

The Haltonian Magazine

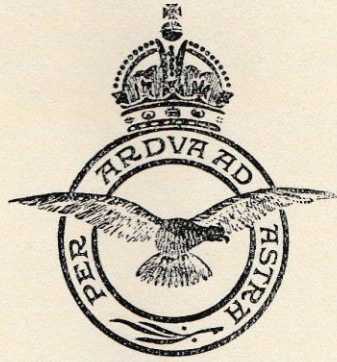
Volume 6 No. 1

Easter 1929

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THE
HALTON MAGAZINE

AND THE
DAEDALUS



VOL. I, No. 1

JUNE 1929

SOUTHERN RHODESIAN TOBACCO

Picture to yourself a tobacco plant, with its strong healthy leaves and delicate white flower. Now carry your mind to a tobacco farm in Southern Rhodesia. As far as the eye can see, row upon row of tobacco plants are lifting their broad green leaves to the African sun, till they disappear in the distant blue of the hills. The farmer is gazing at his crop. He knows his Rhodesian Virginia is equal in quality to any tobacco in the World.

Will he be able to sell it? Who will buy?

English, Welsh, Scottish or Irish, he is British born and bred.

His thoughts wander thousands of miles away to his home, his family, his friends, his fellow countrymen.

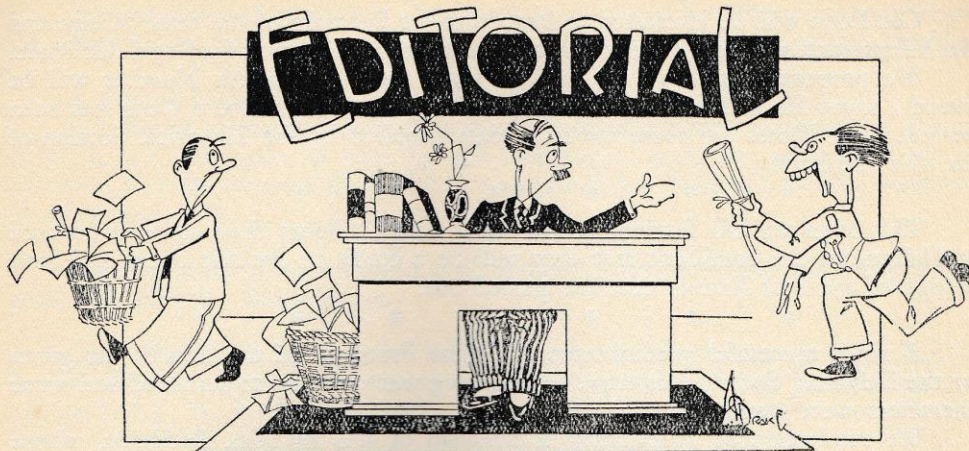
Do they know that Britain consumes one hundred and forty million pounds of tobacco in a year, and that of the ninety million pounds consumed as cigarettes, ninety-nine per cent is foreign?

Surely the British Smoker will prefer to buy from his friends and relations in Southern Rhodesia, who obtain nearly half of their imports from the United Kingdom, and more than half the remainder from other Empire countries.

*Southern Rhodesian tobacco is as good as any in the world.
Its purchase means more orders for British Industries and
more homes and employment for British Settlers*

BUY RHODESIAN TOBACCO AND CIGARETTES

Write for the Southern Rhodesian Tobacco Book—'From Seed-bed to Smoker', which will guide you in the selection of your tobacco and cigarettes, and will be sent post free on application to THE EMPIRE MARKETING BOARD, 2 QUEEN ANNE'S GATE BUILDINGS, LONDON, S.W.1, by whom this notice is issued.



IN introducing the first number of the combined *Halton Magazine* and the *Daedalus*, the Magazine of the Old Boys of Halton and Cranwell, the General Editor wishes to point out that not only are all the special features of these Magazines retained, but he is able to call on the same men who have created their traditions and brought about their success.

Any adverse criticisms may be, therefore, addressed to the General Editor, while appreciations should be sent to those really concerned.

Captain S. P. Smith still edits the Halton section ; Mr. O'Shea and Major Wight the Old Boys' part ; Captain C. N. Heath, photographs and art generally ; while finance is in the capable hands of Lt.-Col. Pillers.

Many other helpers amongst Officers and Apprentices have combined to make editorial work easy, and it now remains only to make our receipts cover expenses. The circular sent round last term explained fully the reasons for amalgamation, so nothing further need be said here, but it is thought well to point out that it is only by increasing our circulation largely that the expense of publishing a Magazine of this size, at the price charged, can be met. This issue is of 6,500 copies and we should reach the 10,000 mark very soon.

This can easily be done if all Old Boys will take an interest in the venture by sending along their half-crowns before January 1st each year, and also by defeating those who do not buy Magazines because they can borrow them from those who do.

* * * * *

It is hoped that the Magazine may prove of interest to all ranks on R.A.F. Stations, and that we may get orders from Officers and other ranks.

The Magazine will be published at the end of May and the end of November each year, and will be sent to any Station for 2s. 6d. per annum.

The June number will contain accounts of any happenings in the Winter months or terms, and the December number will confine itself to Summer activities.

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Mr. W. M. Page, C.B.E., M.A., has been appointed Educational Adviser to the Air Ministry, vice the late Colonel Ivor Curtis. We offer Mr. Page our best wishes in his difficult task.

Old Boys will be interested to learn that the Barracks of the three Wings and the Administrative Wing have been named after famous leaders in the Royal Air Force.

We propose to publish the lives of these four, and in this Number will be found a short life of Lieut.-General Henderson, after whom No. 1 Wing has been named. The Notes are compiled from data supplied by the Historical Section of the Air Ministry.

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This term we bid farewell to the 14th Entry. From their all-round record at Halton we are confident that they will be a credit to the Air Force and rank as one of the best Entries that has passed out.

* * * * *

A most successful performance of "The Freedom of the Seas" was given by the Debating Society this term. The acting was quite up to standard and some characters were extremely well filled.

We are honoured in printing a criticism of this by Mrs. Baddeley, whose kindly encouragement should be greatly valued by all who combined to make the show such a success.

Mrs. Cox and Miss Molly Cox, Mrs. Hunter and Mrs. Haddon, looked after the supper arrangements, and the thanks of all are due to them.

* * * * *

Amongst our many visitors last term we welcomed the Chief of the Air Staff and Sir John Reith, the Director-General of the B.B.C., who spent a long day inspecting all departments.

* * * * *

We congratulate the Cadets of the 13th Entry and especially the winner of the Wakefield Scholarship:—

T. N. COSLETT, W. H. HODGKINSON, T. G. HORNER,
W. S. REED (Sir Charles Wakefield Scholarship).

* * * * *

It is, perhaps, not out of place to indulge in a crow of delight at the many successes Britain has won lately in the realms of engineering:—

The World flight of Group Captain H. M. Cave-Brown-Cave and his men.

The non-stop flight to India by Squadron Leader Jones Williams and Flight Lieutenant Jenkins.

Segrave's wonderful records in America, and Campbell's in Africa.

The Schneider Cup victory.

It is obvious that not all our best fitters have emigrated to America and that the brains to design and the skill to carry out the designs are still with us.

The benefits that have accrued already to our engineering and aircraft firms from these feats are many, but they are, we feel sure, only the beginnings of a great revival in trade generally. The country owes a greater debt of gratitude than it appears to realise at present to the men who have given their time, and willingly risked their lives, in improving the designs of engines, aircraft and cars, and in testing them and in racing them when built.

By the courtesy of the Southampton Supermarine Company we are able to produce illustrations of the Schneider Cup Winner, some of which have not been published before, together with a note describing a visit to the works.

The attention of readers is drawn to our Library Review columns. There are many books here very suitable for H.E.T. work, and all are worth reading.

* * * * *

A School Memorial to Colonel Ivor Curtis is projected.

It is hoped to place Honour Boards in the Big Corridor to contain the names of all A.A.'s who gain, or have gained, Cadetships, with the prizes they win at Cranwell, and the names of all ex-A.A.'s who gain R.A.F. honours, medals, mentions in dispatches, etc.

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We wish to draw the attention of all readers to the Art Editor's notes in which prizes are offered. See page 47.

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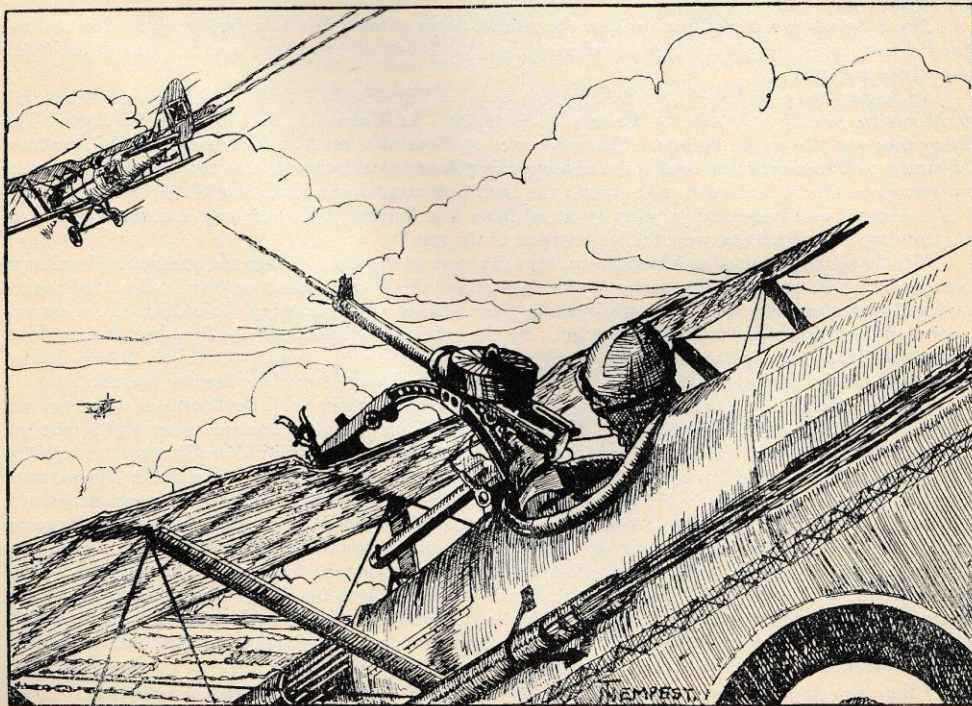
Congratulations to 335297 Sergt. (Pilot) L. Coleman, 362659 L.A.C. C. G. Reeve on being awarded the Distinguished Flying Medal, and to 361636 L.A.C. W. J. Singleton on being mentioned in dispatches.

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One final note to Old Boys who are readers. We want your criticisms and advice, and we want all Old Boys to buy the Magazine and to push its sale on their Stations.

The first is easy, as every one thinks he can criticise, and all know they can advise. The second involves trouble and time, and half a crown a year. What about it?

THE GENERAL EDITOR.



S.E.5 IN ACTION.

Lieutenant-General Sir David Henderson, K.C.B., K.C.V.O., D.S.O.

Henderson Barracks,

No. 1 Wing

SIR DAVID HENDERSON was born at Glasgow, August 11th, 1862. After an engineering training at Glasgow University he entered Sandhurst, and in 1883 was commissioned as Lieutenant in the Argyll and Sutherland Highlanders, and promoted Captain in 1890.

He saw service in Africa, Ceylon and Hong Kong. After having passed through the Staff College, he was appointed Staff Captain to Army H.Q. in the Sudan, and served throughout the Sudan campaign, and was promoted to Brevet Major.

He next served in the South African War, where he was wounded, gained the D.S.O., and was advanced to Brevet Lieutenant-Colonel.

In 1907 he published an authoritative book on the *Art of Reconnaissance*. His enthusiasm for this branch of fighting turned his attention to the possibilities of aviation, and at the age of forty-nine he learnt to fly at Brooklands.

In 1912 he was appointed Chairman of the newly formed Flying Corps Committee, and the Royal Flying Corps was established May, 1912.

In 1913 Brigadier General Henderson was appointed Director-General of Military Aeronautics.

On the occasion of the King's birthday in June, 1914, he was created K.C.B. for his eminent services in connection with the Royal Flying Corps.

On the outbreak of war Sir David Henderson was appointed to command the Royal Flying Corps, British Expeditionary Force, France, and he it was who was largely responsible for the wonderful work carried out by the R.F.C. during the first year of the war.

Sir John French in his despatches was constantly drawing attention to the value of the R.F.C.

In his very first despatch he says: "I wish particularly to bring to your Lordship's notice the admirable work done by the Royal Flying Corps under Sir David Henderson. Their skill, energy and perseverance have been beyond all praise. They have furnished me with the most complete and accurate information, which has been of incalculable value in the conduct of the operations."

In November, 1914, Sir David was promoted to the rank of Major-General for distinguished conduct in the Field.

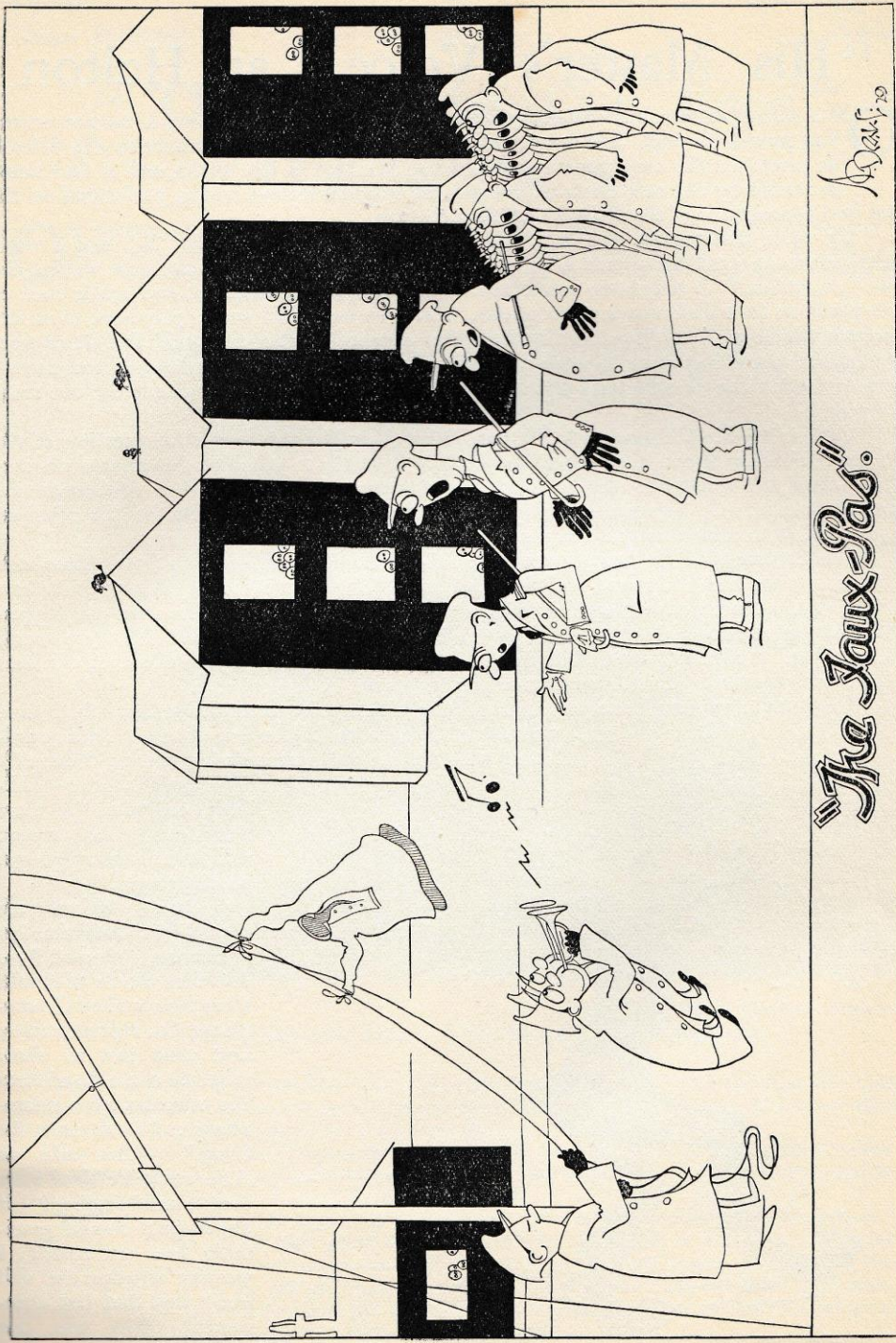
The General commanded the Royal Flying Corps in France until August 18th, 1915, when Brevet Colonel H. M. Trenchard succeeded him. Although relinquishing his command in the field, he remained General Officer Commanding the Royal Flying Corps.

In January 1917 he received further promotion to the rank of Lieutenant-General. He relinquished in October 1917 his appointment of General Officer Commanding, Royal Flying Corps. Soon after, however, when the Air Ministry was formed, he was given a seat on the Air Council, which he resigned in March, 1918.

After the war he controlled the International Red Cross Organisation at Geneva until his death in August, 1921.

In addition to the Honours and Decorations already mentioned, he received the Knight of Grace, Order of the Hospital of St. John of Jerusalem, 1920, and foreign decorations; French Legion of Honour (1915), Belgian Ordre de la Couronne (1917), Russian Order of the White Eagle (1918), Italian Order of the Crown (1918), Japanese Sacred Treasure (1918), and French Legion of Honour (Grand Officer, 1920).

Sir Walter Raleigh writes of him: "He was a white man, a good friend, and an honourable enemy. . . . The first Chief of the Royal Flying Corps was a loyal and simple soldier."



"The Joux-Pas!"

Dem. '79

“His Master’s Voice” at Halton

ON a sunny afternoon in February, the ground covered with snow, a unique motor van passed through Wendover and stopped at the east side-entrance to the School. It contained the only travelling Recording Machine in the world, and it had come to record by the new electrical process the original Halton Songs, performed at the last two productions of the Halton Debating Society.

By 19.00 hours some 450 A.A.’s were packed into Lecture Hall “B” and a small microphone on a tall tripod and another hanging like a spider in mid-air, were waiting for the “reception.” A telephone connected the microphones to the van, and at the back of the platform on a desk was a gramophone, which we were told would play back to us the records which we had “spoiled”! Very few saw inside the van itself, but there were rumours of revolving discs of thick wax with a stove to keep them at even temperature and of some three or four busy figures (with a siphon and some lemonade for the same purpose!)

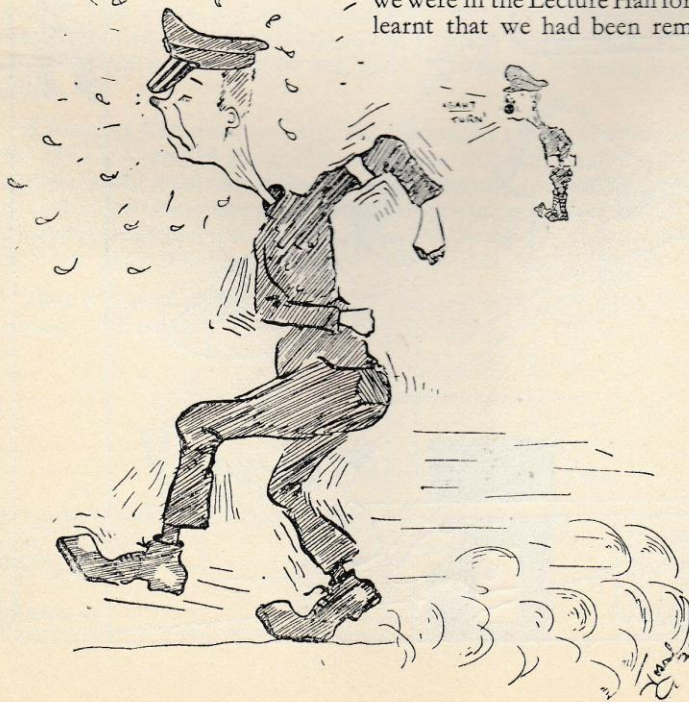
Captain D. E. Williams took the imaginary chair (for this was a full meeting of the Halton Debating Society), and Mr. Kermodé was ready to conduct the chorus singing. For two of our songs the original singers had managed to forsake their squadrons and come across to us. The Debating Society Orchestra was on each side of the platform and Mr. Cort accompanied on the piano and conducted with the other hand.

Has Lecture Hall “B” ever known such silence as the moment when the Gramophone Company representative raised his hand and said, “Silence please!”? The opening bars of the A.A.’s March were played and then we crashed out. After this came the biggest thrill of the evening. It was to be played back on the gramophone. We were to sip immortality. “Silence, please!” and then surely none of us have heard or ever will hear such a record again. It was marvellous. It was great. A drop o’ rare.

We then went through the programme, often singing choruses two or three times, and we were in the Lecture Hall for three hours (we afterwards learnt that we had been remarkably quickly “done”).

The results have been skilfully composed to form the composite record which will now go out to the world.

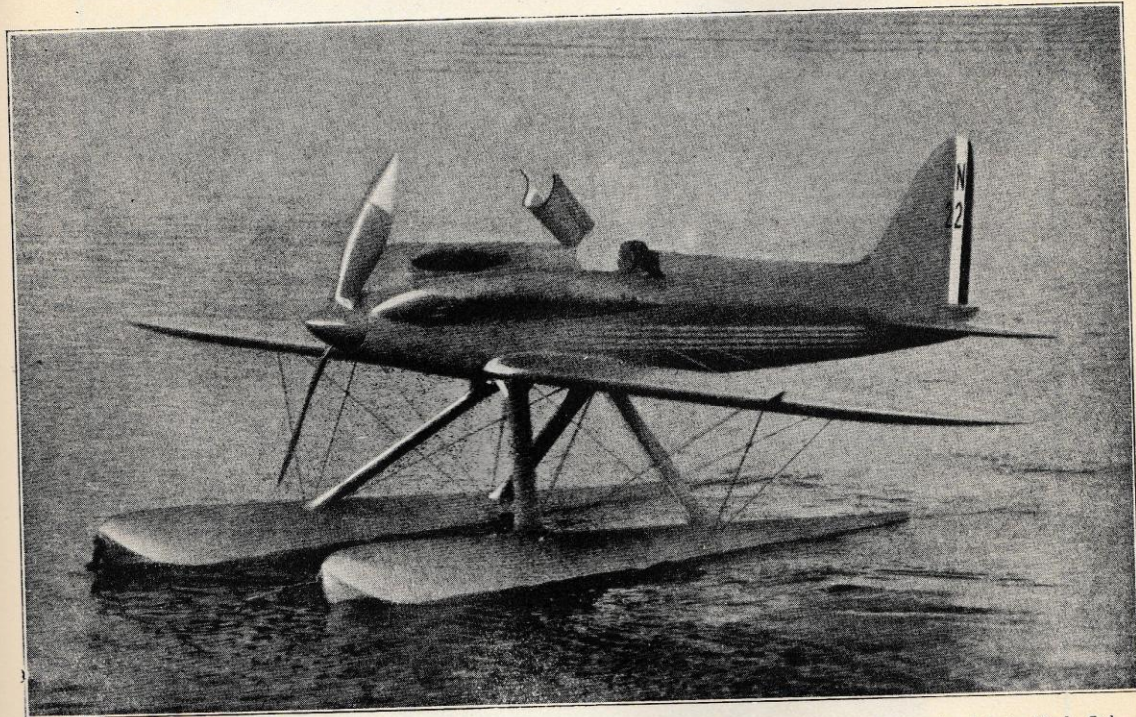
Just before ten o’clock we had the last “Silence, please!”—a few nice words of thanks from the unruffled Gramophone Co. representative, and then just to show what we could do without the stimulus of a microphone: “God save the King.” Who said an A.A. could be tired after three hours’ singing? If His Majesty should graciously hear our record, I wonder whether he will guess that that last unrecorded effort was our best.



“ The Schneider Cup Race ”

September 6—7th, 1929

ON September 6th and 7th this year there will be held at Ryde, in the Isle of Wight, the eleventh International contest for the Schneider Trophy, popularly known as the “ Schneider Cup Race.” Some people hold up their hands in horror at the above title on the grounds that the prize is not a “ Cup,” nor is the contest a “ Race.”



Blocks kindly supplied by Supermarine Aviation Works, Ltd.

THE SUPERMARINE NAPIER S5 WITH FLT.-LT. WEBSTER ABOARD.

The actual trophy is officially the “ Coupe Maritime Jacques Schneider ” (the French word “ Coupe ” not meaning necessarily a Cup, but any *objet d'art*) and it consists of a beautiful group of statuary which at present is housed in the lounge of the Royal Aero Club.

The competitors do not all start at the same time, but at regular intervals, and therefore it does not follow that the first man home is the winner of the race: the method is very similar to that used in the Tourist Trophy Motor Cycle Races in the Isle of Man.

The Course for this year's contest will be as follows:—The starting and finishing point is Ryde Pier, in the Isle of Wight; from there round a mark boat off Sea View, Isle of Wight, to another east of Southsea, then across the Solent again to Cowes and back to Ryde. It would appear, therefore, that the best places from which to see the race will be Southsea, Cowes, Ryde and Sea View, and it is a great pity that the three latter are on the Island, which is a difficult place to get to, and even more difficult to get about when you do get there! The actual length of the race is about 200 miles.

Visit to Supermarine Aviation Works Ltd.

NEAR the so-called Floating Bridge at Woolston, Southampton, is the large factory where components for Supermarine products are made. Some two miles away at Hythe, on the other side of Southampton Water, are the large sheds, 500 feet by 154 feet, where erecting is done. All hulls are towed and all other structures are transported across the water before erection.

The firm specialises in flying-boats as its main product, their object being to produce a ship that flies as distinct from an aeroplane that floats. As a sideline, for racing purposes, they have produced several seaplanes, including the S4, which made a world's record for speed in 1925, and the well-known S5, which made another record in 1927 while winning the Schneider Trophy, and which in 1928 achieved the fastest speed ever recorded. They have no habit of making land planes, though they made a certain "Sparrow" of about four or five hundredweight for the Lympe Trials of 1924.

Most of the orders of this firm are received from various Governments. The British Government has adopted a policy of all-metal hulls and floats. The firm found that they could save 500 lb. in hull weight of the "Southampton" as well as 400 lb. of water soakage by using duralumin instead of wood. This 900 lb. allows extra petrol to be carried sufficient for an 800-mile run, or alternatively another six passengers. But Messrs. Supermarine are still completing orders for wooden hulls and floats for other Governments.

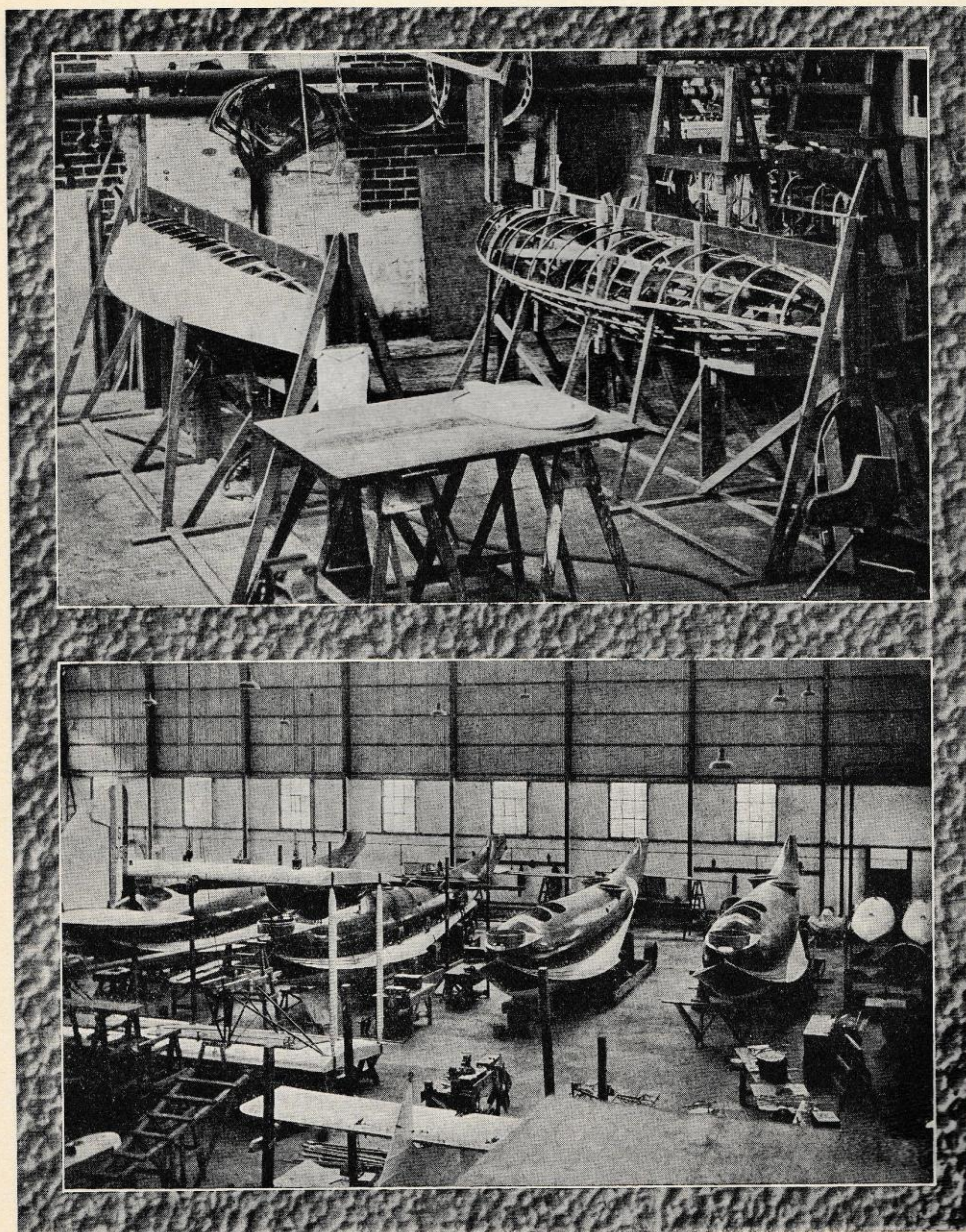
Their flying-boats are of the biplane type, with engines (two or three tractors) mounted midway between the mainplanes, and the petrol tanks attached to and partly embedded in the upper mainplane. In this superstructure the change from wood to metal is only just beginning, so that "wooden" wings have, till recently, been attached to metal hulls.

Till now the metal used for hulls has been duralumin, anodically treated, fixed with innumerable small rivets; but the possibilities of strip nickel-chrome steel with welded seams are being considered.

In the under surface of wooden hulls and floats a layer of cedar at 45 degrees to stringers of American elm is covered by a layer of mahogany parallel with stringers, with varnished fabric between layers. The various strips of wood in a layer are butt-jointed and not overlapped; but in the metal boats, where stringers are reduced to a minimum, a rivetted overlap is used.

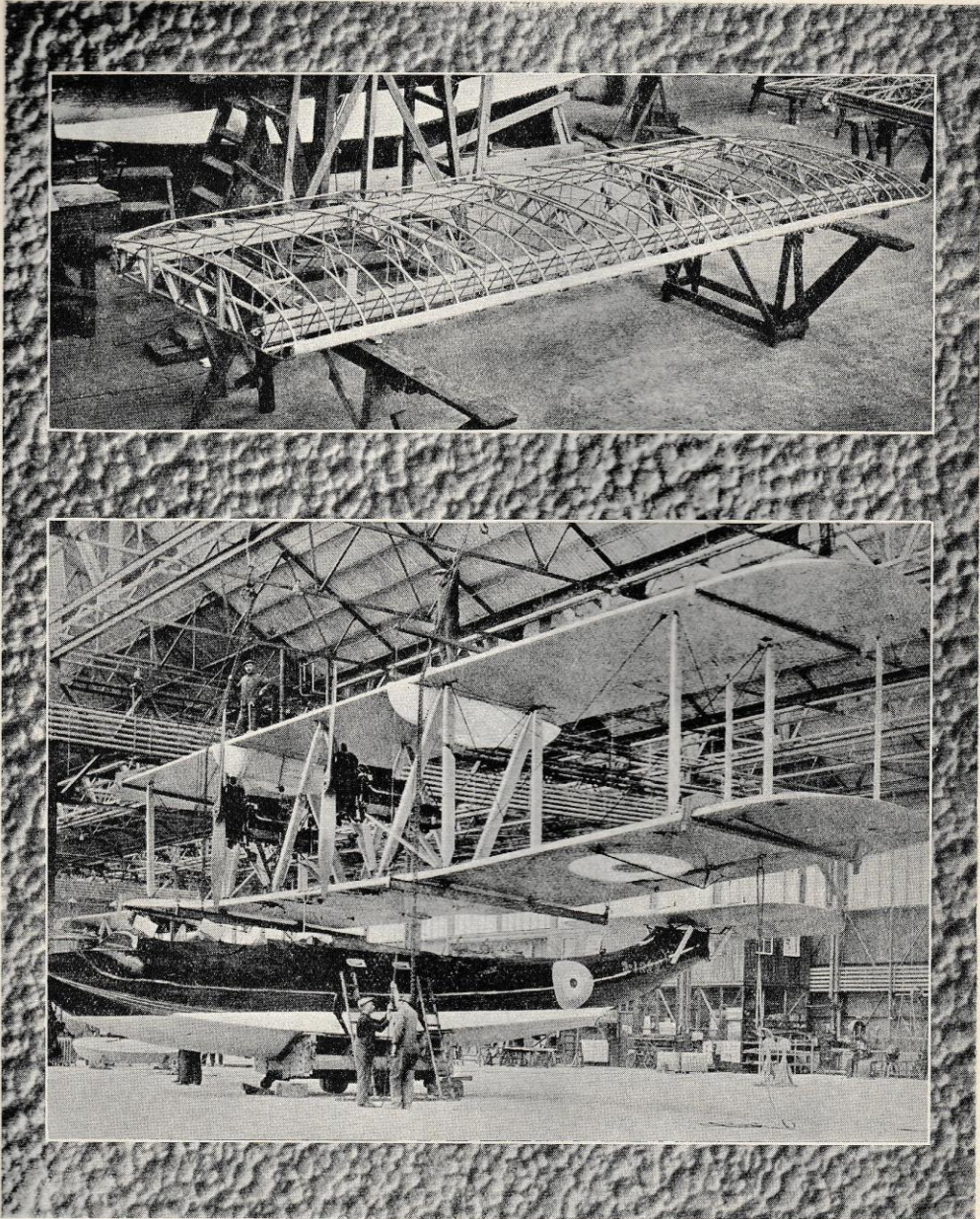
No caulking is used in wood or metal hulls, so that accuracy of workmanship as well as good design are essential.

The pneumatic rivetters are very noisy, but with this exception the shops seem remarkably quiet. Everywhere there is an absence of bustle. In one shop where two dozen men appear to do little work, a complete set of mainplanes of 75 feet span is turned out every week.



Blocks kindly supplied by the Supermarine Aviation Works Ltd.

1. METAL WING TIP FLOATS OF SUPERMARINE "SOUTHAMPTON" FLYING BOATS.
2. WOODEN HULLS OF SUPERMARINE "SOUTHAMPTON" FLYING-BOATS.



1. SUPERMARINE METAL WING STRUCTURE.

Blocks kindly supplied by the Supermarine Aviation Works Ltd.

2. COMPLETE "SOUTHAMPTON" SUPERSTRUCTURE RAISED AS ONE UNIT FOR LOWERING ON TO HULL.

The older shapes of hull, both metal and wood, are extremely graceful, but the economy demands of the British Government are compelling a straightening of the lines which will cheapen the initial outlay for metal hulls. This not only lessens the artistic effect but robs the structure of that robustness which is the peculiarity of a double curvature in material, and will in the long run entail greater maintenance costs. Furthermore, the inferior streamlining will result in poorer performance and increased running costs, which may soon swallow the original saving.

A stout hull is so necessary because a flying-boat, like any land aeroplane, spends the smaller part of its life in the air. The moored boat is liable to strike the buoy it ties up to, and to be hit by barges, piers and dinghies when it takes on board personnel, supplies and fuel.

This firm has a general policy that where a system or a design gives satisfaction it should not be changed. The economics of aircraft production induce this frame of mind. Re-design of one part often entails a change in half a dozen neighbouring parts. New jigs have to be made and old ones scrapped: the workmen who have mastered the old methods have to be taught the new, with possible disgruntlement; the managing staff has to re-apportion the job, which now has a new category of component operations.

In the face of these grave practical problems it is rash of the casual visitor and amateur to criticise. But the time appears to be ripe for the re-design of certain components of the "Southampton" flying-boats, especially in view of the gradual disuse of wood and possible change from duralumin to strip steel. The petrol tanks might be completely built inside the wing profile, and the engine mountings could be simplified aerodynamically and re-designed. The radiators and odds and ends of the engines could be rearranged to give cleaner lines, with an overall streamline cowling with inlets for air and outlets for air and accumulated spray. The aileron arrangement leaves a rather nasty pocket at the back of the rear main spar. In spite of the "slot" effect this must set up a volume of eddies which greatly add to the drag.

Payment of workmen is by a system of piecework which allows roughly that a keen and competent man can steadily earn the equivalent of "time and a half" pay. Every possible effort is made to keep together a body of skilled men with as few changes as possible. In times of excessive stagnation the men who have been least time with the firm are dismissed. With a steadier flow in the stream of orders such dismissals would be unnecessary. The dismissed man is often unrecoverable later.

The photograph on page 34 shows the Supermarine Napier S5 winning the Schneider Trophy race at Venice on September 26th, 1927, while on page 33 a closer view of this machine with visor raised to show Flight Lieutenant Webster is given. Messrs. Supermarine made the only two seaplanes which finished the course in this race. In 1922 their product, the "Sea Lion" flying-boat, won the Schneider Trophy with the firm's test pilot Capt. Biard up. In 1925 the Supermarine Napier S4 broke the world's seaplane record.

The firm is now at work on their S6, with which they hope to repeat history at the Solent on Friday and Saturday, September 6th and 7th.

The most notable features of the S5 were:—

(a) The low position of the wings permitted a wire braced system with low structure weight and low drag.

(b) The surface of the wings was used as a radiator, thus avoiding the drag usually entailed in cooling an engine.

(c) The starboard float was lengthened to carry the fuel and to balance propeller torque.

D

No. 1 Apprentices' Wing

WORKSHOPS AND SCHOOL NOTES.

WE have to announce with great regret the posting of Flying Officers G. G. Mobsby, E. J. Wright and D. D. Mc. A. Eastwood, on reduction of Establishment. They have our very best wishes and those of many previous Entries.

The Senior Entry have completed their final School Examination and face their C.T.T.B. examination this term. As usual they are experiencing the period of strenuous effort which all entries go through previous to their passing-out. Some especially are attempting to make up for past and lost opportunities.

It is pleasant to record that the work of this Entry has been extremely satisfactory. They have been very keen and they have worked continuously and well; the standard of the top classes has been the highest yet attained. A special note of commendation is due to them for the keenness displayed in their General Studies Set Tasks. The School Examination and Set Tasks distract the backward from their Workshop training, which was also interfered with by an unprecedented amount of sickness, but perhaps it is not even now too late to give a word of encouragement to the stragglers, few in number but still too numerous. We hope that they will make such a stern fight in the next few weeks that they escape failure and the consequent disappointments.

It is hoped that this Entry will succeed in maintaining the very high standard set by the 11th Entry, the last Entry to pass out from No. 1 Wing.

We wish all A.A.'s who are faced with the examination this term the very best of luck, and hope they will all keep their heads and do themselves justice. Some few will succeed in gaining Cadetships, and whoever they may be they will deserve our very special congratulations, as there is every evidence that competition in this Entry will be very severe. Some will succeed in being recommended for retention for further training with a view to appointment as Corporal. But all of you, however you pass out, will be merely beginning your career in the Service. Your future promotion depends almost entirely on the efforts you make to maintain and improve your technical skill, and your general efficiency as an airman. You will find your period of training is by no means finished, and it is hoped that you will all show that your Halton training has fitted you for undertaking all the responsibilities you meet.

The Junior Entry have finished their basic year's work. The Intermediate School Examination, which was held last December, shows that whilst the standard of the Entry as a whole is about average there are some Apprentices who will have to make very serious efforts if they are to continue to make use of the course of instruction. There have been one or two outstanding cases of Apprentices who greatly improved their position in School as a result of a year's sound work. The whole Entry should realise now the great importance of individual effort, and of sound work and continued keenness.

All fitters Aero-Engine have now begun their courses on Aero Engines and have shown reasonable progress. Of course their instruction in basic fitting is not yet completed and they will need to pay continuous attention to their basic work, as the C.T.T.B. regard proficiency in this as an essential qualification.

The fitters of this Entry provided a new and popular feature at the Schoolboys' Exhibition, which was held in London last January. At previous Exhibitions examples of workshop exercises done by Aircraft Apprentices have been sent up for display. Those in charge of the stand frequently received the impression that visitors thought that such good work could not be unaided work of apprentices. This year, therefore, in order to dispel that illusion several apprentices whose homes were in the London area were selected to give a practical demonstration of their skill, and visitors could see them producing some of the standard exercises. Our congratulations are due to the Aircraft Apprentices concerned for their successful co-operation; their efforts were widely appreciated, and it is hoped that there will be plenty of volunteers on future occasions.

The usual two sectioned engines were sent to the Exhibition, and on this occasion the Napier Lion engine was fitted with an electric drive so that the public could see the actual internal operations.

The Metal Riggers have now completed their first course in practical rigging with satisfactory results. No doubt they are all realising, after an inspection of their syllabus of advanced work, that they will have a variety of matters to tackle and much to learn before the end of next year.

Coppersmiths and Fitters' Armourer call for no special comment, their progress is satisfactory.

ASSOCIATION AND RUGBY FOOTBALL.

In both these games the Wing teams were most successful: neither were beaten during the term. In Association we shared the B.K. points with No. 4 Wing, after a most exciting match which ended in a draw of 2 goals all. We beat No. 2 Wing by 2 goals to 1. During last term the Wing supplied 14 players to the Station first and second elevens. In Rugby Football we beat No. 2 Wing by 14 points to 3, and No. 4 Wing by 12 points to 8. L.A.A. Hamlin, L.A.A. Bentley and A.A. Blackmore played for the Station. Great credit is due to both teams and to Sgt. Standen and Cpl. Wheatley. We look forward to the Junior Entry and the new 20th Entry repeating their successes next season.

HOCKEY.

The standard of play shown during the season was very good, three of our best players, L.A.A. Scivier and A.A.'s Williams and McCusworth, were chosen to play for the Station team. Great keenness and interest has been shown by the whole team, which won the B.K. matches in great style. Next season the Senior Entry will be gone, so it is hoped that the Junior Entry, four of whom played in the Wing team, will endeavour to keep up the standard of play. The results for the season were as follows:—

Played.	Won.	Lost.	Drawn.	For.	Against.	Average.
11	9	1	1	50	19	2.6

CROSS COUNTRY RUNNING.

The introduction of an Inter-Squadron run at the commencement of the season had the effect of putting the Squadron on their mettle and training began in earnest. The result of this was evident when "C" Squadron won the event by a large margin, i.e. 16 in the first 25. A.A. Horn, "C" 1, the first man home, ran a good race, followed by A.A. Burgess, "C" 1, and A.A. Graham, "A" 1. A further run was held to select the senior and junior teams for the B.K. The Wing was fortunate in possessing such runners as A.A.'s Horn, Welch, Burgess and Dutton, who had represented the Station in the Bucks senior and R.A.F. Championships at Uxbridge. The result of the first of these three B.K. runs was rather disappointing. We lost the senior race by 124 points to No. 4 Wing; however, nothing daunted, this result was reduced in the second race and the deficit reduced

"C" Squadron will remember the 14th Entry as regards sport as being the Entry to put "C" right on top in all branches, both summer and winter, and when they leave they will have the satisfaction of knowing that nearly all the sports trophies are in the possession of "C" Squadron. The staff of the Squadron will view the departure of the Entry with real regret.

During the second half of the season, the Soccer XI. has continued the good progress of the first half, although five of the Squadron XI. have been assisting the Station XI. The Squadron Team has won every trophy entered for.

The Rugby season just concluded was very successful and we maintained an unbeaten record, despite the optimism of the other Squadrons. We won the Rugby Cup, and if the Junior Entry maintain their early promise, the Cup has found a permanent home in this Squadron.

There is very little to report upon Hockey. Matches have been few and far between owing to the state of the grounds. We are sorry we could not emulate the Soccer and Rugger XI's and bring the Hockey Cup to the Squadron. We were beaten after a replay by "B" Squadron. We supplied five of the team for the B.K. XI. The Junior Entry do not seem very keen on Hockey. It is to be hoped their enthusiasm will be greater next year.

The Squadron this season has done exceedingly well in Cross Country Running, and certainly more interest has been taken in this kind of sport. After several practice runs, in which the whole Squadron took part, a very useful team was got together, good talent being found for both Wing and Squadron teams. The Inter-Squadron race caused great enthusiasm, and "C" Squadron realised expectations by winning fairly easily, thanks to the Senior A.A.'s, who were in the majority. The Senior and Junior Entries are to be congratulated on their running, especially in the Barrington-Kennett runs. Of the 40 runners in the Wing Team, "C" Squadron supplied 26. The outstanding performers were L.A.A. Rowe (681), A.A.'s Horn, Wood, Burgess and Dutton. These have had the honour of representing the Station in the R.A.F. Cross Country Championships and against several civilian clubs.

No. 2 Apprentices' Wing

GENERAL.

THE Wing won the first Inter-Wing Competition for the Barracks and Drill Wing Efficiency Shields, presented by the Air Officer Commanding.

WORKSHOPS.

The Senior Entry has been given a viva voce examination this term, the objects of which are :—

- (i.) To give A.A.'s practice in answering questions ; this is very important as it gives them confidence when facing the C.T.T.B.
 - (ii.) To get A.A.'s into the habit of thinking for themselves and teach them to put their ideas into words, i.e. to be able to explain things themselves. This cannot be learnt from listening to instructors.
 - (iii.) To show A.A.'s how much they know or don't know ; this is of value to them and to their instructors. At the end of two years many A.A.'s think they know a great deal. This is an error and the wise ones will profit by the lesson.
 - (iv.) To find out the keen and the lazy.
 - (v.) To find any weaknesses in the instruction. A.A.'s should realise that efforts are continually being made to improve the methods and detail of instruction. The best method of doing this is to test the results obtained periodically. Past results, however, prove that good results depend more upon the A.A.'s themselves than upon the syllabus.
- This examination will be repeated in the summer.

AERODROME COURSE.

The Aerodrome Course equipment was taken over from No. 1 Apprentices' Wing in the middle of January. A new syllabus was produced, based upon A.M.W.O. 25 of 1929, and the course for Fitters A.E. and Riggers combines, started on 21st January, 1929.

Valuable co-operation has been started with the Training Flight, permitting A.A.'s to carry out inspections on Service aircraft for the first time in the history of Halton. The results, in stimulating keenness in A.A.'s and giving them practical experience, have been excellent, and the assistance and interest displayed by all the personnel of the Training Flight is greatly appreciated.

FITTERS AERO ENGINES.

A detailed syllabus of instruction for each engine has now been compiled by a Committee of Instructors working under F/Lt. Davies.

Lectures on the method of applying it have been given to all Instructors and the précis of these lectures has been issued to Instructors with each syllabus.

CARPENTER RIGGERS.

Methods of instruction are being overhauled to bring them into line with those adopted for Fitters, but to a more limited extent owing to the nature of the problem.

The worst feature of Riggers' training is the small amount of Rigging included in the syllabus. To get over this lectures are being given and a Bristol Fighter has been kindly lent by No. 1 Apprentices' Wing for demonstration purposes. The construction of three Gamecocks is proceeding steadily.

JUNIOR ENTRY.

Many A.A.'s of the Junior Entry have lost time through being isolated for scarlet fever. This has given them an unfortunately slow start, but though in quantity the work is far behind time it is satisfactory to note that a large amount of it makes up for this in quality. The most serious feature of this loss of time is found in A.A.'s missing lectures which are more difficult to introduce later owing to the disorganisation caused to classes.

This Entry includes the first contingent of Metal Riggers to be trained in No. 2 Wing. Both they and their Instructors are showing the zeal of pioneers.

No. 4 Apprentices' Wing

WORKSHOPS.

THE 16th Entry Fitters A.E. are now well advanced on their specialist training, the majority have finished their specialist engine, and will now be busy on Installation and Running. The Metallurgy course is in full swing, and the Aerodrome course will commence after Summer leave.

The standard of Fitting of this Entry is very good, but the results of the examination at the end of the Easter term were not quite up to expectations, and it is hoped that better results will be obtained at the end of the Summer term.

The Metal Riggers of the Entry are now busy with courses on Metallurgy, Instruments, Anodic Treatment, Welding, etc.

Air Frames for rigging instruction on Siskins and Wapitis are anxiously awaited.

A change-over of shops has resulted in the Senior and Junior Entries being brought closer together, which should benefit all concerned.

The time draws nearer for the passing out of the Senior Entry, and one hopes that the huge library issued to each heavily laden A.A. is being diligently studied, especially the Rigging and Theory of Flight.

The 19th Entry Fitters and Metal Riggers have been introduced to the wearisome job of chipping and filing and are generally making good progress; there are, of course, a few tired ones who will have to improve to reach the required standard.

SCHOOL.

Speaking as W.E.O. the most noticeable event of the past term has been the quantity of sickness and consequent absence from duty of Education Officers in the Wing.

Mr. J. Whitley has our sincerest sympathy for the loss of his arm—we trust that the horrid effects of the War will be less poignant to him in the future.

Capt. R. L. Mason has returned after a long absence, fully recovered it is hoped.

To Major W. K. Birch, who has come to us from Manston to fill gaps, we extend a hearty welcome. He has done this rather unenviable and unsatisfactory duty most excellently. If some day we find him posted here for good, we shall congratulate ourselves.

The 19th Entry arrived here in January, and so far we have nothing but good opinions of them. The keenness and interest they show in the work is most praiseworthy. Long may they remain in a like state of mind!

The 16th Entry advance steadily—and we hope for no more changes in classes—whether pro—or de—motions—before the passing out examination next March.

Apprentices will be glad to know that the Air Ministry have now sanctioned the posting of the marks obtained in all examinations as soon as they are available. From experience in the past, this will be a most acceptable boon to everybody. Let every one see to it that his marks, when posted, are properly to his credit.

SOCCER.

Great keenness has been shown by the 16th and 19th Entries, and by next season No. 4 Wing should have a team quite up to standard.

We must congratulate A.A.'s King and Joyce on their inclusion in the Station Team.

The three Squadrons are well represented and Inter-Squadron football is very popular. The Squadrons can always be relied upon to give a very good account of themselves.

RUGBY.

The Wing has suffered by the departure of the 1926 Entry, but great improvement has been shown by the Junior Entry.

It is interesting to note that the new Wing XV beat No. 1 Wing, the B.K. winners, whereas the 1926 Entry were unsuccessful in the B.K. games.

Two matches of interest were played, one against Ruislip and the other against Upper Heyford. We were victorious in both of them.

With more practice and team work and the inclusion of the best of the 19th Entry, it is hoped to have a really good team next season.

HOCKEY.

The B.K. matches were played this half season, but it is regretted that no points were scored for No. 4 Wing.

Boys of exceptional promise are to be found in the 19th Entry.

Great keenness is shown in Inter-Squadron Hockey. The three Squadrons have done well against the Squadrons of other Wings.

The Inter-Squadron Londonderry Hockey was won by "C" Squadron, with "B" as runners up.

BOXING.

The standard of boxing set up by the 1926 Entry was very high, but judging from the boys who are keen on boxing and make a show whenever it is possible, it is hoped that this standard will be easily maintained.

A.A. Grover won his weight in the R.A.F. Championships (Boys), held at Halton, and A.A. Keast had a walk over.

Much credit is due to Flight Sergeant Wilson, who trained the I.S.B.A. Team for Halton and also the team (with the exception of two boys) who were selected to represent the Services against the Federation of London Boys' Clubs at the Albert Hall, on the 27th March, 1929.