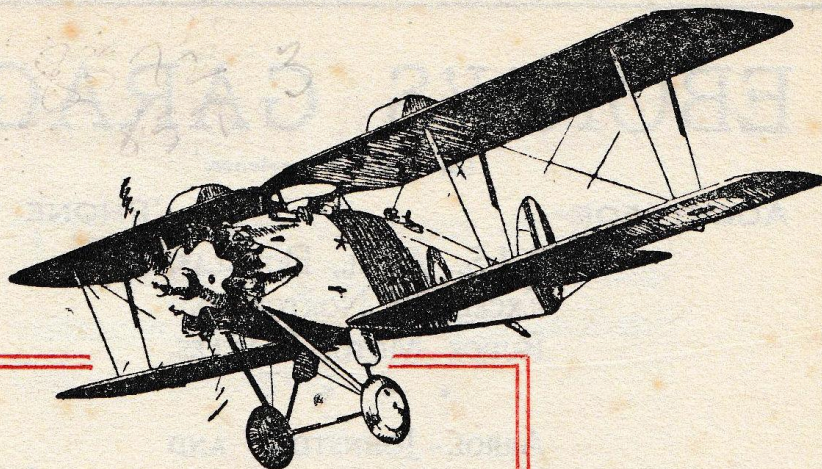


THE
HALTON MAGAZINE

Vol. I. No. 3

XMAS 1924

SIXPENCE



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"PER ARDUA AD ASTRA"

THE
HALTON
MAGAZINE

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Vol. I No. 3
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CHRISTMAS 1924

J. Butler 337

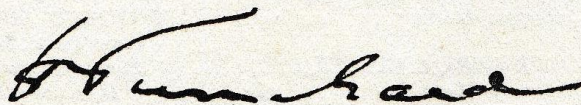
A Foreword

BY THE CHIEF OF THE AIR STAFF,
AIR MARSHAL SIR H. M. TRENCHARD, G.C.B., D.S.O.

THE past year has been marked by the steady development and expansion of the Royal Air Force. It has also been notable for the settlement, on a basis acceptable to both Services, of the long-standing controversy with the Admiralty as to the Fleet Air Arm.

As our responsibilities increase so does it become incumbent upon us to work harder than ever for the Service to which we belong. In this respect the passing out from Halton at the end of this term of the senior entry of Boys is a notable event. They are the first to pass out of Halton, and on their behaviour and efficiency will, not only they themselves, but Halton be judged. I am confident that their training at Halton has been on sound lines, and that they can be relied upon in their future careers to uphold alike the best traditions of the Royal Air Force and the credit of Halton.

I wish you all a Merry Christmas and a Happy New Year.



THE HALTON MAGAZINE

VOL. I. No. 3.

CHRISTMAS 1924

Editor's Notes

IT was Easter of this year when, with timid temerity, we wrote our first Editorial. That was scarce nine months ago and this is but our third number, yet it is perhaps a suitable moment to look back and take stock.

Which, on second thoughts, is rather a boring business. After all, this is a Christmas number; a long term with its beastly exams is over, and there's fun in the air. So here's wishing you the jolliest of Christmases and we hope you'll like this number.

* * * *

Unfortunately that doesn't fill the two pages which the printer has put aside for Editor's Notes. Moreover, they must be filled immed— Confound that telephone again. "What's that?—Holding up the whole magazine?—alright, you shall have them at once. We're on with it now."

But there's not much to say—so spread it out well, Mr. Printer; and here's a cutting or two from to-day's paper which you can put at the bottom to fill up if necessary.

In the foreword to our first number, Air-Vice-Marshal Scarlett said, "The magazine has been instituted with the object of developing literary and artistic talent amongst the Aircraft Apprentices at Halton, also as a means of recording the results of the many and various sports."

As a record of Halton sport this magazine fills an important and useful rôle, and in this respect we like to think *we have succeeded*.

As a means of developing the literary and artistic talent of the boys we think *we are succeeding*.

Each number has brought to light fresh talent. The contributions to this number have far exceeded anything before, and—which is more to the point—the quality is immeasurably better. Add to this that there is much less of

the "I know it's good, I did it myself" spirit about the authors and we begin to think we are making headway.

Incidentally, how truly sad it is to see the rubbishy stuff with which the average person clothes his thoughts—yet our language is the finest wardrobe in the world, containing garments suitable to every occasion. Apropos of which, remember that a simple swimming costume is less ridiculous than plus-fours with a dinner jacket.

We are becoming sententious, but do realise, for instance, that punctuation, not the lack of it, makes for brevity. It may be an editor's job to rewrite everything sent in, but in the work-a-day life at Halton the Editor hasn't the time, even had he the ability.

* * * *

And now a word to the four hundred boys who are leaving us. No, not sob stuff!—you'll find whole poems dedicated to you further on. Just one straight word. You've helped us with the magazine. We thank you. We've helped you, we hope, by our series of articles on the R.A.F. in India, Iraq, Egypt, Palestine, and so on. When you get to these places will you help the boys who follow, by your letters?

We shall rely on these to take the place of the series of articles which concludes in this number.

Further, why not, at the small cost of 2/- a year, keep in touch with Halton by having the magazine sent you regularly? Fill in the blue slip, "Now is the time." Also there are a few bound volumes of the three numbers of 1924. Get one as a memento of your last year at Halton.

* * * *

And while on the subject of price, we would earnestly say to all, "Don't forget the advertisers in this magazine." But for them this present number, with its 146 pages, would cost 11d. instead of 6d.

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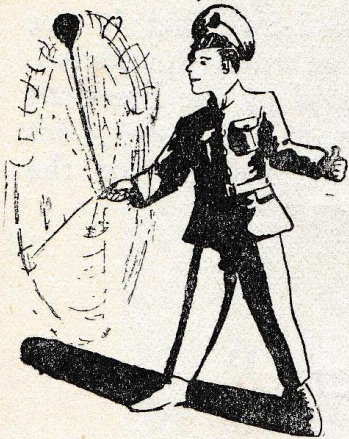
And a very last word. Is there anything you like or dislike in this magazine? If so, let us know. Try Competitions 2, 3 and 4, on page 82. You need give only a few minutes, but it will help us immensely, and we offer you a bait of three good guineas.

* * * *

"Speaking at a distribution of prizes at ——— School, on Saturday, Lord D ——— said the schools of England were the best in the world. If they had a fault, it was that hardly one of them taught the English language, and, in consequence, though they could all read it, there were very few English people who could write it."—Daily Paper, November 25th, 1924.

On "Swinging the Lead"

I WAS never much of a student of Naval History ; of course, I was quite sound on the Early Navy, as represented by Drake, Blake and Nelson, but I was always rather weak on nautical terms and customs. At least, until last Thursday ; for on Wednesday a boy came up to me—quite a nice boy he was, with a band on his arm—and asked me if I could give him the derivation of "Swinging the Lead." I gathered from what he said that there were quite a number of lead-swingers about—so many, in fact, that they thought of forming a



Union. There was to be no exclusiveness about it ; it would be open to all Flights and both Sections. My informant was to be Secretary or Treasurer—I forget which—but anyhow, in his official capacity he wanted to know the history of the first Lead-Swinger. I promised I would do all I could for him.

Since then, I have read the two standard works on the subject, Simpson's *System of a Scrounger*, and Martin's *Memoirs of a Malingerer*. I found these so interesting, that I have begun a little book, which I trust the Union will find useful, entitled *Lead-swinging for L.A.C.'s*.

It would not do at this stage to give away too many details of my research, but if these few points prove helpful to the Society, I hope they will make what use they can of them.

1. The first Lead-swinger was Eliza Doolittle. I don't know why. I expect it was on account of her name.

2. The motto of the Associated Lead-swingers

has now been officially given as "Never put off till to-morrow whom you can do to-day."

3. The lead may be swung in any direction.

4. Lead-swinging makes Sergeant-Majors friendly.

5. The Club colours are yellow—worn on the left arm.

6. I can't remember 6. I know it came after 5.

And finally, I would remind the members of the proposed Union that even Lead-Swinging is not always the walk-over that it is generally considered. To quote the wonderful words used by the President of the International L.S. Union, at the close of his inspiring inaugural address, "What you gain on the swings you lose on the roundabouts."

"Up There"

There's a little mound on the hill, up there,
Where thickening weeds show lack of care,
Where the wild thyme grows with purple tare;
There's a little grave on the hill, up there.

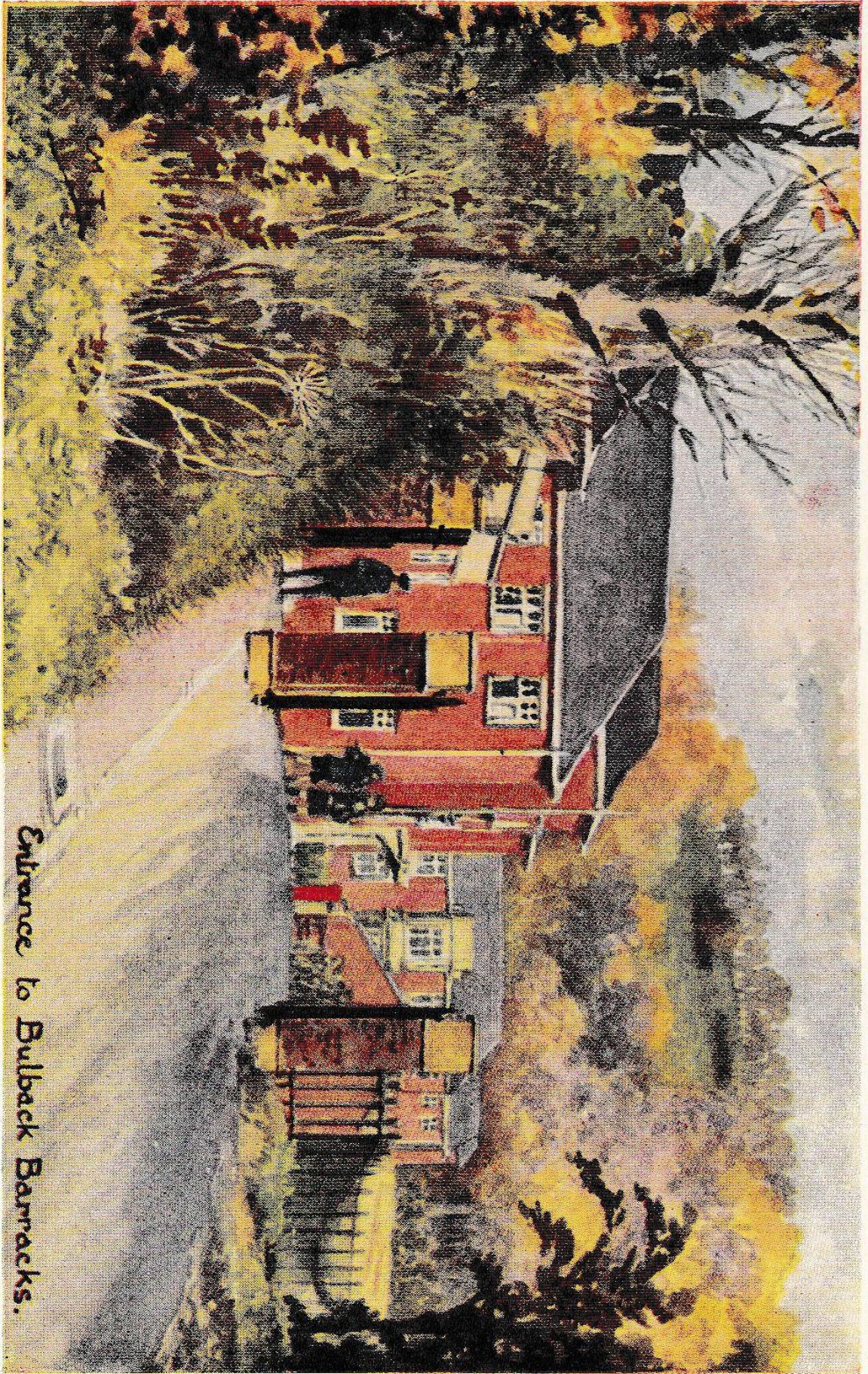
There's a broken heart on the hill, up there;
An unheard cry, and a silent prayer,
And hands that beat on a breast that's bare;
A soul's in hell on the hill, up there.

There's a sunset red on the hill, up there;
There's a sign of a scythe in the cloudy air;
There's a quick release from this life of care:
For death has called on the hill, up there.

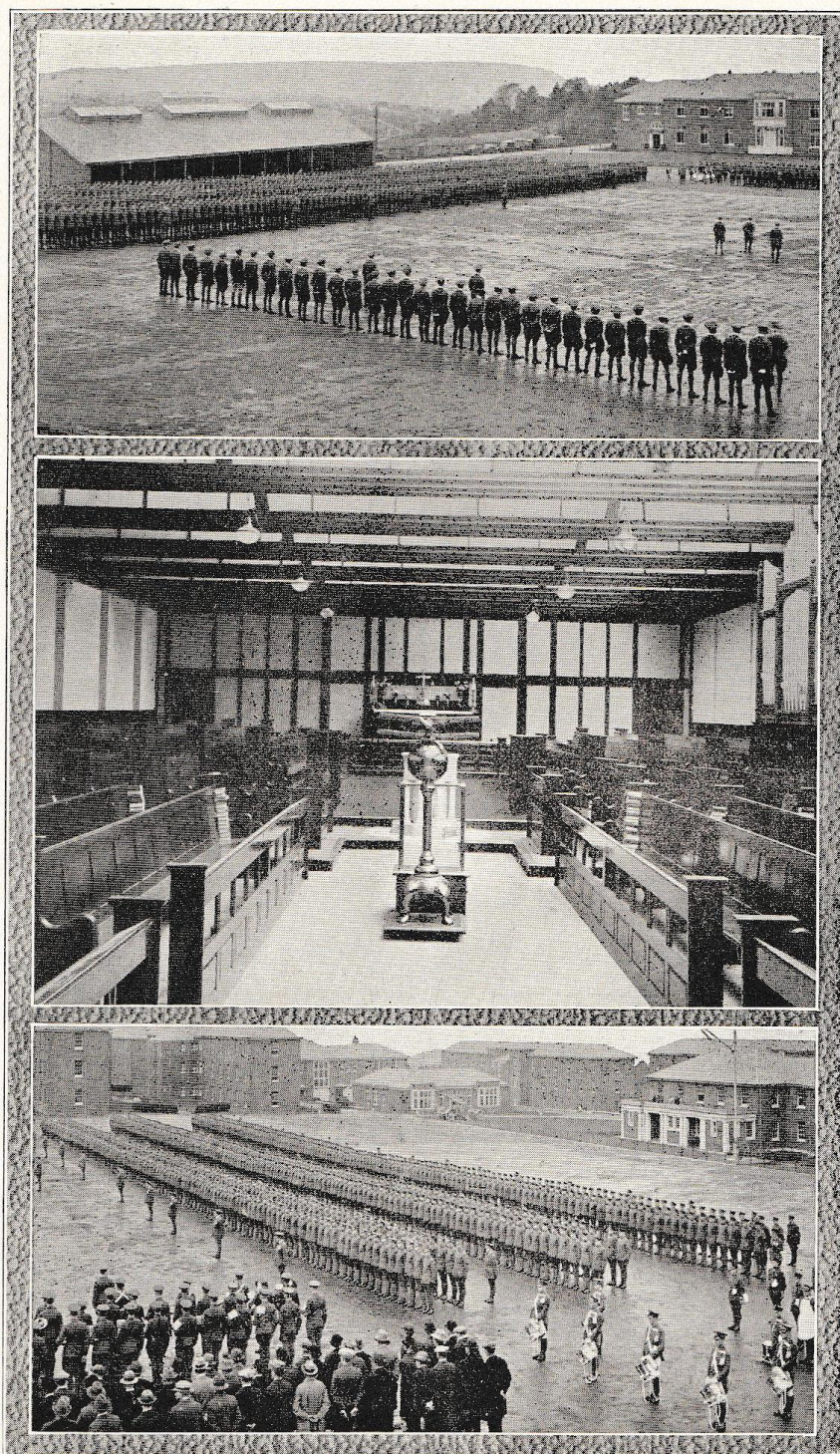
* * * * *

There are two little mounds on the hill, up there,
And a rose's fragrance scents the air;
For God has answered the widow's prayer,
And all is still on the hill up there.

G. L.



Entrance to Bulback Barracks.



Christmas]

[Camp Photographer.

The Silence—Armistice Day, 1924. No. 1 Section.
The Camp Church.
Armistice Day. No. 2 Section.

Workshop Notes

IT is Armistice Day, November 11th, as these Notes are written. Six years have passed since the great War-time Workshops of the R.A.F. began to be reduced, or closed down, and the majority of the personnel have returned to their peace-time vocations. With them went a priceless heritage of knowledge and experience, which they brought to bear on their resumed occupations. The influence of aero engine and aeroplane standards of design, materials, and workmanship, has already had far-reaching effects in the engineering world of to-day.

Halton exists to train the younger generation to serve the Air Force of the future, as the war-time airmen served their comrades who flew and fought and died for their country.

But to return to the Workshops :

FITTERS—PRELIMINARY TRAINING.

FITTERS, JANUARY 1924 ENTRY. This entry is progressing well. The new drilling machines installed for the Fitters have proved a benefit, every machine being in constant use.

Instruction is being given in the correct method of tool-sharpening ; judging by the various angles we have seen on chisels and twist drills, this is much needed. Aircraft Apprentices should appreciate this, as it is one of those apparently little things which greatly increases personal efficiency and, incidentally, the efficiency of the Workshops.

Some really useful temper charts, showing colours, have been made by the Drawing Office, and should form a reliable guide.

MACHINE SHOP. Great progress is being shown in this Shop. Several boys of the September 1922 entry have already completed the Turret-head exercise, which embodies fifty-seven separate operations.

The majority of A/A.'s have just completed a test consisting of the manufacture of a complete all-metal fitting for petrol systems. The results are in process of inspection, and appear to be good.

The partitioning of the Machine Shop from the Fitting Shop has improved the working of the Shop immensely.

The Machine Shop Store is now in a position to supply everyone's needs ; this will still further assist training. It is hoped that all A/A.'s will take the greatest care of the equipment, and remember that there are others who want to use it.

COPPERSMITHS' SHOP. A great improvement has been shown this term in the quality of the Coppersmiths' work. We hope it will be maintained. It ought to be the object of every A/A. never to have a job thrown out for unsatisfactory work. An A/A.'s ideal should be to aim as high as possible; the top of the tree gets higher every day.

The Coppersmiths' Syllabus has now been revised, and there should not be very much wrong with an A/A. who can complete all the work satisfactorily.

BLACKSMITHS' SHOP. This Shop is still maintaining its high standard of work, in spite of difficulties. Nothing is too difficult for them to tackle; this is the real spirit we require. We miss the use of a reliable power hammer, and hope the Works and Buildings Department will rise to the occasion.

R.A.E. Courses for Instructors in Heat Treatment are proving helpful.

FOUNDRY. This Shop is really getting over its teething troubles, and making big bites at production. Great credit is due to the energy which the small personnel has put into it. Keep it up!!

The oil-fired furnaces have been rebuilt by the W. & B., as they were in a bad state. We are hoping to get a Sand Mill, which will further improve the Foundry work.

Mr. Glading, of the R.A.E., recently paid the Foundry a visit, and helped us with some very useful suggestions.

H. J. R.

(FITTERS) ADVANCED TRAINING.

FITTERS, AERO-ENGINE. The January 1922 Entry have been doing "Revision," leaving the September 1922 and January 1923 Entries to conduct the E.R.S.

The "Instructional Overhaul" Scheme is working well. When an engine has been completely overhauled and tested by the A/A.'s, it is sent to Henlow, who dismantles, inspects and re-tests it, correcting any defects, and accepting responsibility for it as a service engine. The first "Liberty" went to Henlow recently, and the report is most promising. Latterly the Rolls Royce "Falcon" has been undertaken as well; this is more difficult, as it has more "whiskers." Top overhauls for the Aerodrome are also done, and the quality of the Mono's has steadily improved.

New Magneto and Carburettor Shops are being fitted up; the former already contains some very interesting models.

FITTERS' ARMOURER. The January 1922 Entry have completed Timing the C.C. Gear and fixing the Vicker's Gun on the "Fairy Fawn," while the Bomb Sights and the Bomb Gears on the Boulton and Paul "Bugle" at the Aerodrome have proved very interesting.

FITTERS' DRIVER PETROL. The January 1922 Entry are ready to pass out. A new "terror" for Instructors, in the form of night-driving, was recently added, but the results were quite good.

"Live" repair work continues, and it is hoped to send another convoy of completed vehicles to Shrewsbury shortly.

MATERIALS' LABORATORY. At last this is taking shape, and demonstrations in all commercial testing will be able to be given.

E. R. V.

CARPENTERS' & RIGGERS' SHOPS.

CARPENTER RIGGERS. The January 1922 Entry are ready to pass out.

The September 1922 Entry are beginning Aero Carpentry. "Mr. Editor" has blue-pencilled some personal remarks on stature, but allows the possible platitude that the size of Suits Combination is not necessarily an index of ability.

The instruction of the January 1923 Entry Carpenter Riggers this Term is divided equally between Advanced Carpentry and Rigging.

In the Carpentry Section the previous excellent progress has been more than maintained, and the majority of the examples of the final exercise—a sash door with diminished stiles—are really excellent jobs, and reflect great credit both to Apprentices and their Instructors.

Interest in the Rigging of aeroplanes is, as usual, very keen.

"Good Report" may be said of the Apprentices of the January 1924 Entry, for the creditable manner in which they have adapted themselves in so short a period to their present surroundings, and by putting into practice the instruction given them.

The syllabus laid down has been rigidly adhered to, and without exception completed by the Aircraft Apprentices, to such an extent that sashes and four panel doors are well in the making.

Half-rip sawing has been encouraged.

A warning from Shakespeare for those in the Woodworking Machine Shop:

"For many men that stumble at the threshold
Are well foretold that danger lurks within."

King Henry VI.

PATTERN MAKERS. This small class is putting out some really useful work, having made patterns for several Engine Stands, Spares for Lathes in Machine Shop, and Fire Bars for the Boiler House.

It is pointed out that the expression "Size is Size" must always be their motto. This should be appreciated by at least two members of the class.

CARPENTER MOTOR-BODY BUILDERS. The work done by the Apprentices of this trade has been of a useful and varied character; they have this term repaired all Service Types, from Trojans upwards.

The January 1923 Entry are reconditioning a Sentinel Body. A similar job has already been completed by the January 1922 Entry.

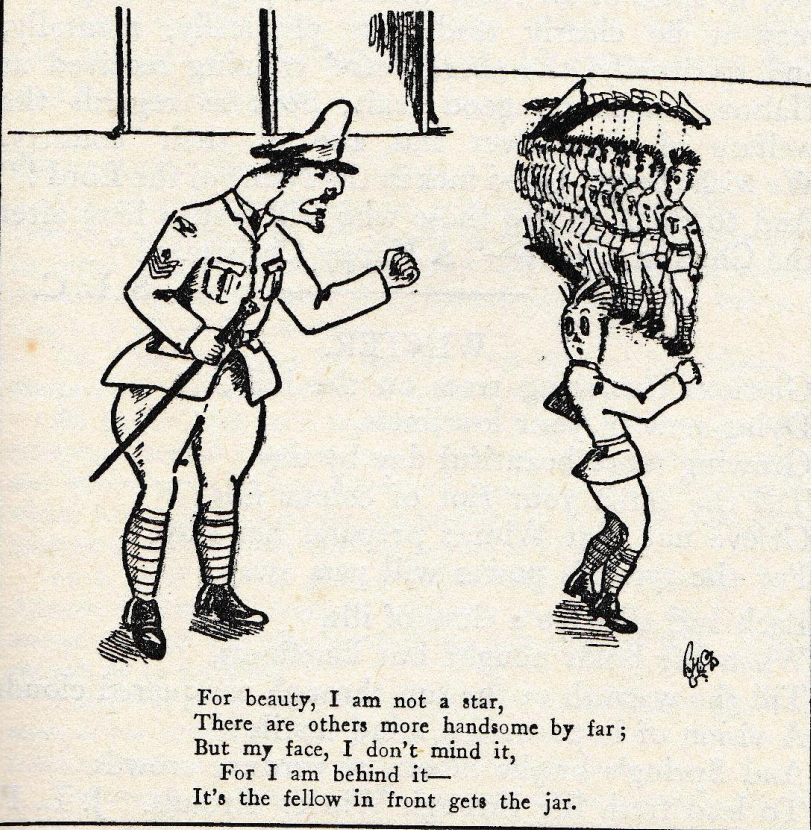
F. W. C.

PASSING OUT OF THE JANUARY 1922 ENTRY. We cannot close these Notes without a word to this Entry to wish them success in their examinations, and good luck when they go to their new Stations. They must remember that their three years at Halton is only a beginning—"A good beginning is half the battle"—but the other half remains to be fought, and to succeed in life the highest qualities of character, purpose and determination, are essential.

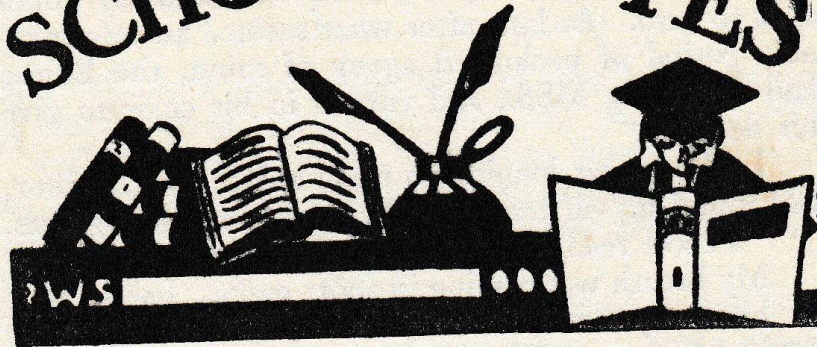
This entry have been the pioneers ; they have had to work alongside Airmen under training to lower standards ; they have had to be utilized to test new methods of instruction ; and they have had to make some of the tools and equipment, which later entries have found ready for them. They have had many difficulties and discouragements, but from the day when Squadron-Leader G. R. REID's " Little Boys " marched into the mud of North Camp up till now, when they have almost completed their course as the " Senior Entry," they have shown the right spirit in everything they have undertaken. Over the entrance to Pennsylvania University there stands the motto :

"In the dust of defeat as well as in the laurel of victory there is glory if one has done his best." R. H. V.

LIMERICKS ILLUSTRATED, No. 1.



SCHOOL NOTES



AT the end of the first year's work on *The Halton Magazine* it is allowable, I think, to congratulate our Editor and the officers and boys who have backed him up so well.

In spite of the many difficulties, foreseen, financial and otherwise, the Magazine has proved that it is possible to combine instruction and amusement with artistic appearance and low price.

We must remember that this has been brought about by the extraordinary ability and energy of our Editor, by the keenness of the Boys, and the help of our advertisers.

I hope that in the future the Magazine will be a link between the Old Boys and the Station, and that in the years to come its standard will be kept up by letters and articles from Old Boys all over the world; and that it will steer clear of that horrible pitfall into which so many magazines of this nature fall—a striving after the comic, which so often degenerates into vulgar personalities and breaches of discipline.

We are living in an atmosphere of examinations. These may be necessary, but that does not make them any more agreeable. Some of us are doing well, and others not; to these latter I should like to point out that if a comparative failure is not due to wilful laziness there is no reason to be downhearted. Hard work and honest endeavour in the Service will certainly

meet with reward in the end, and we cannot all do well in examinations.

On looking back over the year's work, I am quite satisfied that very good work has been done, and I congratulate the leading boys on the sense of responsibility they have shown. It has been a strenuous year for every one, but hard work never did any one any harm yet, and there is no doubt but that, for the very large majority, the year has been a happy one, and also one of progress.

We are rapidly learning the best solutions of the many problems that confront a new service, and I am confident that time will prove that we are on the right lines.

In wishing good luck to the First Entry of Halton boys, who are now on the point of passing out, I feel sure that the reputation of Halton is in good hands, and that their skill at work and their behaviour generally will uphold the credit of the Service to which we are all proud to belong.

Overheard on Visitors' Day

NOT HALF.

Keen Parent (passing Workshops): How many boys work in this building?

Cynical Son: Oh, I don't suppose half of them.

* * * * *

THE DEAF AND THE MUTE.

Sergeant, looking out of window of Sergeants' Mess—to A/A. showing his little brother round—"What the blankety blank are you doing round here with that kid—you ought to know better."
"Oh, that's alright Sergeant, he's stone deaf."

* * * * *

"And how do you like School?" "I simply love it. In my Class we often get so interested in the work that we don't hear the bugle, and go on for hours after the others have gone."

* * * * *

"No, we do absolutely nothing in School, but a bugle always goes at 12 o'clock, so's we know when we're done."

* * * * *

"That's a fine swimming-bath you've got. Just emptied the water out to clean it, I suppose?"

To the First Entry, December, 1924

Your time is up—your fate is sealed—and now

You leave us with a sense of splendid pride ;
First in the field, to you the honour falls
To spread the name of Halton far and wide.

Where'er you go, remember always this :

You will be watched—Yes, some perhaps may try
To trip you up, to run your training down ;
With you alone it rests to show they lie.

Others will want to see what you are worth,

To test your knowledge, common sense, and skill :
Will you respond ? Will you come up to scratch,
As we at Halton, hope and trust you will ?

Entries to follow, be they good or bad,

Cannot attain what's yours and yours alone—
The privilege which never comes again
You were the first—the only Number One.

Troubles you had—what pioneers had not ?

But common sense—a pair of hands—and pluck,
Will take you far ; so barracks, shops, and school
Do wish you all the very best of Luck.

A. C. K.

Area Education Scheme

The opening session under this scheme, which offers facilities for further education to officers, N.C.O.'s and Airmen, began in September.

The number who entered upon a course of study is 190, many of whom are taking four different subjects.

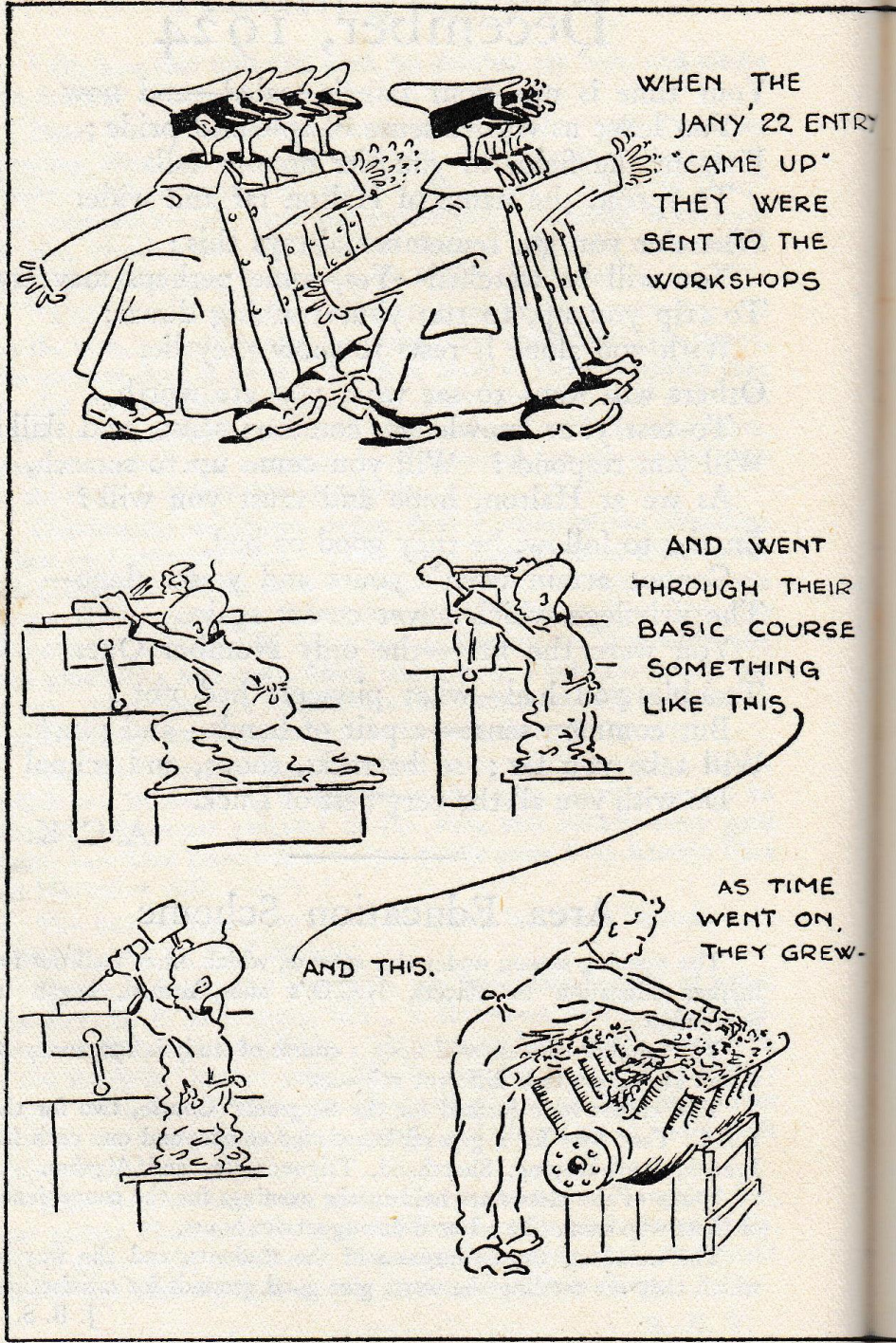
Two classes were formed for the Sergeants' Course, two for the L.A.C. Test, four for a general knowledge course, and one each for French, Book-keeping, Shorthand, Trigonometry and Algebra.

Three of the classes are held in the evenings for the convenience of those who cannot be released during service hours.

The numbers, the enthusiasm of the students, and the way in which they are tackling the work, give good grounds for satisfaction.

J. B. S.

THE PASSING OF

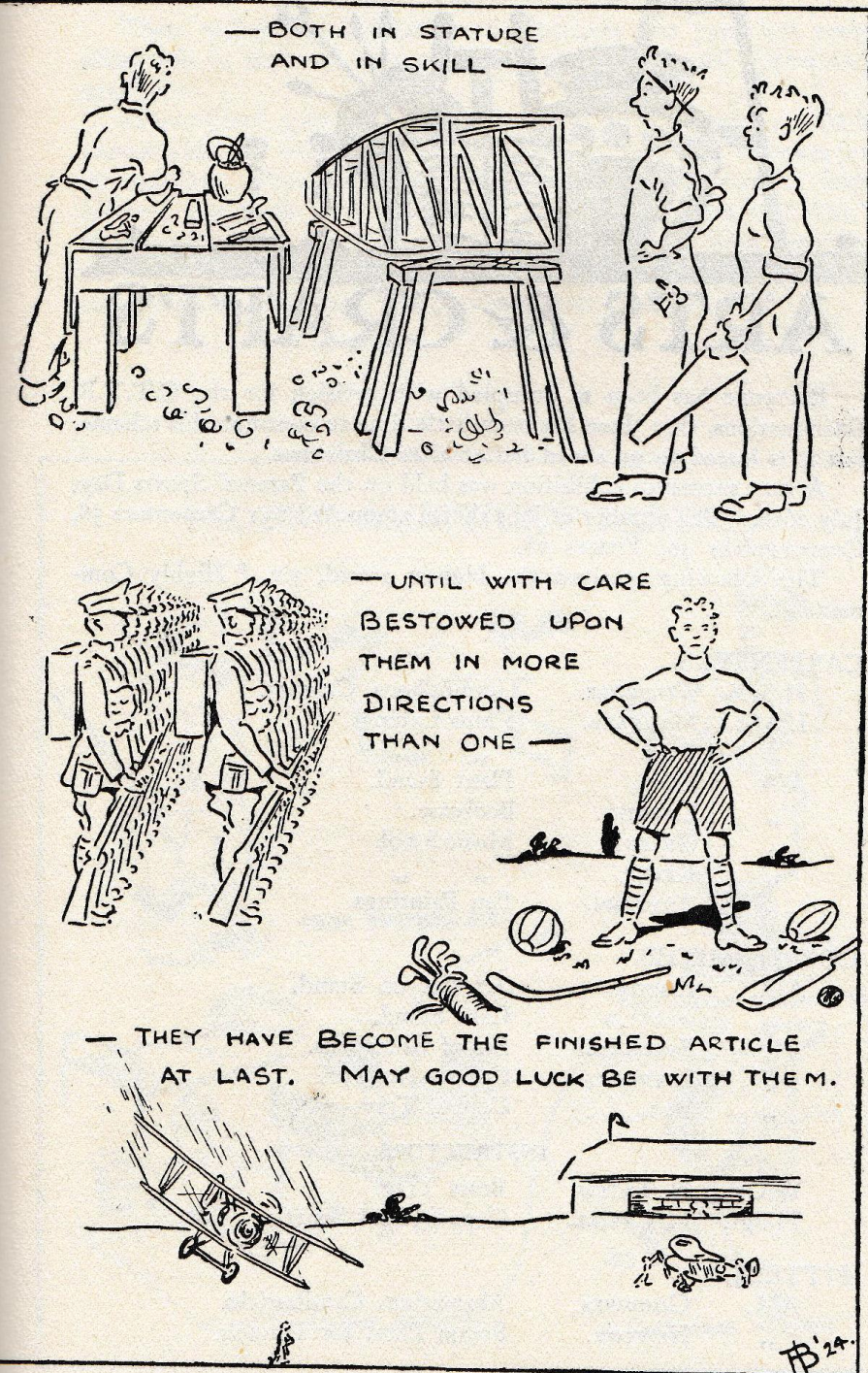


WHEN THE
JANU' 22 ENTRY
"CAME UP"
THEY WERE
SENT TO THE
WORKSHOPS

AND WENT
THROUGH THEIR
BASIC COURSE
SOMETHING
LIKE THIS

AND THIS.
AS TIME
WENT ON,
THEY GREW-

THE "FIRST."



A Visit to a Modern Aeroplane Works

DURING leave we had the good fortune to pay a visit of inspection to Messrs. De Havilland Aircraft Company's Works at Hendon, by their kind invitation.

The assistant business manager met and escorted us round the various departments, and initiated us into the different methods of construction, after which the chief draughtsman took us through the drawing-office, explaining the many drawings and plans, together with some very interesting stress diagrams of fuselages under the various conditions of loading met with during flight evolutions.

In the erecting shop a number of service D.H.9A machines were being overhauled and repaired for the R.A.F. It was often a case of reformation rather than repair, and we were struck with the thoroughness of this process. Other 9A's were in all stages of construction, and we noticed a tendency to favour three-ply construction for the fuselage, thus cutting out all bracing wires.

A new type embodying metal tubular construction was seen, in which the fuselage-members are bolted together instead of the more orthodox welded joints.

In another shop we saw a D.H.50, one of the passenger liners used on the Liverpool-Belfast service, with seating accommodation for four passengers, which was nicely fitted up inside for comfortable travelling, and which had quite an ingenious device to be used in case of a forced descent in the Irish Sea. Running along both sides of the engine were deflated gas-bags concealed by aluminium cowling, which could easily be removed by pulling a small lever. The gas-bags were connected by pipes to a cylinder of compressed air behind the pilot, to be released into the bags or floats by opening a cock.

We also saw the "mock-up" for a large machine, the D.H. ?—yet to be built. A "mock-up" is a life-size model thrown together in three-ply, to give the designer some idea what his brain-wave is going to look like in real life. In this way timely discovery of snags is often made.

Next in the menagerie was the famous "Humming Bird"—the light aeroplane with a Douglas motor-cycle engine. It has done well at Lympne, and has also flown to Brussels, and gained laurels there. It was offered to us after reconditioning for £200—we hope this offer does not extend to all the Aircraft Apprentices at Halton. What week-ends!! But think of 2,000 of these machines parked on the Barrack Square during the week, and the R.A.F. Police doing point duty after pay parade on Friday.

Many and interesting were the other novelties shown us—such, for instance, as the patent D.H. Differential Aileron Control.

Before leaving, some very excellent aerial photos were given us, for some of which we hope the Editor will find room.

L. C.
C. H. L. N.