

The Haltonian Magazine - Summer 1925

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"PER ARDUA AD ASTRA"

THE
HALTON
MAGAZINE

•
VOL. II No. 2
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SUMMER 1925

J. Burke 337

"GLOSTER"

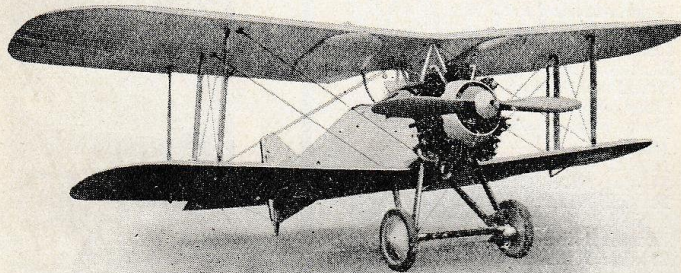
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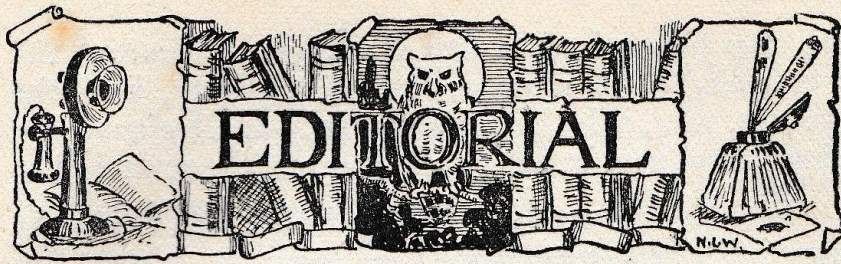
GLOSTER "GREBE" SINGLE-SEATER FIGHTER

WINNERS OF THE AERIAL DERBY, 1921-2-3
 HOLDERS OF BRITISH SPEED RECORD,
 212.2 M.P.H.

RECORD CLIMB of 19,500 ft. in 11 mins. 34 secs.

Enquiries invited.

Illustrated Catalogue on application



WITH this issue we enter upon a new phase in the career of the *Halton Magazine*. The price of publication is henceforward one shilling per copy instead of sixpence. We have already offered our reasons for this change in policy—there is no need to repeat them. The Magazine has always been worth a shilling, and in the view of those at present responsible for its conduct ought to have been sold at this price from the outset. Suffice it to say that we look forward with confidence to the continued support of all our readers, and that we hope to show almost immediate results in the way of a better and bigger Magazine, together with a bank balance that will enable us to be of some assistance to deserving institutions on the Station.

THE BOYS' COMMITTEE.—We are glad to be able to record the valuable moral assistance of the Boys' Committee in the conduct of the Magazine. Under the chairmanship of Mr. E. C. Classon, to whose enthusiastic work these pages owe much more than can ever be expressed, several meetings have been held, and matters of policy have been discussed and suggestions offered of which we have gladly availed ourselves. We would like to say, with regard to this Committee, that its composition is intended to be elastic, and we hope that no Aircraft Apprentice who is keen to help us and to attend its meetings will neglect to see us with a view to his co-option. We aim at perfection, of course, but we realize our failings and our limitations. Grouzers there must always be, and we welcome their grougings. It is the "crabber" to whom we object. There is all the difference in the world between the two, and we consider that we shall have achieved a

big step forward when and if we have converted the "crabber," who is of no use to anybody, into the grouser, who, if he but grouses fairly and legitimately, plays a real part in keeping us "up to the scratch."

OUR CONTRIBUTORS.—We again have to thank the many Contributors who have sent in matter for publication. As announced in our last number, prizes will in future be given for the best contributions offered by (a) Aircraft Apprentices, and (b) Airmen and N.C.O.'s, in each of the Sections of Prose (other than reports of Station events, of course), Verse, and Art. We hope these will not be regarded in the sense of payment. The intention is rather to foster a spirit of healthy competition. May we stress the fact once again that our Magazine is intended to reflect the life of the whole station, and not alone of the Aircraft Apprentices? Moral—Airmen and N.C.O.'s, please let us have your contributions!

We would like to take this opportunity of tendering our sincere thanks to Air Vice-Marshal Sir Sefton Brancker for his very important article on "My Flight to India"—the *pièce de resistance* of the present issue. Sir Sefton Brancker is a very busy man, and we much appreciate the compliment he has paid to us in giving up so much of his time on our behalf.

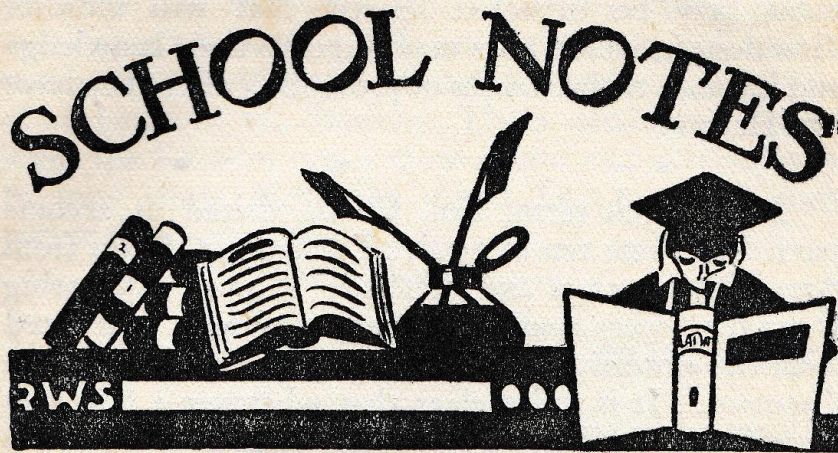
THE JANUARY 1922 ENTRY.—As we write, the January 1922 Entry are taking the C.T.T.B. portion of their Passing-Out Examination, and before we next go to press the successful ones will have left us for the various Stations to which they have been posted. We wish them all the best of luck, and may none of them be left behind! May we once again express the hope that our Old Boys will write to us freely, and let us know how they fare? In this connection we are pleased to publish a letter reminding us that the Halton tradition does in fact go further back than Jan. 1921, and that before the present scheme of training began there was an earlier school of training for Boys (known as the temporary scheme), the fruits of which, our

correspondent clearly shows, have been very real and live!

We are also pleased to insert a letter from L A/C. 353501 Irvin, an old Haltonian now at Malta. It may be interesting to mention in this connection that we hope to publish in our Christmas number an illustrated article on the R.A.F. in Malta.

THE VISIT FROM THE AREA EDUCATION OFFICERS.—It was with very great pleasure that we were able to welcome, early in June last, a party of some eleven Education Officers, accompanied by Col. I. Curtis, the Air Ministry's Educational Adviser (to whom we tender our heartfelt congratulations upon the well-deserved honour of a C.B.E., bestowed upon him on the occasion of the King's birthday). These gentlemen came from various Air Force Stations in the Inland and Coastal Areas, and in view of the fact that one of their functions is to provide educational facilities and guidance to those of our Aircraft Apprentices who wish to pursue their studies further when they leave Halton, the visit, which lasted three days, was one of special significance and importance. We refer our readers to the School Notes for further comment upon the importance of this visit.

BOUND COPIES OF VOL. II.—Arrangements have now been completed with the printers for a tasteful binding of the three numbers of Vol. II of the *Magazine* for those of our readers who would like to keep in a convenient form a record of our activities for the year 1925. Particulars will be found in Advt., page xxiii, but we wish to impress upon our readers the fact that they must submit *their own* copies for this purpose after the Christmas leave. The advertisement pages will be omitted from the bound volumes. A specimen of the cover is on view on the School notice-board.



OUR heartiest congratulations are due to Dr. Hart on the honour conferred on him in the Birthday List.

He has the satisfaction of knowing that it is a recognition of sterling work done since the beginning of the training of A/A.'s, and those who have had the privilege of working with Dr. Hart are the first to welcome this recognition of his success.

* * * *

As I write, the Examination of the Second Entry by the Central Trade Test Board is being held, and I wish them the success that the large majority have shown themselves to deserve by their answering in the School Examinations. Set tasks were again very well done by many of the boys, and this part of the Examination plainly is successful in encouraging boys to read up interesting branches of their shop work more deeply than they can hope to do in School.

To those boys who did not spend much time on this branch of the Examination I would suggest that it is never too late to begin. When they go out from us to other Stations, they could do far worse than spend some of their time reading the technical books they will find in all stations, and then collecting notes of what they have read and putting them in writing in the form of short lectures.

In this connection I may mention that an announce-

ment may be expected shortly that will indicate directions in which boys may improve their knowledge and increase their chances of promotion after they have left Halton.

* * * *

During the term, Col. Curtis visited us, accompanied by some ten or twelve Education Officers from Area Headquarters and Stations. A most interesting three days were spent and many problems connected with the education of boys after they have left Halton discussed. It is quite clear that wherever a boy goes he will find facilities for further study and some one at hand to advise and help.

* * * *

The new buildings are rising apace, and we hope soon to be using the new lecture rooms and laboratories. The former especially will be a great boon and will add enormously to the efficiency of our work.

* * * *

I am glad to note the interest shown in the doings of the varied classes of workmen round our buildings. From my own observations of the keenness with which they are carrying out their different tasks their zeal is well worth copying; at the same time I wish to point out that the paint that so artistically covers the lower panes of the windows has been put there at some cost, and that if boys wish to watch some one working hard they should not scratch this paint off, but stand up on a chair and look through the upper panes.

Perchance, masters may have something to say on this, but a few days C.B. will no doubt be considered a light payment to make for the experience.

* * * *

I again wish to thank the Leading A/A.'s for their help. A good sense of responsibility has been shown, and much unselfish good work done. The same remarks apply to the Supervisors of the different reading rooms.

* * * *

Since our last issue, Mr. Smith has completed a catalogue of books in the Lending Library, and before our next issue we hope to have a complete catalogue of all books on the Station. These catalogues should make the libraries much more useful and also indicate to boys books that they might buy for their own personal use later on.

A.F.S.C.

Book Play Titles Travestied

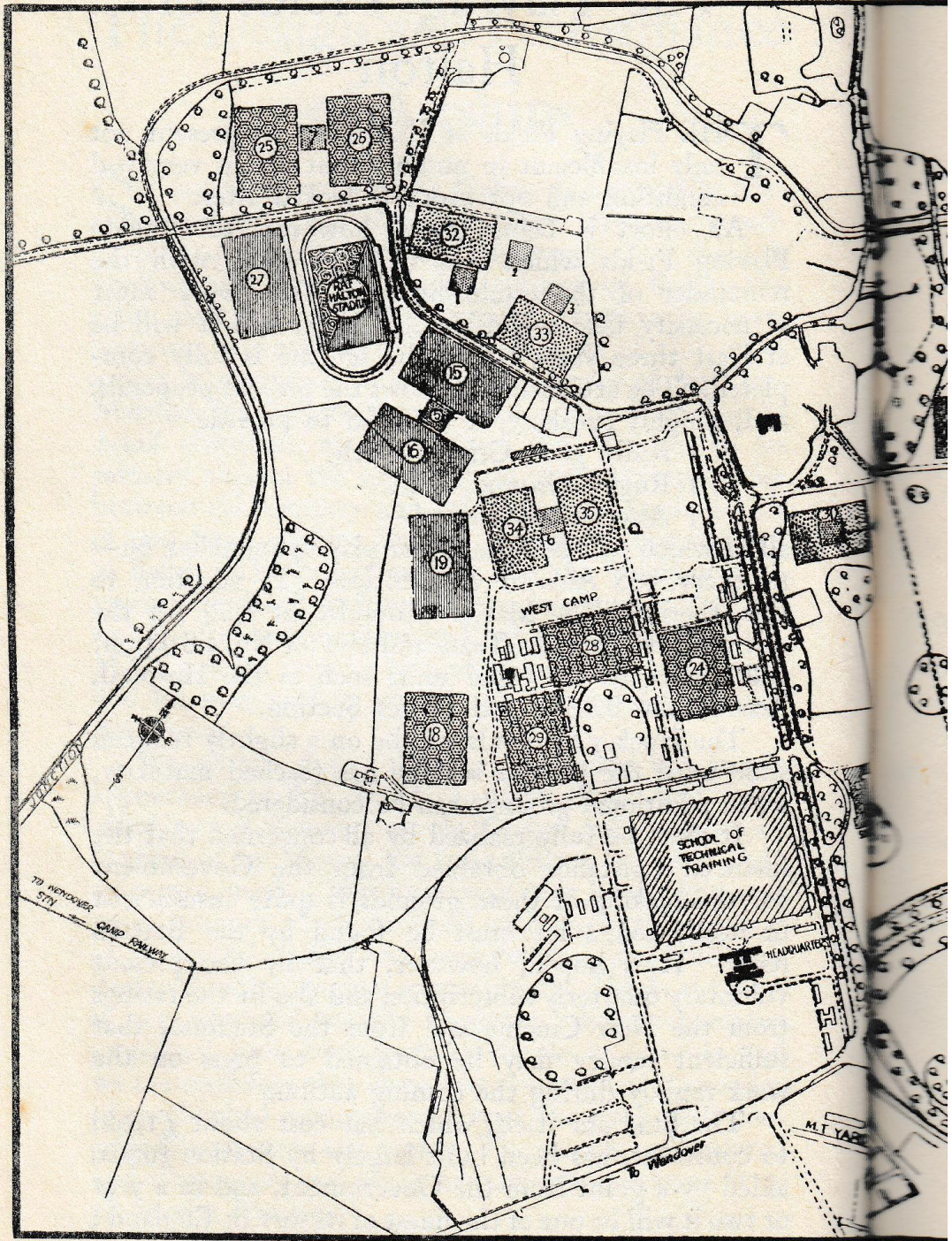
- "The Rocks of Valpré" Rock Cakes for Tea.
"A Midsummer Night's Dream" Fair Notes and Homework
Abolished.
"A Study in Scarlet" My Science Test after correction.
"The Catastrophe" The man who dropped it.
"The Blue Lagoon" Tring Reservoir.
"The Three Musketeers" Orderly Sergeants, A, B, and C
Squadrons.
"The Lunatic at Large" Saluted a F/Sgt.
"Convict 99" Just come from the Barber's.
"The Man Who Stayed at Home" Who'd like to change
Places?
"The Black Gang" Come on! the Fire Picquet!
"The Dinner Club" Week's Pay gone bang!
C. E. S.

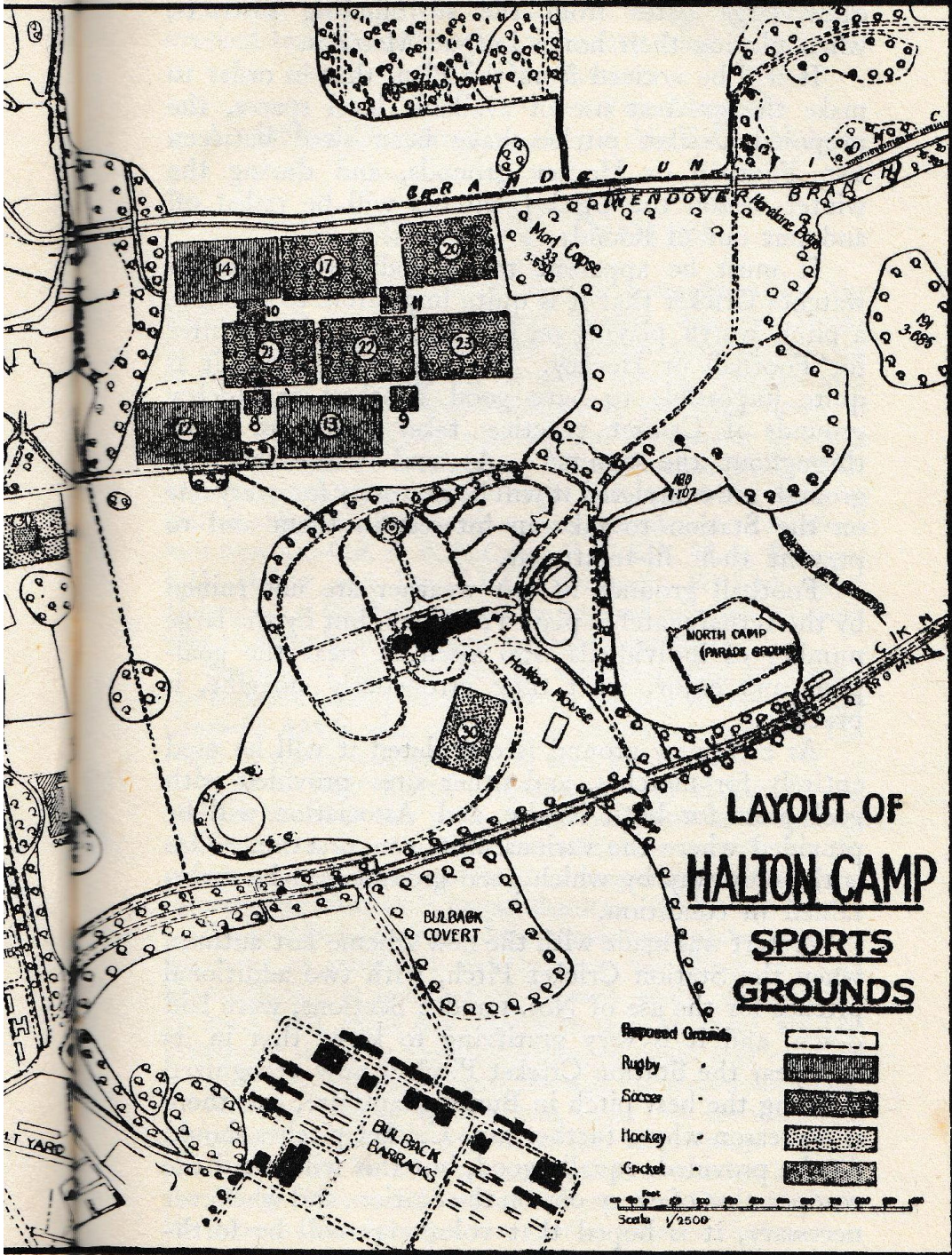


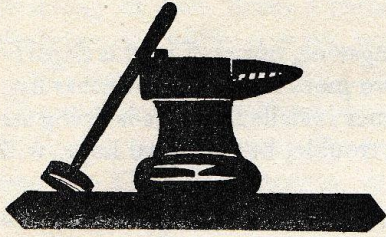


The Girl: "I suppose you simply *adore* flying?"

The Boy (*never been up*): "Well, you can have too much of a good thing, you know. Personally, I think it's a treat to get on the ground again."







Workshop Notes

PRELIMINARY TRAINING—FITTERS.

The whole of the January 1924 Entry has now passed over to Advanced Training for instruction as Fitters Aero, Fitters Armourers and Fitters Drivers Petrol. If they put the same spirit into their work in Advanced Training as they did in Preliminary Training, they should do well.

The January 1925 Entry are making great strides, but are weak in theory; of course, they have the advantage of being a small Entry (153), and more time can be given to each boy. With this Entry we are commencing elementary engine instruction in their first year; this is to give them longer time on service engines and, incidentally, we think it may go a long way towards breaking the monotony of the bench work.

TURNERS.

The first real test of our work in this shop has arrived. The C.T.T.B. commence the examination of the September 1922 Entry in July, and we feel very confident of the results; at any rate, if the failures are high I do not think the fault lies with us, but with the A/A.'s themselves in not taking advantage of the great opportunities offered them, and, in many cases, forced upon them.

The other Entries are making steady progress. Our finished work and metal store is working very satisfactorily, and serves two purposes, viz., economising in metal, and showing automatically the order of merit of the A/A.'s as workmen.

COPPERSMITHS.

We have no September 1922 Entry Coppersmiths under training, but the A/A.'s of January 1922 who failed to reach the required standard in November 1924 are being examined again after further training. Our experience with these A/A.'s is that their greatest difficulty is brazing, but we back them against the best in manipulating the metal.

The January 1923 Entry are now well on their last lap, and the quality of their work promises well.

The January 1924 Entry are emerging from the template stage, and are doing well.

The youngest Entry (January 1925) are making great strides, the quality of their work showing a very considerable advance over that of previous Entries.

BLACKSMITHS.

Since the publication of the last magazine, our staff in this department has been reduced by two, and two more are on the overseas list.

We have had our new power hammer installed, and it is doing its work well; the drive is giving a little trouble, but this, we hope, will be put right by W. & B. shortly.

The quality of the work, I think, is quite comparable with the best civilian work.

FOUNDRY.

This shop is now fully equipped, and might well be taken as a model foundry. The latest additions are a sand mill and mixer, a small sand blast, and an emery wheel for dressing castings.

Any faulty work from this department in future will be due to bad workmanship, and not to lack of equipment. We hope this will not occur.

This is quite a small and self-contained shop, and it is up to the personnel to take a pride and interest in it.

* * * * *

I cannot finish these short notes better than to remind the A/A.'s passing out that although they have completed their training at Halton they do not know everything. The foundation of their knowledge has been laid here, and it is up to them to build solidly on this foundation, whatever trade it may be.

On behalf of all Officers and Instructors in the Preliminary Training Workshops—Good-bye! and Good Luck.

H. J. R.

Flt./Lt.

JANUARY 1922 ENTRY CARPENTER RIGGERS.

The above Entry after six months' general revision are facing the C.T.T.B. for the second time. Marked improvement is noticed, and we trust the results will be favourable.

SEPTEMBER 1922 ENTRY CARPENTER RIGGERS.

This Entry have been working very diligently during the past Term. Many examples of very fine workmanship are now approaching completion, and by the time this appears in print there should be at least one complete machine fully erected. The whole of this machine will have been built from collective exercises of this Entry. If the individual effort compares with the collective effort the result should at least be satisfactory. At the same time, every one concerned has the satisfaction of having seen the materials arrive in their raw state, and pass out the finished article.

JANUARY 1923 ENTRY CARPENTER RIGGERS.

The Carpenter Riggers of this Entry have made good progress in Aero Carpentry, and have already completed the

building of two Avro Fuselages, in addition to the standard exercises of making scarves, wing ribs, leading edges, etc.

Taken all around the practical work is of a high standard. There is still a weakness shown in general knowledge which it is hoped to overcome by setting a series of questions every week. The Apprentices must realise, however, that they can only hope to do well in their final V.V. examination by finding out details for themselves, and endeavouring to "tub" their instructions.

JANUARY 1924 ENTRY CARPENTER RIGGERS.

The Carpenter Riggers of this Entry have now completed their Basic Training, and the general standard of work is very good. By means of cutting down the length of time spent in the paint shop, fabric work, etc., it has been made possible to start them on Aero Carpentry nearly six months earlier than usual, and it is confidently hoped that they will appreciate the benefit of this and also be able to tackle repair work on service machines before due to leave Halton.

JANUARY 1925 ENTRY CARPENTERS.

The Aircraft Apprentices of this Entry are making very good progress.

On joining, quite 30 per cent. of them desired to be motor cyclists or wireless experts in preference to their appointed trades.

The experience they have gained has stimulated their interest, and their adaptability in the use of tools has produced very good results, thus proving the *Chippy Chaps* are just as good as those of any other trade.

F. W. CLARKE, Flt./Lieut.

Officer i/c Technical Training,
Carpenters and Riggers Shop.

In Memoriam:

362741 PATRICK WALTER WALSH,

WHO

PASSED OUT OF HALTON WITH THE FIRST ENTRY AS A/C.1
(CARPENTER RIGGER) AND WAS POSTED TO CALSHOT.

*Accidentally killed by a train while motor cycling at a level
crossing between Calshot and Southampton.*