

The Haltonian Magazine and the Daedalus

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THE HALTON MAGAZINE



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HIS MAJESTY THE KING.
Chief of The Royal Air Force.

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To face title page .

“EQUAL TO ANY TASK”

After reviewing the Display by the Royal Air Force at Mildenhall, H.M. the King sent the following message to the Secretary of State for Air, Sir Philip Cunliffe-Lister :

“I warmly congratulate all ranks of the Royal Air Force on the magnificent display which I have had the pleasure of seeing to-day.

“I was greatly impressed both by their smartness on the ground and their efficiency in the air, which leave no doubt that they will prove fully equal to any task which they may be called upon to fulfil.

“Please express to all ranks my appreciation of their labours in making the review such an unqualified success, together with my best wishes for the future welfare of the Royal Air Force.”

(Signed) GEORGE, R.I.

EDITORIAL

THE European situation created by the unforeseen rearmament of Germany in the air has had swift repercussions upon the R.A.F. both here at Halton and throughout the service at large. By 1937 the R.A.F. is to be not inferior to any continental power. This will call for great efforts on the part of all. We are confident that any call which may be made upon us here will be readily answered. How large Halton may become is at present largely a matter of conjecture but a very great increase in the personnel under training is inevitable.

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Air Vice-Marshal N. D. K. MacEwen, C.M.G., D.S.O., R.A.F., was awarded the C.B. in the King's Birthday Honours List. It is a worthy recognition of his work for Halton and the service, and we offer him our heartiest congratulations.

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The earthquake disaster at Quetta has taken a heavy toll of R.A.F. personnel and amongst those killed are no less than twelve ex-apprentices. They were :

- 561486 A.C.1 Claydon, J. R. (16th Entry)
- 564026 A.C.1 Lunt, J. (20th Entry)
- 365085 Corpl. Wilton, W. H. (Hon. Sec. R.A.F.O.B.A.) (4th Entry)
- 561772 L.A.C. Jones, O. E. (16th Entry)
- 563010 L.A.C. Miller, R. (19th Entry)
- 560625 Corpl. Herring, H. R. C. (14th Entry)
- 560363 L.A.C. Nickalls, B. (13th Entry)
- 560687 L.A.C. Penwarden, T. C. (14th Entry)
- 561655 A.C.1 Very, R.A. (16th Entry)
- 560502 Corpl. Hall, F. E. (13th Entry)
- 364291 Corpl. Seymour, C. B. (5th Entry)
- 366193 A.C.1 Somerton, T. C. (12th Entry)

To the relatives of all those who lost their lives and in particular to those more intimately connected with Halton we offer our sincere condolences.

On February 15th the following ex-apprentices lost their lives in an accident to a Short Singapore flying boat at Messina in Italy.

562415 L.A.C. Allen, C. N. (18th Entry)
363239 L.A.C. Rees, R. D. J. (2nd Entry)
365552 L.A.C. Wallace, W. P. (10th Entry)
560464 F/Sergt. Willis, H. J. (13th Entry)
561412 A.C.1 Wogan. (15th Entry)

To their relatives we offer our sincere sympathy in their loss.

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We welcome Wing Commander S. P. Simpson, M.C. to Command Administrative Wing, in the place of Squadron Leader R. S. Sugden, A.F.C. who goes to Uxbridge.

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Group Captain F. Sowrey, D.S.O., M.C., A.F.C., left Halton shortly after the publication of the Christmas issue, to take over command of the R.A.F. Depôt, Middle East at Aboukir.

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We welcome Group Captain H. A. Hewart, M.B., Ch.B., D.T.M. and H., as P.M.O. vice Group Captain B. A. Playne, D.S.O., M.B., B.Ch., M.R.C.S., L.R.C.P.

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The following were among those who appeared in the Jubilee Honours List: Wing Commander T. C. St. C. Morton, M.D., Ch.B., M.R.C.P., D.P.H., D.P.M., D.T.M., (O.B.E.); Acting Senior Sister Miss Catherine Walker, Royal Red Cross (Second class); Sgt/Pilot Landrey (12th Entry), A.F.M.; Sgt/Pilot Poulter (2nd Entry), M.B.E. To all our best congratulations are due.

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Our congratulations to the following who were granted permanent commissions as Pilot officers with Seniority as from April 30th, 1935.

365878 Sergt. W. W. Loxton. (11th Entry)
366278 Sergt. D. O. Finlay. (12th Entry)
366419 Sergt. K. G. Stodart. (12th Entry)
365665 Sergt. E. F. E. Barnard. (11th Entry)

* * * * *

Our best congratulations to the following of the 20th Entry on selection to cadetships at the R.A.F. College, Cranwell: L. F. Cooper, C. D. Milne, J. G. Fraser. The Viscount Wakefield Scholarship was awarded to Flt/Cadet L. F. Cooper.

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The Elliott Memorial Prize for the 25th Entry was won by L.A.A. Potts, W.; L.A.A. Stocks, W. T. R., won the Fitters Prize and Cpl. A.A. Milne, C. W., the prize for grand aggregate and educational subjects.

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Empire Air Day was celebrated on Saturday, May 25th. All the many activities of the Command were open for inspection and unusually large numbers of visitors were welcomed.

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Flt. Cadets L. C. Bicknell, L. Rose, H. C. Vickery, H. T. Whillier of the 21st Entry who successfully completed their training as Flt. Cadets at the R.A.F. College Cranwell were commissioned as Pilot officers in December, 1934. H. C. Vickery won the Air Ministry Prize for Aeronautical Engineering and the J. A. Chance Memorial Prize.

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Messrs. S. A. Campbell, E. R. Staples, A. D. Ross, B. N. Keeling and

H. A. M. D'Este have joined the school staff, and we extend to them a hearty welcome. Mr. C. H. A. Ferguson has been posted to R.A.F. Depôt, Uxbridge.

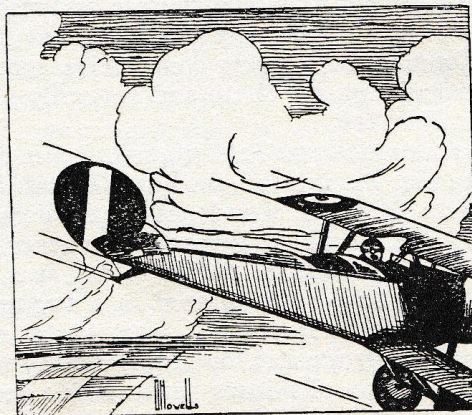
We much regret to record the death in a motor cycle accident of 563924 L.A.C. Shedel, P. P. L.A.C. Shedel was one of the 20th Entry, attending the Conversion Course.

We regret, also, to record the deaths of 563149 L.A.C. Haffrey, who fell from an aeroplane over Kolani Springs, Sudan, and 563709 A.C.r. Allen, who was drowned in the Thames. Both were of the 20th Entry.

To the 26th Entry we say *au revoir* " and all they could wish themselves " if *that* be foreign service, it is rumoured that they may not be disappointed. They were the first Entry to be trained *ab initio* under the new conditions. Throughout their stay at Halton they have lived up to the reputation of their predecessors. We believe they will keep it up in the strenuous times which lie ahead.

The Departure of Mr. Hughes Jones

OUR cordial congratulations are offered to Mr. W. Hughes Jones, B.A., on his appointment to the staff of the B.B.C. as Programme Director for Wales. We ought also to congratulate the B.B.C. on their perspicacity in choosing a man of such ability as Mr. Hughes Jones. His departure will certainly be greatly noticed in the School, where for some years he has functioned as Head of the General Studies Department. He returns to the land of his fathers after a lengthy absence. On taking his degree at Oxford, where he was a History Exhibitioner at Jesus College, he held various educational appointments and spent some years in literary work. During his twelve years in the R.A.F. Educational Service (and, with the exception of two, these have been spent at Halton) he has been an alert and energetic member of the General Studies staff, and generations of aircraft apprentices will recall with pleasure and gratitude his stimulating teaching and the encouragement and help he has given to their "Set Task" efforts. Mr. Hughes Jones leaves Halton with the good wishes of all. We have a confident expectation that big things lie ahead of him in his new sphere.

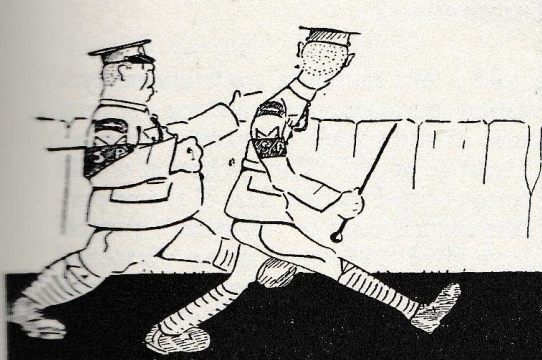


"Hold tight, Bill, and I'll do another loop."

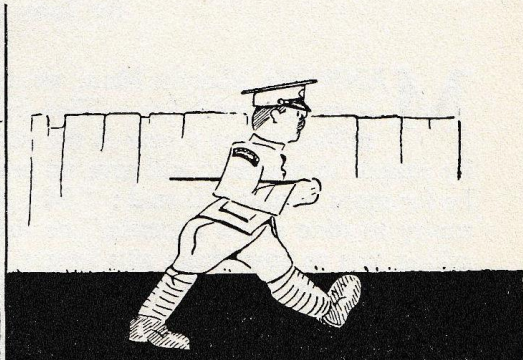
THE SCROUNGER'S DAY*

When "lights out" sounds, the pensive mind
Leaves thoughts of pac't parades behind
To recollect another phase
In contrast with those active days.
No trumpet there to make sleep fly.
The patients are awakened by
An orderly, who deftly bungs
Thermometers beneath their tongues,
What time with dark portentous look
He writes strange figures in a book.
Then come the sisters, clad in white,
To hear reports about the night.
They listen, wisely nod their heads,
And then go round to make the beds.
"Up"-patients wash and dash about
And help to serve the breakfasts out.
When this is over, at the sink
The "kitchen-boy" works hard, I think.
He has a special private moan:
"Why can't 'up'-patients wash their own?"
The next hour sees a general fluster
As all ply bumper, broom or duster;
And when the beds are all pulled tight,
The floor and brasses polished bright,
A chosen few receive their dressings,
Which tend, they think, to be mixed blessings.
Next, Sister, Matron and M.O.
Are told each patient's tale of woe.
They cheer up people looking glum
With talk of sick leave yet to come.
But should they still show no elation,
They recommend an operation.
"Big Ben" strikes twelve, and one may get
A whiff of fragrant cigarette;
And meanwhile in the kitchen there
The Sisters serve the midday fare
Of fish or meat or else "No diet,"
Till finally the ward is quiet.
But look! what is it comes our way?
Some twenty mugs upon a tray.
(I don't know where the ward would be
Without that drop of swindle tea).
At two, out goes a motley crowd,
By Fate (and Bulk Store) all endowed
With bath chair, splint or maybe crutch;
Yet no one seems to worry much.
At six, there are the dollar mixtures
For such as are not permanent fixtures.
"Lights out" at nine. Ah! day is short.
The clanking roller on the court
Is still at last. Deep hums a car
Up North Camp Hill and then afar.
"Goodnight!" perhaps, from someone's guest.
The note dies down. Then quiet. Rest.

* Title suggested by a large number of A.A.'s.



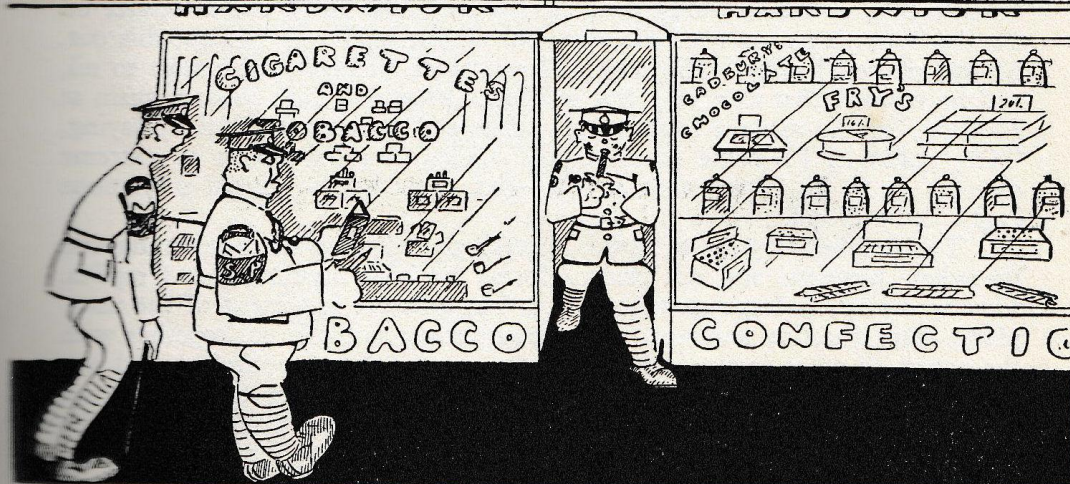
"WE FOUND A BOY THAT SMOKES. OH, I'M A GREAT 'TEC. WE JUST BROUGHT YOU ALONG AS EVIDENCE. ALL YOU GOTTA DO IS WATCH ME AND WE'LL CATCH 'IM 'ND DE FAGS ON 'IM. SEE?"



"HIST! THERE 'E GOES."

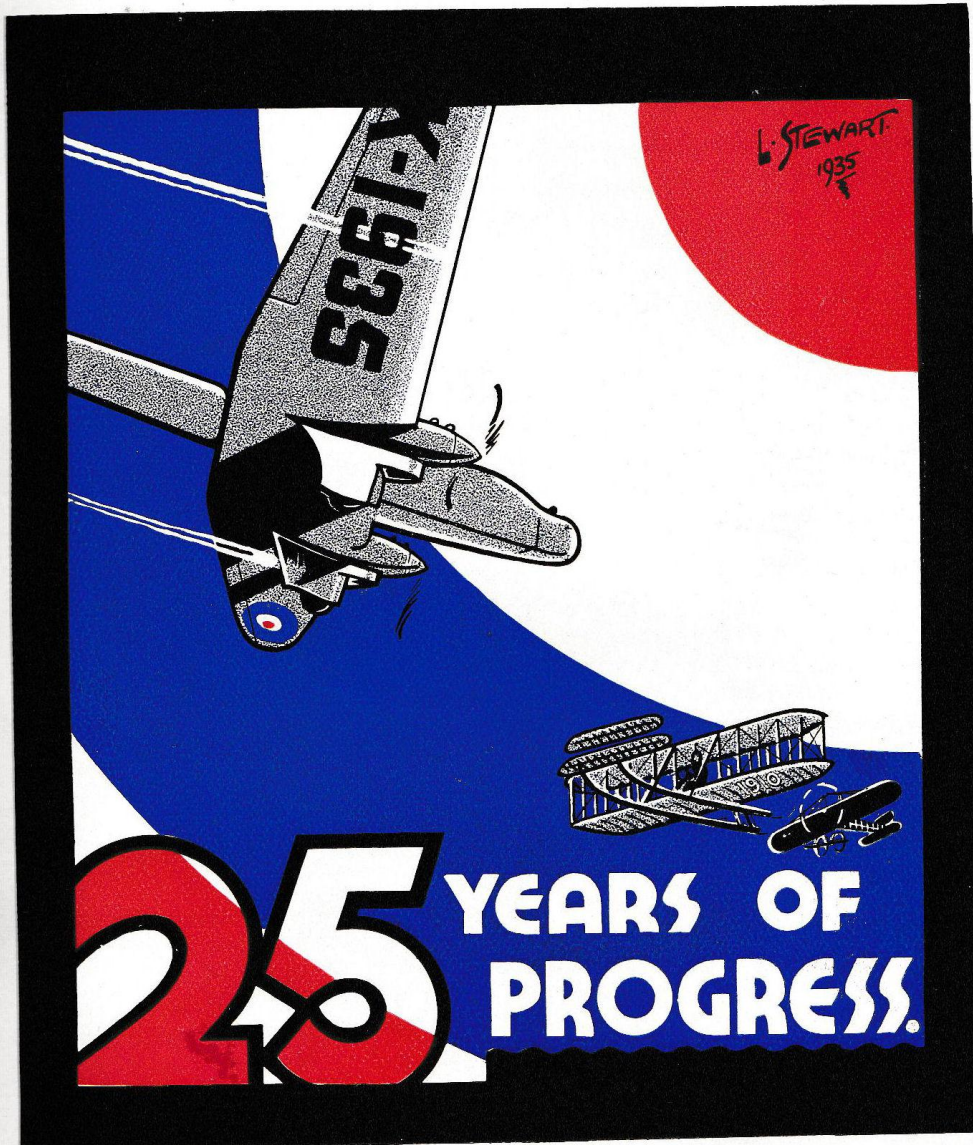


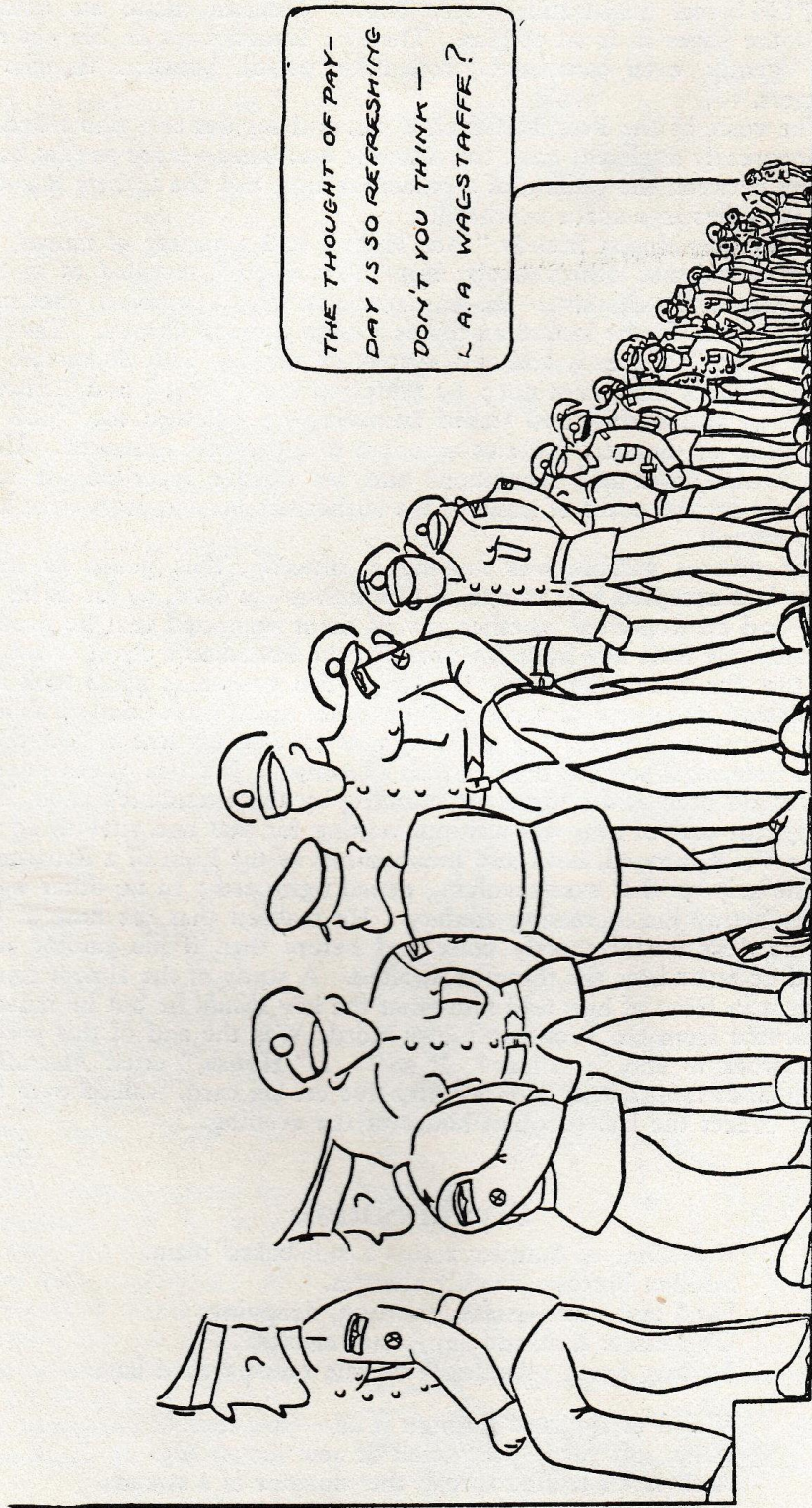
"NOW!"



"WELL I'M ———!"

GOLDBECK





Air Force N.C.O.'s Wonderful Inventions

NEW BRAKING SYSTEM AND AUTOMATIC CONTROL FOR
GIANT BOMBER PLANES

SECRET WORK IN EGYPT CROWNED WITH SUCCESS

IT was only after obtaining permission from several senior R.A.F. officers in Egypt that our Aeronautical Expert at last gained access to the workshop of an N.C.O. who, for the past year, has been secretly at work designing a new type of wheel brake and an entirely new system of automatic control for use in R.A.F. bomber aircraft. It was only after several more interviews and use of influence at the Air Ministry that we at last gained permission to publish these advance particulars of two ingenious devices which, in the opinion of those who are in a position to give judgment, may go far to revolutionise aviation.

The great value of the devices lies in their extreme simplicity, as can be seen from the inventor's sketches. So simple are they in principle that even the layman without the specialised training and knowledge of aeronautical science and engineering of the inventor and his collaborators, can understand their working and value at a glance. In fact, it seems incredible that such simple devices should have called for the months of patient experiment and hard work with drawing-board and slide rule that have been spent upon them.

Questioned by our correspondent, Cpl. C—— (for reasons of military and international importance we dare not publish his name in full), of the 216th Bombing Squadron of the Royal Air Force, stationed at the desert station of Heliopolis, near Cairo, stated that he had undertaken the work at the urgent request of the Air Ministry, whose own experts had been baffled by the problems involved. Ease of maintenance and low initial cost had been the primary considerations and only materials always available in quantity at any R.A.F. Unit had been used in the designs. Some slight modifications may have to be incorporated before the devices become standard equipment, owing to the inventor's slight knowledge of A.I.D. requirements, but it is estimated that all aircraft of the 216th Squadron will be fitted up with equipment based on these drawings at an early date. The inventor, in an interview, stated that he had no doubt that any part rendered redundant by the incorporation of the modification would be disposed of in accordance with current authorised procedure. This, of course, would be in the interests of economy.

It will be noticed that the young inventor favours a phonetic system of spelling, and introduces several Arabic words into his schedules. This, he explained, was calculated to deceive spies of foreign powers and, he concluded naively, "Roll on the Boat."

After an interesting hour passed in the wonder airman's wonder workshop at the rear of one of the huge hangars, our correspondent states that he was escorted to the gate of the station by an armed Air Force policeman, who stated that he intended to volunteer for the new job made available to him by the invention of the automatic control, as he was "mad to fly," and that it seemed just as likely to lead to a dead end as his present job.

Once again we are shown that, in matters aeronautical, British brains lead the world.

S. W. L.

20TH "PASSING OUT"



"*Electrical and Wireless Equipment of Aircraft.*" By S. G. Wybrow, A.M.I.E.E., A.M.I.M.E. Second edition. (Pitman. 5s.).

The first edition of this book, which was published at the price of 6s., was reviewed in the Christmas 1934 issue of this magazine. In this second edition the author has revised and extended his treatment of certain of the principles concerned. The result is a book which can be confidently recommended in all respects to intending applicants for the Ground Engineers' "X" Licence and others interested in the electrical and wireless equipment of aircraft.

"*How to find your way in the Air.*" C. W. Ferguson, M.C., A.F.C. (Sir Isaac Pitman & Sons, Ltd. 3s. 6d.)

This useful little book of seventy pages has been compiled from notes prepared by the author during five years' instruction in navigation to students at the Airwork School of Flying at Heston Airport, and possibly the best compliment that can be paid to Mr. Ferguson is that he has succeeded in making Air Navigation seem simple.

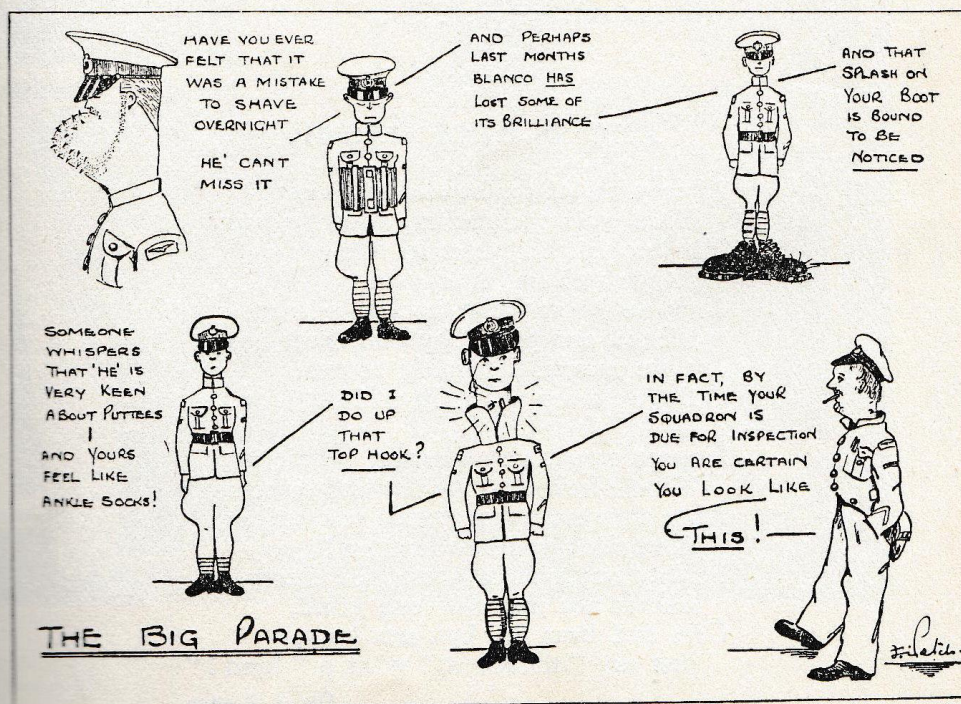
The book is essentially for the prospective pilot. It demands no previous knowledge of flying, mathematics or map reading, and yet presents the subject in so practical a way that even the novice feels, after reading the book, that, given the aeroplane, he could reach his destination. It can be read with profit by those studying for the Civil "A" licence,—for whom the book is primarily meant to appeal,—or by the would-be service pilot.

"*Metallurgy.*" E. L. Rhead. (Longmans, Green & Co. 10s. 6d.)

The evergrowing importance of metallurgy to Engineering, and the changes in treatment of steels and alloys consequent upon their different constituents have forced Mr. Rhead to revise and enlarge the new 1934 edition of his well known book on Metallurgy in order to bring it up to date.

In this important new edition, which has just been published, the sequence of former editions has been maintained, new sections have been added and much has been rewritten to meet the changed conditions of production and treatment. Particular attention has been paid to methods of production, and the chapters are well illustrated by good micro photographs, which show very effectively the changes in structure of the metal due to heat treatment.

The book covers a wide field, and should prove of real help to students of the subject who propose to take the subject to a degree standard



RESULT OF BARRINGTON-KENNETT SHOOTING—JUNIOR.

No. 1 Wing, 1125.
Average 93'7

No. 2 Wing, 1156.
Average 96'3

B.K. Points awarded : No. 2 Wing, 1.
No. 1 Wing, Nil.

Barrington-Kennett Points to date : No. 1 Wing, $7\frac{1}{2}$
No. 2 Wing, $7\frac{1}{2}$

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SPRING