

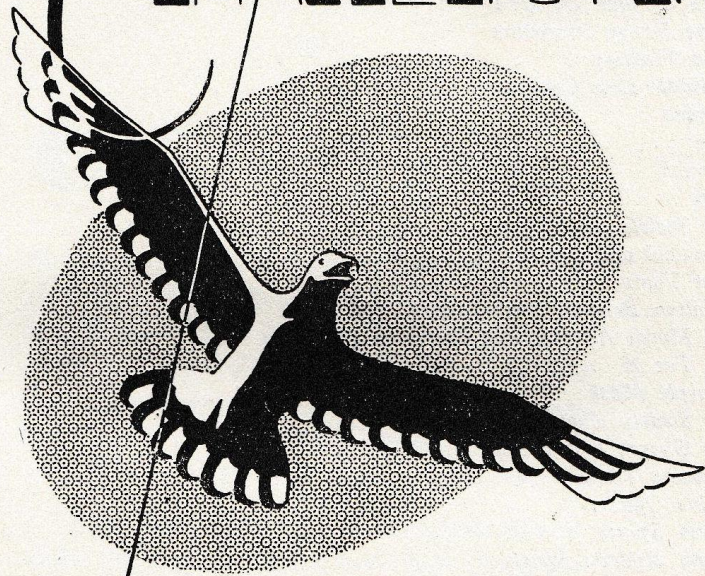
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# WALTON



# MAGAZINE

OWELLS

VOL. VIII, No. 1

SUMMER 1936



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

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## THE KING'S MESSAGE TO THE ROYAL AIR FORCE AND OTHER AIR FORCES OF THE EMPIRE

●

**I***N my Accession to the Throne I desire at once to address a message to the Air Force at Home and Overseas. The Flying Services were first created during the reign of my beloved Father, and it was with close personal interest that he watched their rapid growth from small beginnings; their unification under the stress of war; and their subsequent development into a powerful instrument of defence, which shares with the older Services the honourable duty of safeguarding these shores and the Empire.*

*I have ever valued my close association with the Royal Air Force, marked of recent years by a special connection with the Auxiliary Air Force as its Honorary Air Commodore-in-Chief. I have also witnessed with deep satisfaction the creation of the Air Forces of the Dominions and of India. If the Air Forces of the Empire are young, they have all the vigour of youth; and, in the space of a few years, they have already achieved a high tradition. I shall watch their further progress with a keen personal solicitude for their welfare and with entire confidence that they will ever show that pride of service and unswerving loyalty to the Crown which they have displayed since their inception.*

EDWARD, R.I.



**L**AST summer we at Halton joined in the nation's rejoicing for the Jubilee of King George. Since, though no opportunity has occurred to mention it in these columns, we have joined in the Empire's mourning at his passing, and we now can offer our devoted homage to his successor.

The following notice appearing in Air Ministry Orders is of considerable interest:—

1. No. 24 (Training) Group will form on 10th July, 1936, and will be placed in the Training Command on that date.

2. No. 24 (Training) group will comprise the following:—

Station Headquarters	.. .. .	Halton
No. 1 School of Technical Training	.. .. .	Halton
School of Cookery	.. .. .	Halton
Princess Mary's Hospital	.. .. .	Halton
Institute of Pathology and Tropical Medicine	.. .. .	Halton
Medical Training Depot	.. .. .	Halton
R.A.F. Depot	.. .. .	Uxbridge
R.A.F. Officers' Hospital	.. .. .	Uxbridge
Central Band	.. .. .	Uxbridge
Station Headquarters	.. .. .	Manston
No. 3 School of Technical Training	.. .. .	Manston
Home Aircraft Depot	.. .. .	Henlow
Electrical and Wireless School	.. .. .	Cranwell
School of Store Accounting and Storekeeping	.. .. .	Cranwell
R.A.F. Hospital	.. .. .	Cranwell
Record Office	.. .. .	Ruislip
Reception Depot	.. .. .	West Drayton
School of Photography	.. .. .	South Farnborough
Experimental Section Royal Aircraft Establishment	.. .. .	South Farnborough
No. 1 Stores Depot	.. .. .	Kidbrooke
No. 2 Stores Depot	.. .. .	Altrincham
No. 3 Stores Depot	.. .. .	Milton
No. 4 Stores Depot	.. .. .	Ruislip
Central Medical Establishment	.. .. .	London
Air Ministry W/T Section	.. .. .	London

Inspector of Recruiting .. .. . London  
Aeroplane and Armament Experimental Estab-  
lishment .. .. . Martlesham

Group-Captain G. W. Murlis-Green, D.S.O., M.C., has been appointed to the Command of the R.A.F. Station, Halton.

\* \* \* \* \*

Our best congratulations to Captain S. Barraclough who was awarded the M.B.E. in the New Year Honours List.

\* \* \* \* \*

We extend a hearty welcome to Captain A. W. F. McEwan who comes as Wing Education Officer No. 4 Wing from Coastal Area Headquarters. In addition we welcome Messrs. L. T. Agger, G. G. Allum, S. A. Campbell, R. W. A. Gleed, M.C., A. G. Hinton, N. T. Martin, J. W. Sim, S. R. Williams. Mr. J. Whitley we are glad to see again.

\* \* \* \* \*

At the moment of going to Press comes the news of Captain McEwan's serious illness. We trust that he will make a rapid and entirely successful recovery.

\* \* \* \* \*

A number of H.M. Inspectors from the Board of Education came at the request of the Air Council to carry out an inspection of the Apprentice Educational Training. The results were, we understand, very satisfactory, and we wish to take this opportunity of thanking them for much friendly advice and criticism.

\* \* \* \* \*

Of the January 1933 Entry (27th) which passed out in December, 1935, 94 per cent. were classified L.A.C. or A.C.1—the highest figure ever achieved by any Entry. They were also the first Entry to be trained throughout their course as Fitter II. While their achievement is first and foremost the result of their own efforts, we should like to think that some small part was due to the careful reorganization of training and to the co-operation between "shops" and "school." The list of prize winners was as follows:—

- 1st Grand Aggregate : 566262 L.A.A. Hartley, J. G. B.\*
- 2nd " " 566265 Sgt/App. Lapsley, J. H.†
- 3rd " " 566415 L.A.A. West-Stedman, J. V.
- Educational Subjects :—
  - 566262 L.A.A. Hartley, J. G. B.\*
  - 566262 L.A.A. Hartley, J. G. B.\*
- 1st Fitter II :
- Elliott Memorial Prize :—
  - 566327 Sgt/App. Maybury, D. C.‡
- Cadetships :—
  - 566265 Sgt/App. Lapsley, J. H.†
  - 566327 Sgt/App. Maybury, D. C.‡
  - 566432 Sgt/App. Preston, T.
  - 566372 Sgt/App. Hatfield, P.
- Viscount Wakefield Scholarship :—
  - 566265 Sgt/App. Lapsley, J. H.†

\* \* \* \* \*

In the Christmas Number we published a poem entitled "The Split Pin through the Fitter's Eyes." It subsequently transpired that this poem with the same title by L.A.C. Barrett had appeared in the *Aeroplane*. We take this opportunity of offering our sincere regrets to L.A.C. Barrett for utilizing his poem without acknowledgment. It was sent to us as an original piece of work, whereas it was in idea and largely in form a reproduction.

Capt. A. B. Fanstone, A.F.C., leaves Halton at the end of July on posting to Headquarters Iraq Command. He will be greatly missed, as much for his own cheerful personality as for his tireless efforts on behalf of others.

\* \* \* \* \*

We offer our best congratulations to the following in the decorations and mentions in despatches for gallant or meritorious conduct: 362998 P/Sgt. Tee, J. H. (2nd Entry), Air Force Medal; 364783 P/Sgt. Smith, H. C. (14th Entry) and 366464 Corp. Watkins, V. S. M. (12th Entry), Distinguished Flying Medal, and 364492 A/Sgt. Brooks, B. J. (4th Entry), 335688 F/Sgt. Wright, H. (Cranwell, Sept., 20th Entry), 366205 L.A.C. Talkington, J. A. (12th Entry), who were mentioned in despatches for services in India.

\* \* \* \* \*

Of the three ex-apprentices of the 23rd Entry who were offered cadetships only one passed out from Cranwell. Pilot Officer Atkins took up his commission at the beginning of the year on graduating from the R.A.F. College, Cranwell. He was awarded a cadetship on passing out from Halton in December, 1933, and during his career at Cranwell he was given his colours for soccer and was appointed a cadet sergeant in addition to winning the Aeronautical Engineering Prize at the end of the course. So the good record of ex-Haltonians at Cranwell is maintained. We offer Pilot Officer Atkins our congratulations and best wishes for his future success.

\* \* \* \* \*

We congratulate P.O. Atkins on his fortunate escape when his machine crashed into the sea off Manston.

\* \* \* \* \*

F/O. P. B. Coote was promoted Flight-Lieutenant in March.

\* \* \* \* \*

Mr. C. S. Wills, B.Sc., Technical Assistant at A. & A.E., Martlesham Heath, has kindly undertaken the duties of Secretary of the O.B.A. branch at his station. Mr. Wills, who obtained his B.Sc. London while in the Service, was one of the 3rd Entry at Halton and passed out L.A.C. in 1926. We offer him our sincere congratulations on his success and trust that others will avail themselves of the educational facilities now offered throughout the service for those who look to prepare themselves for useful service to the community when their "Service" is completed.

\* \* \* \* \*

The following ex-apprentices have received permanent commissions in the Royal Air Force:—

363929 Sgt. W. T. Dennis.	Cranwell 5th Entry
560751 Sgt. J. E. Dutton.	Halton 14th Entry.
346120 Sgt. R. J. Kemsley.	Cranwell 5th Entry.
561203 Sgt. R. S. Mills.	Halton 15th Entry.
561602 Sgt. A. Ovendon.	Halton 16th Entry.
365580 Sgt. J. G. Priest.	Halton 10th Entry.
364249 Sgt. E. N. Rooms, A.F.M.	Cranwell 5th Entry
365338 Sgt. F. L. Sayers	Halton 10th Entry.
363257 Sgt. C. E. Sims	Halton 2nd Entry.
364176 Sgt. C. E. Slee.	Cranwell 5th Entry.
366426 Sgt. R. W. Stewart.	Halton 12th Entry.

Our best congratulations on their achievement. Some passed out high from Halton; others did not. So in these days of expansion there is opportunity for all.

Group Captain A. R. Arnold, D.S.O., D.F.C., promoted in the January 1936 list, has left the station, his place being taken by Wing-Commander H. I. Hanmer, D.F.C.; to him and to Wing-Commander R. Young we extend a hearty welcome.

Wing-Commander J. Kyle, M.R.C.S., L.R.C.P., R.A.F. M.S., has taken over command of the Medical Training Depot.

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564280 A. A. Littlewood (21st Entry) who was discharged on medical grounds has been awarded the National Certificate of Technical Engineering.

\* \* \* \* \*

We deeply regret to record that the following lost their lives on duty:—

564571 L.A.C. Campling, F. (22nd Entry), killed near Port Sidan on January 27th, 1936.

365507 Sgt/Pilot McDermott, E. K. (10th Entry), and 365133 L.A.C. Adams, C. J. (10th Entry), killed in a crash at Boscombe Down while taking part in the London air exercises on February 19th, 1936.

566294 L.A.C. Tomlinson, R. (27th Entry), killed in a crash at R.A.F. College, Cranwell, on February 18th, 1936.

365171 L.A.C. Brown, H. P. (10th Entry), killed in an accident on February 25th, 1936.

563600 A.C.1 Watson (20th Entry), killed in a crash at Singapore on March 19th, 1936.

563913 L.A.C. Pugh, C. J. (20th Entry), killed in a collision in mid-air at No. 3 F.T.S., Grantham, on April 2nd, 1936.

335665 Sergt. E. A. Whetter (Cranwell, September/20 Entry), and 565183 A.C.1 W. Marlow (23rd Halton Entry), killed when their machine crashed in flames at Adarama, Sudan.

562161 A.C.1 Jenner, J. F. (18th Entry), as the result of flying accident.

366251 L.A.C. Cuthbert, P. (12th Entry), and 566198 A.C.1 Smith-Langridge (26th Entry), killed in a crash at No. 7 F.T.S., Wittering, on April 16th, 1936.

564110 A/Sgt. Brett, E.A. (21st Entry), killed in a crash at Andover on October 22nd, 1935.

565912 L.A.C. Hickson, S. C. (25th Entry), and 565967 A.C.1 Wilson (25th Entry), killed in a crash at Singapore on May 23rd, 1936. L.A.C. Hickson was, while at Halton, Command Piper, and had always been a most enthusiastic member of the O.B.A.

565926 L.A.C. Potts (25th Entry), killed in a motor accident near Oxford on February 8th, 1936.

57 Squadron has lost two of its best members in W. Potts and S. C. Hickson, both of the 25th Entry. Potts was accidentally killed on the road near Wheatley while on a crash party last February, and Hickson was drowned at Singapore a few weeks ago, shortly after his arrival from England.

Potts passed out L.A.C. from Halton and won the Elliott Memorial Prize, and Hickson played rugger for No. 1 Wing and was a member of the 1934 Belgium Party.

At Heyford both were a little more than popular. Potts, so clever and so courteous, was held in something very near affection by his Squadron, and Hickson was good at work and at games (when the rugger practices on a cold day dwindled to a meagre four or five Hickson was always one of them), and a most loyal ex-Haltonian. He visited the Halton Society play at Christmas and the Marlow Camp last summer, and his last afternoon at Heyford was spent by going over to Halton on O.B.A. business, which he took very seriously.



# STATION FLIGHT ACADEMY

## "SIDE-LINES" AT DUXFORD



## Air Defence.

*The following article, reproduced by the courtesy of the Editor of "The Times," is of interest as it explains the recent changes in the organisation of the R.A.F., which has been evolved to meet the new conditions occasioned by the expansion of the Force.—EDITOR.*

**A** REORGANIZATION of R.A.F. commands, which will be carried out next month, will arrange the Air Force on the lines which would be required in time of war. For defensive purposes there will be three commands—bomber, fighter, and coast defence—all under the ultimate control of the Air Ministry through the Chief of Air Staff. A fourth command will undertake practically the whole of the training work. An important part of the scheme will relieve the commanders-in-chief of a large amount of administrative work and enable them to concentrate on the strategical, operational, and training work.

At each command headquarters there will be an officer in charge of administration and every station will deal direct with him on administrative questions. Each command will consist of a number of groups and the group commander will be responsible for the administration of personnel in his group. This break in the new rule of diminishing the number of links in the chain between unit and Air Ministry is based on the view that the efficiency of units must depend largely on discipline and training and that the group commander must be directly responsible for these.

Changes preparatory to this reorganization have been in progress during the last two months. The old area commands have disappeared and have been replaced by several groups. Three regular bomber groups have been set up and others will probably be added to them. Fighting Area has become No. 11 Fighter Group. There will be two groups of Regular fighter squadrons, an Army co-operation group, and a group for Auxiliary fighter and Auxiliary Army co-operation squadrons.

The Coastal Command will control the flying-boat and general reconnaissance squadrons, formed into two groups. Certain training units have been retained under this command and will form a separate group. In addition, this command will be responsible for the administration and shore training of the squadrons of the Fleet Air Arm. The Training Command, with a few exceptions, will control all the training units at home. The groups under this command will consist of one for flying training establishments, one for ground training establishments, and one armament group. The Superintendent of the Royal Air Force Reserve and Inspector of Civil Schools will also come under this command.

The command of the air defence of Great Britain will disappear in its present form. The air defence of the country will be vested in the three operational commands. Close co-ordination between these is essential, and this co-ordination will be directly exercised, both in peace and in war, by the Air Ministry.

Each operational command headquarters will have a senior air staff officer and a small air staff, whose duty it will be to assist the Commander-in-Chief

on important operational questions which do not lie within the province of a group commander.

In addition to maintaining direct responsibility for personnel administration, each group commander will also have a maintenance liaison officer, whose main duty will be to keep his commander in general touch with any major maintenance, supply, works, or other administrative problems which may arise and which affect the operational efficiency of units in his command. This officer will have no executive responsibility.

Stations and units will communicate with command headquarters direct on all administrative matters, except that they will report to their group commanders on personnel questions. The latter will normally be empowered to deal direct with the Air Ministry on personnel matters when approach to the Ministry is necessary. It is hoped that the devolving of fuller powers upon commanders of all ranks will relieve the Air Ministry of various administrative responsibilities which it was necessary to centralise during the early years of the Royal Air Force, in order to ensure that a common practice and standardised methods should be applied throughout the Service.

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### “ Daily Routine—A.D. 1956 ”

With the present craze of airmen doing the work of both a fitter and rigger, it is just possible that in twenty years' time Service efficiency will have reached its peak. We may then expect something like the following to be a day in the life of an airman in the year of grace 1956 :—

- 06.30. Blows his own reveille.
- 07.00. Eats breakfast of concentrated food tablets.
- 07.30. Cleans up his own billet, inspects and passes same.
- 08.00. Proceeds to flight, pushes out his own “ Super Efficiency 20-Cyl. Superfine Streamline Single-Seater Agitator,” starts up and proceeds via stratosphere to the Cape and back non-stop. (On Empire Service.)
- 12.00. Unusually heavy lunch of one lettuce leaf and half an orange.
- 13.00 to 17.00. Works on machine, discovers fault in engine—changes same —discovers dent in longeron, decides to recondition; completes job by 16.30 so scrounges for half an hour.
- 17.30. Eats concentrated tea.
- 18.00. Proceeds to spend evening with fiancée 300 miles away by means of the latest innovation to science—Telepathic Transmigration.
- 22.15. Blows own “ lights out.”
- 22.16. Places himself on a charge for being out of bed after “ lights out.” (Dismisses case next day.)

AND SO FORTH.

“ LOW RIGGER.”