

The Haltonian Magazine

Volume 5 No. 3

Christmas 1928

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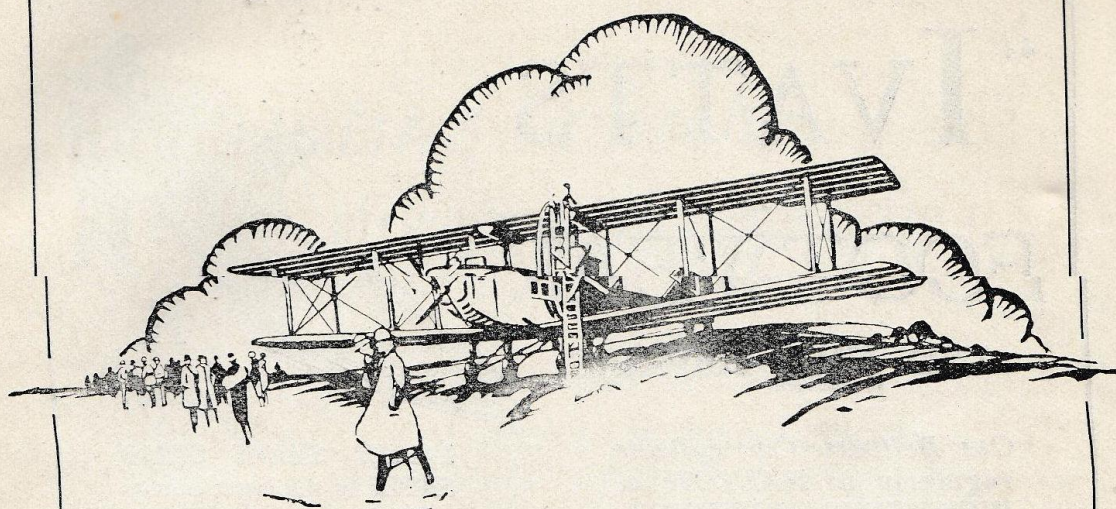
"PER ARDUA AD ASTRA"

THE  
HALTON  
MAGAZINE

•  
VOL. V No. 3  
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CHRISTMAS, 1928

J. BURKE 1927



Clean  
anti-carbon  
Oil and Petrol  
for  
**IMPERIAL AIRWAYS**

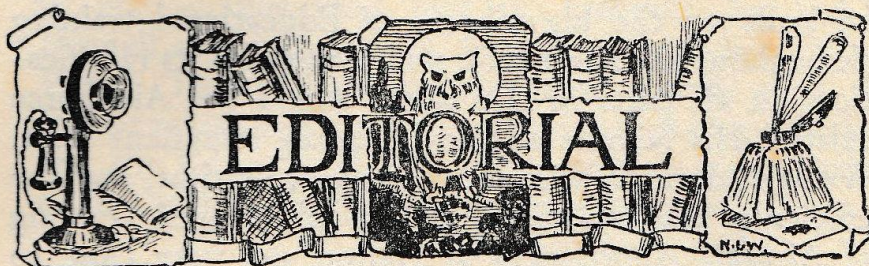
All Rolls-Royce "Eagle" and  
Armstrong - Siddeley "Puma"  
engines of Imperial Airways Fleet  
are lubricated with Shell Oil.

Also, all the petrol requirements  
in Europe for Imperial Airways  
are supplied by Shell.

*For clean pistons,  
clean sparking plugs  
and clean valves*

**SHELL lubricating OIL  
and SHELL PETROL**

# The Halton Magazine



IN presenting this Christmas issue of the *Halton Magazine* we complete our fifth year of issue.

We have been able to include three coloured prints, which are appropriate in a Christmas number. In fact this issue is intended to fall into line with our contemporaries. It is deliberately a *picture* number, which we hope our readers will enjoy.

We notice an increasing interest and sympathy among our more widely circulated contemporaries. It is owing to the kindness of the Editors of *Aeroplane* and *Airways* that we are enabled to publish most interesting illustrations of R.100 and R.101, now under construction.

In reviewing our last issue, the *Aeroplane* writes: "The Summer 1928 issue of the *Halton Magazine* lives up to its usual high standard for information and entertainment." After mentioning some of the contents, it continues: "The *Halton Magazine* is more than a Station Magazine, it is practically a current history of one of the most interesting Units in the Service."

This appreciation is supplemented by our being able to review a record number of new publications sent to us by various publishers. We would draw the attention of *all* our readers to the Review Columns, pp. 134-137, as the books there reviewed are of more than usual interest.

COLONEL I. CURTIS.—In the death of Colonel I. Curtis, C.B.E., M.A., A.M.I.M.E., who died suddenly

on October 17th, the Royal Air Force has sustained a great loss. As Educational Adviser to the Air Ministry, he built up the big scheme of Educational training throughout the Air Force, which now has its ramifications in all parts of the world where the Air Force exists. His labours are now bearing abundant fruit. We at Halton knew him as a frequent visitor, and the efficiency and well-being of the educational training of Aircraft Apprentices at Halton was very close to his heart. We publish elsewhere his photograph and obituary notice.

COMPETITIONS AND CORRESPONDENCE.—The Photographic Competitions which have been promoted by the *Halton Magazine* have met with little response, and on the advice of the Art Editor we are discontinuing these competitions until such time as there appears to be a real demand for their recontinuance.

We shall, however, publish from time to time suitable photographs submitted by Aircraft Apprentices.

We should like to add that the pleasure and value of the Competitions Columns would be greatly enhanced if Aircraft Apprentices would make useful suggestions, and *supply the puzzles, etc., themselves*. The Editor is very glad to receive contributions for this column, but he does not feel himself responsible for the composition of such puzzles.

It has long occurred to us that the re-establishment of a Correspondence Column in the Magazine would prove of interest, and the Editor will be very glad to publish any correspondence of interest. In a Command of the size of Halton there must be many topics of interest which could be ventilated through the medium of the *Halton Magazine*.

“SUMMER HOLIDAYS” PHOTOGRAPHIC COMPETITION.—The Art Editor writes: “It was disappointing that only three entries were received for the above,

which makes it impossible, in the circumstances, to award the prizes already announced. Excellent sets of photographs were sent in, however, by L.A.A. Hindell and A.A. Inman, both of A Squadron, No. 4 Wing. Though both sets are almost equally good, the former takes the palm for having done his own printing, and the Editor is pleased to award two special prizes of 10/- and 5/- to these two boys respectively."

VALE ET AVE.—We have the customary, but sincere duty, of bidding farewell to the 13th Entry of No. 4 Wing, and wishing them all success and prosperity in their future career. We welcome to the Station the 18th Entry, who arrived in September, and are attached to No. 2 Wing.

We are glad to take this opportunity of congratulating ex-Aircraft Apprentices of the 12th Entry, P. B. Coote, J. Whitehead and D. V. Angell, on being selected for Cadetships at the R.A.F. College, Cranwell, and especially we congratulate P. B. Coote on being awarded a "Sir Charles Wakefield" Scholarship.

FLIGHT LIEUTENANT D'ARCY GREIG. — This Editorial would not be complete without mention of Flight Lieutenant Greig's feat of November 4th, who, flying the Supermarine Napier S.5 Seaplane at Calshot, attained the world record average speed of 319.57 miles per hour. While this cannot be accepted as a new official speed record, nevertheless such a performance is worthy of the highest praise, and we congratulate, both the pilot on his skill and intrepidity, and the designers on their successful work.

BELGIAN BATTLEFIELDS TOUR.—We have made a special feature in this issue of the Belgian Battlefields Tour of this summer. Under the able guidance of Messrs. A. C. Kermode, G. W. Whittaker and L. A. W. Dean, the tour, undertaken by fifty-four Apprentices and "Camp followers," was an even greater and more enjoyable success than that of last

year, and every member of the party appears to have enjoyed himself immensely.

ADVISORY COMMITTEE.—At a meeting of the *Halton Magazine* Committee, held recently, it was decided that there should be added to the Apprentices' Advisory Committee a Non-Commissioned Officer or Airman to represent the Airmen of the three Wings, Nos. 1, 2 and 4, and the Administrative Wing. We hope that this addition will prove a success.

We should like again to put on record the great help which we have received from the members of the Apprentices' Advisory Committee, under the Chairmanship of Mr. Kermode. The names of the members of this Committee will be found on page 140, under the members of the main Committee.

In this connection we should like to emphasise the fact that the number of contributions submitted for this issue has largely increased—a very encouraging sign. We have therefore been glad to be in a position to include more contributions from aircraft apprentices than usual. We trust our readers will continue not only to be subscribers but also contributors.

Hints for contributors will be found on pages 138 and 139.

PERSONAL.—We are glad to welcome to the Station Wing Commander P. A. O. Leash, who has succeeded Group Captain C. D. Breeze as Senior Technical Officer. We are pleased to say that he has consented to take the place on the *Halton Magazine* Committee vacated by Group Captain Breeze.

In accordance with custom, and for the benefit of the passing out Entry, we are able to publish a photograph of their Wing Commander. This time we publish the photograph of Wing Commander W. C. Hicks, A.F.C., Officer Commanding No. 4 Wing.

Finally we have the pleasant task of wishing everybody a happy Christmas leave, and a prosperous New Year.

## Quo Vadis ?

THAT is the burning question on the lips of every member of the 13th Entry at the present time. True, most of us will stay in England for a year or so after leaving Halton, but whither away then ?

Malta lies near home and is a pleasant place by repute. Surrounded by the Mediterranean, its climate is all that could be desired, and there are cool sea breezes to counteract a flaming sun in a sky of cloudless blue.

Perhaps to Egypt, land of inscrutable mystery and ancient civilisation, of which the Sphinx and the Pyramids are truly symbolic. Burning sands and rolling Nile may beckon across the ocean with an irresistible call.

To Palestine, strange home of a wandering race, and birth-place of our religion ? There is Jerusalem, the Golden Gate, to be visited and contrasted with our towns.

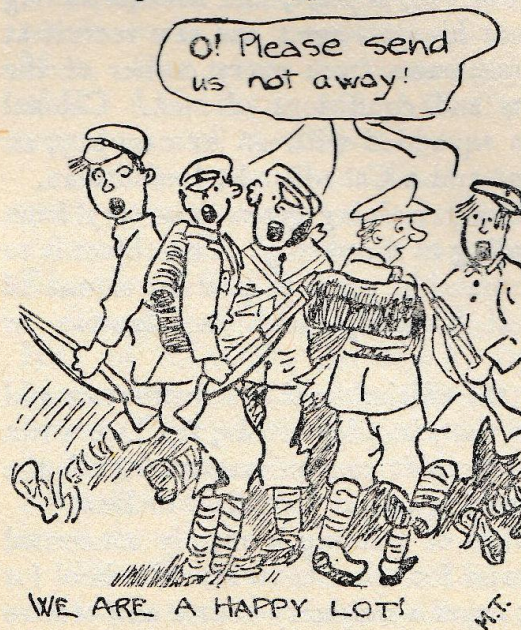
Iraq, seething hot-bed of fanatical tribes and conflicting interests, might claim one's presence. Baghdad, City of the Caliphs, conjures up visions of oriental splendour far out-doing the prosaic West.

India, with her teeming millions, held in iron bondage by the caste system, may call. Hot tropical jungle and snow-crowned peaks are typical of the vivid contrasts this mighty

continent provides.

Maybe to China, imperturbable through immemorial ages, but beginning at last to surge, like a vast yellow flood, under the winds of Western civilisation.

What a choice if one could but choose ! It rests on the knees of the gods, and I would not have it otherwise ; for what is to be will be, but I hope for the best.



A. G.



## Airship R. 101

ON Wednesday, September 19th, a small party from Halton, consisting of Officers, Education Officers and Aircraft Apprentices, travelled by road to Cardington, near Bedford, to inspect the construction of the R. 101.

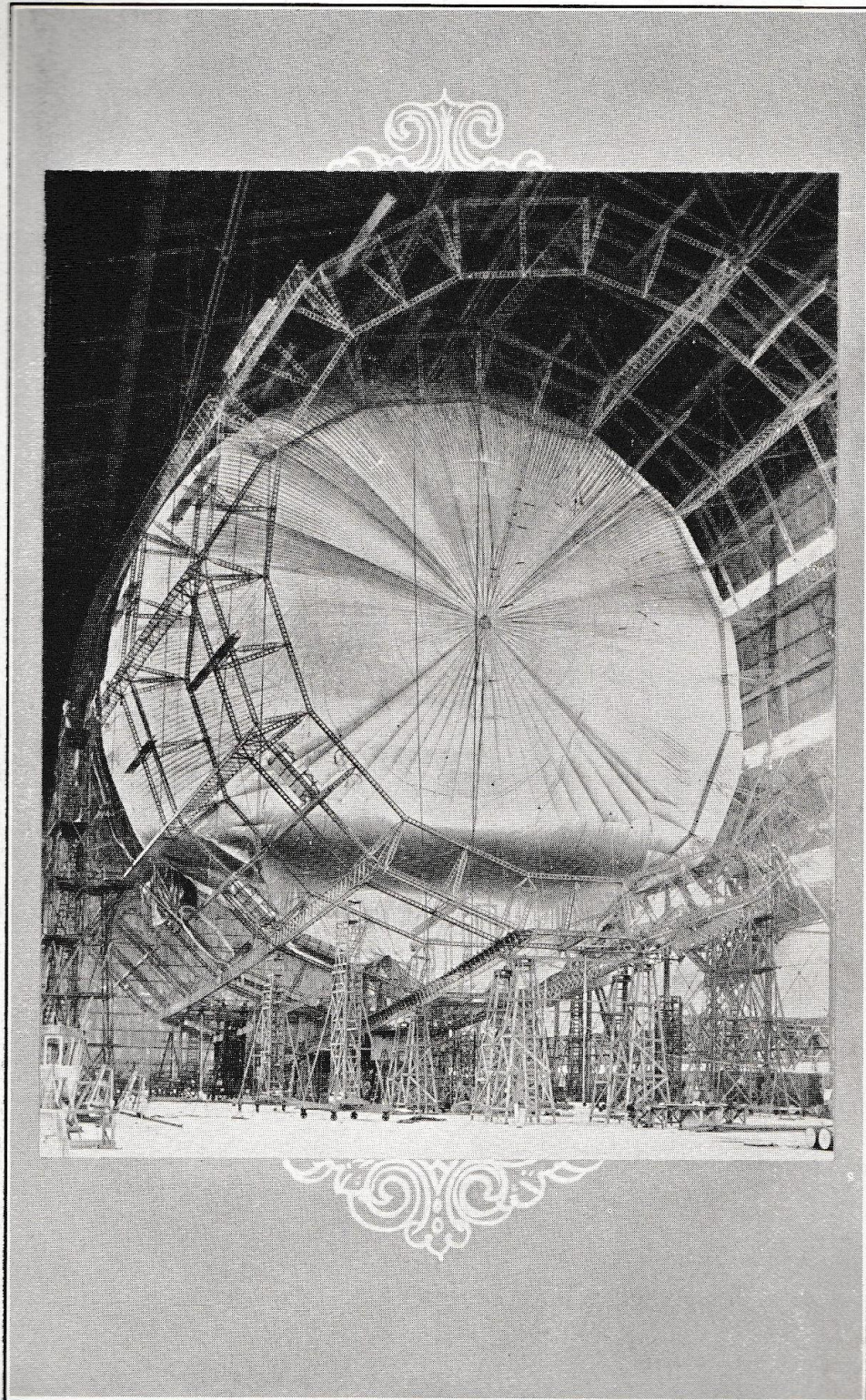
A visit was first made to the mooring mast, which was ascended by means of an electric lift to a height of 200 feet, the last twenty feet being climbed by steps. The mast is a plain engineering structure of rather large diameter, which has the effect of dwarfing the height, although, of course, on looking down from the top platform this is not noticed.

Connection with the mast by the airship is effected as follows. On approaching, three cables are lowered from the airship, one from the nose and one from each side; the nose cable is then attached to a cable let down from the top of the mast, after which it is wound in by steam power, the airship being steadied and held back by the other two cables.

Actual attachment is made by an inverted cone on the airship nose, which is held fast in a steel cup on the mast, the cone being free to rotate in a horizontal plane. The power house is close to the mast, and consists essentially of large steel drums, which are rotated by steam engines, and on which the cables are wound. Steam was chosen for reliability, although all controls are electrically governed, but are so arranged that in the event of an electrical breakdown, they can be worked manually.

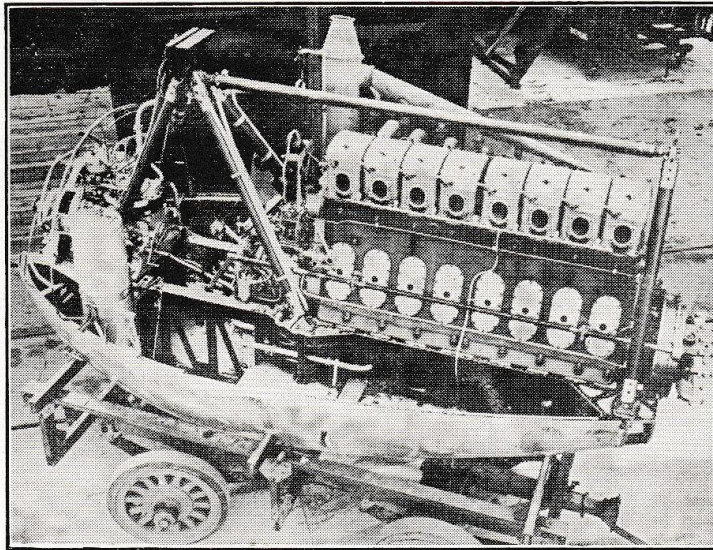
Next were inspected the processes of manufacture of the gas envelopes, these being briefly as follows. Barrels of gold-beater's skins, packed in salt, arrive from the Argentine, each skin being less than one square foot in area. These are then cleaned and trimmed by girls and placed in position on a large sheet of canvas stretched between rollers, about one inch overlap being allowed at each edge. The adhesive is only water, but the skins grow into one another and thus form one large sheet. This is then peeled from the canvas and cut into strips about four feet in width by fifty feet long, the strips being stretched over and glued to linen.

Inspection for punctures is made by holding to a light, after which the strips are ready to be sewn together to form the gas bags. For this purpose plans and scale models of each bag are made, on which all strip positions are fixed and numbered.



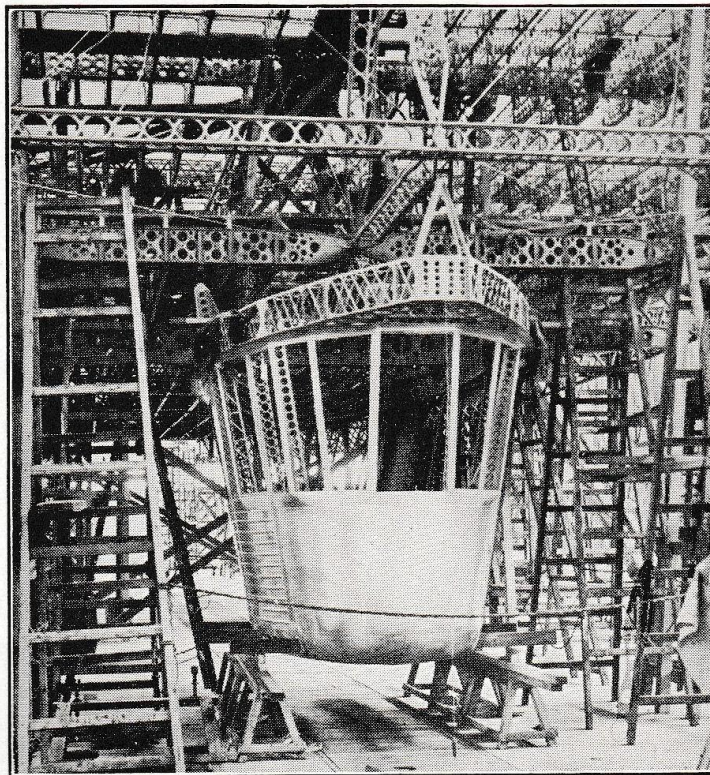
[By kind permission of "Airways."]

R: 101 UNDER CONSTRUCTION.



[Royal Air Force Official. Crown Copyright reserved.]

ONE OF THE FIVE 650 h.p. BEARDMORE DIESEL  
ENGINES OF THE R.101.



[Royal Air Force Official. Crown Copyright reserved.]

THE CONTROL-CAR OF THE R.101.

We next entered the house of the giant—a hangar 750 feet in length by 230 feet wide, and nearly 200 feet high—and although all expected to see something huge, the monstrous dimensions which met our gaze were quite overwhelming.

The R.101 is a sister ship to the R.100, nearing completion at Howden, Yorkshire, and is built entirely of metal, chiefly duralumin and steel, except for the gas bags and envelope.

It is to have a length of 724 feet, with maximum diameter 132 feet, giving a capacity of five million cubic feet, and is designed to carry a crew and 100 passengers, who will be housed amidships, inside the envelope, only the power eggs and control cabin being below the main structure.

The middle third is now built, and on the whole the construction strikes one as being fairly simple; consisting fundamentally of fifteen main longerons, spaced at about 24 feet centres around the circumference, and divided into sixteen compartments of 45 feet span by double rows of annularly placed girders in the traverse planes. Between each pair of ring forming girders, and some feet inside, is a third ring, forming a triangle in section, and braced to the other two.

This method gives great surface strength and renders cross internal bracing unnecessary. Distributed over the whole structure are the fuel and water tanks, which are supported in the triangular spaces by the annular girders.

The main members are also triangular in cross-section, consisting of three stainless steel tubes of about 3 inches diameter at about 5 ft. centres, and cross braced by strips of duralumin stamped to channel section; other members being similar, but having duralumin angle pieces in place of the steel tubes.

Joints are made by duralumin rivets, and steel bolts are employed for connecting the girders at the main junctions.

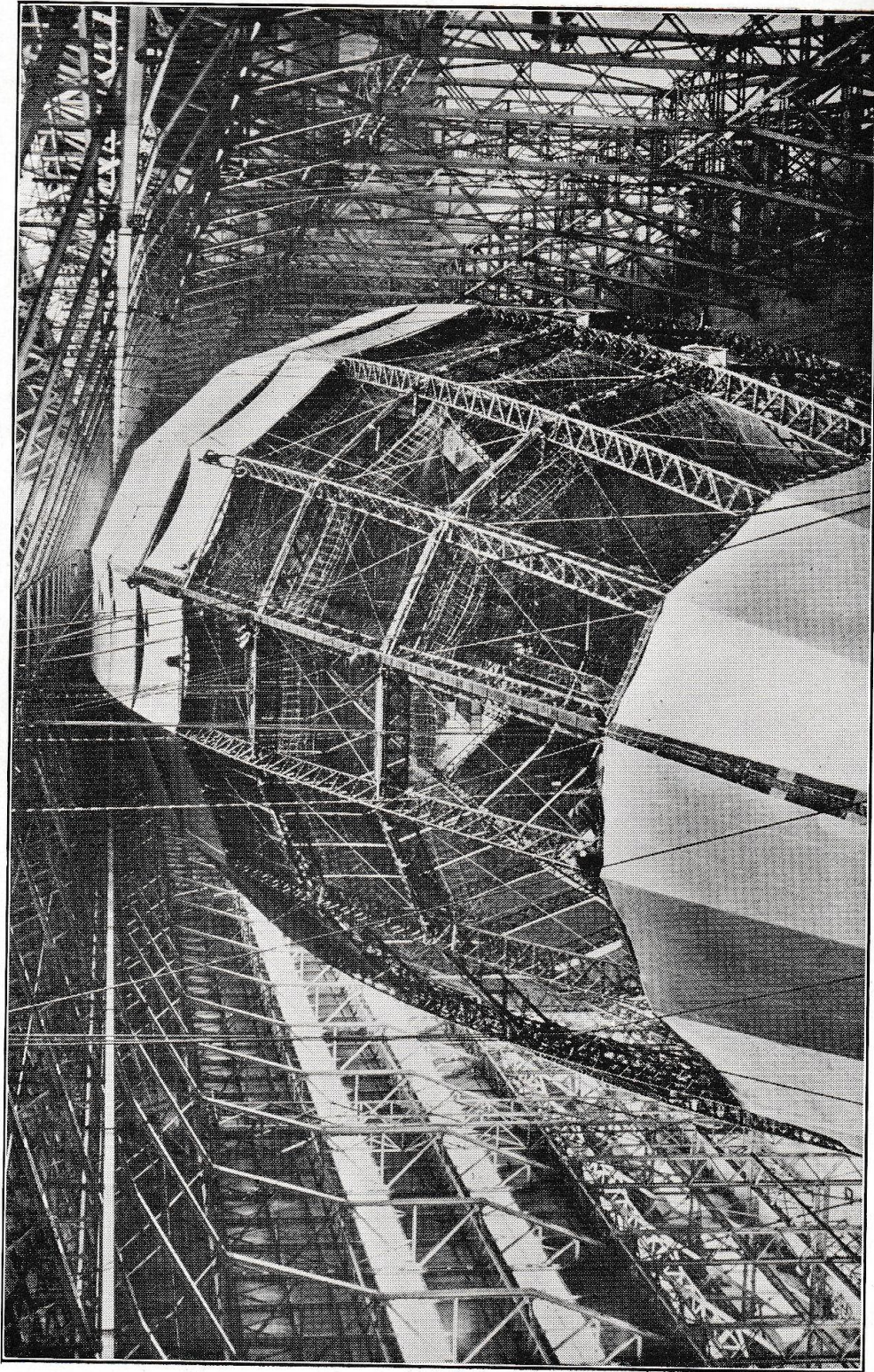
The control cabin, of good streamline shape, is not suspended below, but is built close to the main hull, and is in telephonic communication with look-outs in the nose, engine rooms and other points.

Power is to be supplied by five Diesel engines of 650 or 850 h.p. each, situated in three units about one quarter length from the stern, the engines being oil burning to eliminate fire risk.

An inspection of one of these experimental power units completed the visit.

C. H. L. N.

To face page Fifty-three



[By courtesy of the Editor of "The Aeroplane,"

R.100.

## Halton in Autumn

“During some dark windless weeks of that autumn, the unfallen leaves had been fading inertly from green to a dull rusty red, and so down to a dead russet brown; the whole burning heart of the year was collapsing into shabby ashes. Then a night of frost came and then a gale on a day of broken sunshine, thrown wildly about between clouds. As the gale stripped the trees it had seemed almost to blow them aflame; sparks of brave yellow flew in the air; the dun beech-leaves took flight and fell lustrously.”—From “*Action and Other Stories*,” by E. E. Montague.

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## Woollens of Winter

When bleak December brings the gust  
That blusters, bites and bullies,  
I little care, for then I wear  
My warmest Winter Woollies.

In frost or snow I bravely go  
To tramp the fields and spinneys,  
My manly form encased and warm  
In cosy Woolter Winnies.

Rain, fog and sleet pervade the street,  
Of slush the gutter full is;  
Yet have I not—aha! what, what!—  
My comfy Winter Woollies?

I play my golf with jacket off;  
However keen the chill is  
I'm in the pink and never shrink,  
(Unlike my Woonter Willies.)

Then praise the weaver and his craft,  
His bobbins, threads and pulleys,  
That still provide, though harsh winds chide,  
Protective Winter Woollies.

C. L. M.

# Cap Comforter

AN APPRECIATION.

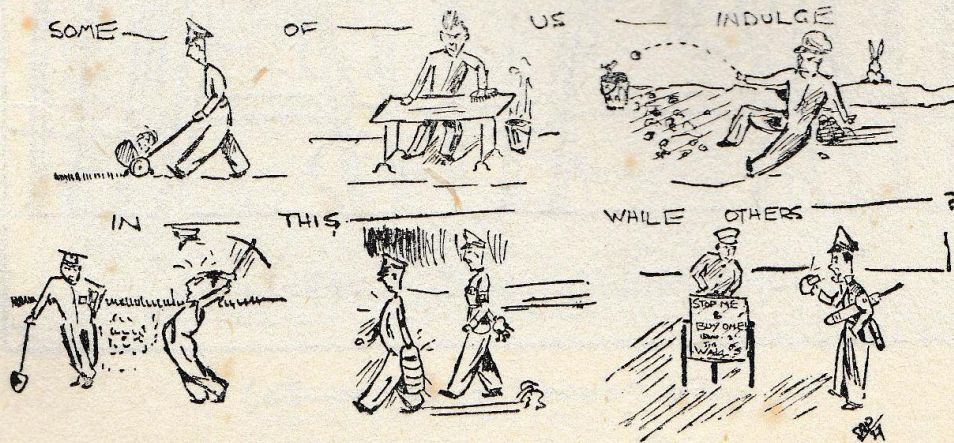
THE coming of winter brings to light that curious head-piece, the Cap Comforter, to which this article is dedicated. This novel head-dress, hitherto kept in the murky regions of a kit box, or used by some as a muff or scarf, has come into its own at last, ranking as an official head-dress, and having in a short time captured the public fancy. One glance is sufficient to tell why this "chic" creation is all the rage. The delicate shade of brown not only harmonises and tones down the blatant khaki of an A.A.'s working dress, but provides great possibilities and variations of adjustment.

Great care should be taken as to the method of donning this headgear. A little carelessness in wearing will produce a convict-like effect, but with a little care, various styles can be effected to suit individual tastes. A good resemblance of the pirates in Ambrose Applejohn's Adventure is not hard to obtain, and quite a good tam-o'-shanter effect can be improvised. With pains, even a style reminiscent of the beret can be worn, and the lads of the Thistle can flaunt a likeness to their national head-dress. Turban-like creations, however, meet with disapproval.

Readers should note that this cap is extraordinarily useful on light scrumping sorties. It is important that all residue and traces of the sortie should be removed, as the powers that be jump to conclusions.

It has been arranged for the reader's benefit that any A.A. appearing on parade with a novel design will be dumb-founded by the warmth of the Squadron Sergeant-Major's comments.

## MON CHAPEAU.



## An Award for Gallantry

THE King has approved the award of the medal of the Military Division of the Order of the British Empire to 363339 L.A.C. W. Arnold, for conspicuous gallantry displayed at Digby Aerodrome, on June 20th, 1928.

Arnold was a passenger in a machine which was wrecked on landing and immediately caught fire. Arnold extricated himself from the burning wreckage, and although fully aware of the grave risk he was taking, re-entered the flames and succeeded in dragging the pilot, who was unconscious and very seriously injured, to a position of safety. Arnold suffered burns to his face and hands, and his prompt and courageous action undoubtedly saved the pilot's life, since the burning petrol spread rapidly and rendered any subsequent approach to the wreckage impossible.

Arnold was a member of the 3rd Entry at Halton.

