

The Haltonian Magazine

Volume 3 No. 2

Summer 1926

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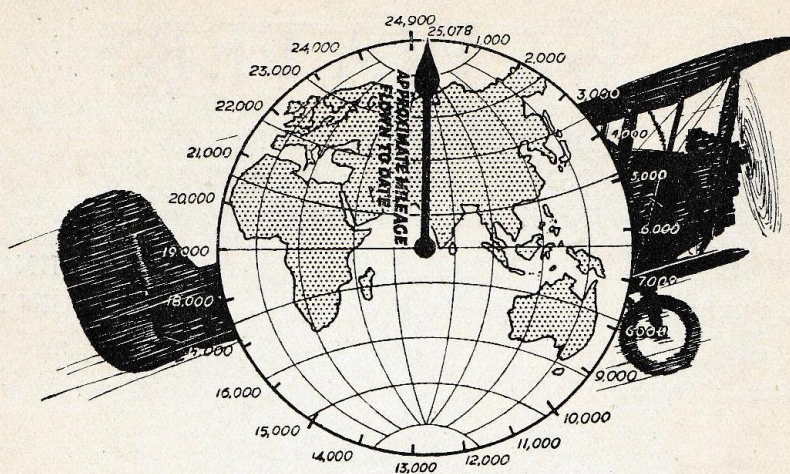
"PER ARDUA AD ASTRA"

THE
HALTON
MAGAZINE

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Vol. III No. 2
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SUMMER 1926

J. Burke 337



Around the World on Shell — with a Sealed Engine

On January 4th, 1926, a Bristol Biplane with sealed engine began a series of endurance flights between Bristol and Croydon. On March 8th, 1926, the test was completed, the biplane having flown 25,078 miles, equivalent to the circumference of the earth at the equator, in a fraction under 226 hours.

The only petrol used for this reliability test was Shell Aviation.

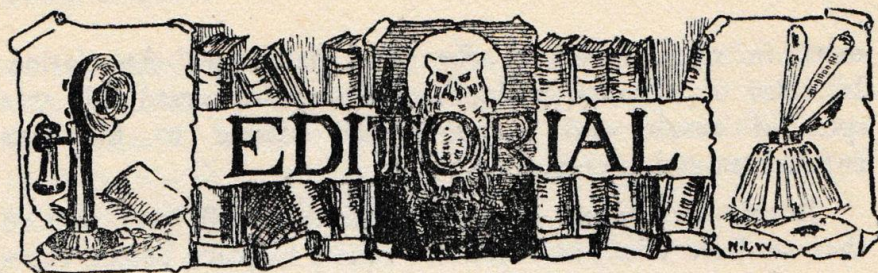
Shell Petrol contains exactly the same well-balanced power elements as Shell Aviation Spirit—but blended in slightly different proportions to suit the requirements of car and motor-cycle engines.

Fill up with Shell from the sealed Shell pump.

SHELL

Aviation Spirit





MIDSUMMER, 1926.—It is a happy chance that we begin this Editorial with the consciousness of having very little to say, and less space to say it in. There has been such a ready response to our invitation for contributions that our task has been the very difficult one of having to reject or postpone some very excellent matter, and we wish first of all, therefore, to thank all those who have helped us by sending in articles, verse and sketches for publication. Only in the last of these groups is there still ground for disappointment. There appears to be a dearth of black and white artists on the Station at the moment. We fervently hope that this is merely a transient state of affairs, and that pen and ink sketches will again come into their own with the Xmas number.

CRANWELL.—The event of the moment is undoubtedly the transfer of the Cranwell Aircraft Apprentices' School to Halton. We referred to this pending move in our Easter number and there is little that may usefully be added to what will be found in our School Notes by the Principal Education Officer, and elsewhere in this number.

PARENTS' DAY AND OUR EASTER COMPETITION.—We propose repeating our experiment of last Midsummer in holding an exhibition of Posters and Original Drawings on Parents' Day. In this connection readers will already have seen our announcements of a Poster Competition, and it is anticipated that as a consequence a large number of artistic posters will be on view. May we express the hope that all Aircraft Apprentices will make a point of bringing their parents and friends to the School Building, with the double object of showing them the new block and the Magazine Posters?

THE O.H.A.—Hearty congratulations to the Hon. Sec., Mr. E. C. Classon, on approaching the "one thousand"

mark in membership of the Old Haltonians' Association. In spite of his own undue pessimism, we regard this as a splendid result and a remarkable tribute to his own enthusiasm and energy.

ROUND THE HOME STATIONS.—Readers will have noticed that we have tried, in successive issues, to place before them attractive accounts of the regions overseas to which their duties may later call them. We are now of opinion that it is time our Home Stations had a look in. Accordingly with this number we are inaugurating a new series of articles, entitled "Round the Home Stations." As far as possible we shall draw on our Old Haltonians for these descriptive articles, the first of which, on Duxford, is by the pen of an old friend and contributor in A.C.I C. E. Sims.

HALTON MAGAZINE PERSONNEL.—This term we have had to say farewell to our Advertisement and Sales Manager, Mr. W. Laidler, B.Sc., to whom our warmest thanks are due for his ungrudging help in a somewhat thankless task. Indeed, he virtually performed two men's work, and his place has been taken by Mr. E. G. M. Neville, M.A., B.Sc. (Sales), and Mr. F. Harrison, M.A. (Advertisements). We are also grateful to Mr. D. McKenzie, B.Sc. (now in Iraq) for his conduct of our Competitions Columns, now taken over by Mr. S. P. Smith M.A.

"THE OVERSEAS AIRMAN."—Recently we had occasion to, draw the attention of our readers to the "Basrah Times." We now take similar pleasure in referring to "The Overseas Airman," described by the producers as "The Monthly Journal of the R.A.F. beyond the Seas." Copies of the first four numbers, on view to any who care to call at the Halton Magazine Editorial Office, show this new journal to be bright and in every way worthy of the traditions of the Service, and we shall be pleased to give an order form (10/- per annum, post free) to anyone who wishes to subscribe.

THE HALTON AERO CLUB.—We hope that all will make a point of reading the interesting notes by the Hon. Secretary of the H.A.C. The entry of a Halton machine in the competitions at Lympne, for September next, is an undoubted event of importance, and we have already announced the cash extent to which the Magazine Committee is supporting it. We are reminded that another £100 is needed to place the project on a sound financial footing, and we earnestly ask

all those who are interested in the good name of the station to come forward handsomely. If the organizers can "pull off" the events at Lympne in the face of their formidable competitors, it will be a source of pride and gratification to all who have contributed their mite.

On Toothache.

(AFTER SHAKESPEARE).

Hush, hush, unhappy boy,
Sufficient to annoy
Is nerve so nude.
But tooth will be less keen
When dentist it has seen,
So still thy language rude.
Oh, ho! curse and blow, by jingo and by golly,
Your comfort is feigning, your advice mere folly;
Oh, ha, ho! by golly
Who says life is jolly?

Freeze, freeze my bitter tooth,
I will not shout forsooth,
So put my pain to rout:
Although I want to bite,
I'll only hold on tight—
U—G—H! praise the lord, it's out!
Heigh ho! sing heigh ho! by jingo and by golly,
Your comfort's not feigning, your advice not folly;
So heigh ho! by golly!
Life once more is jolly.

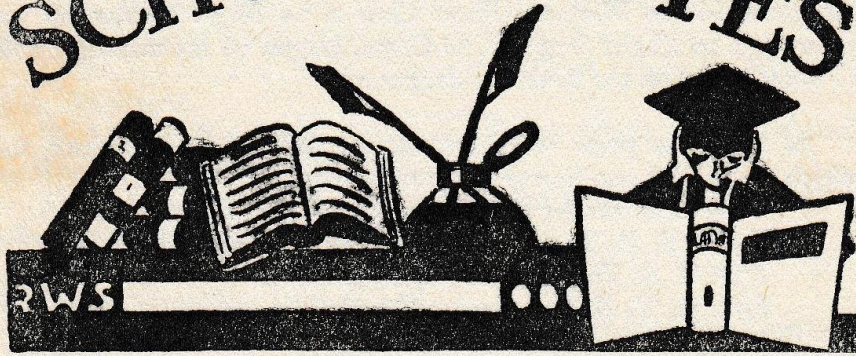
F.T.



It's a jolly little spot,
Oh, we are a happy lot.

(ED. NOTE.—There are still available a number of copies of the
“Halton Anthem,” price 3d.).

SCHOOL NOTES



OLD Haltonians are reminded that if their records do not state whether they have passed educationally for L.A.C. or not, this should be rectified. Certificates for first and second entry boys can be obtained from the Air Ministry, or from Halton. All others should have had the endorsement on their records.

* * *

I should like to call attention to the Higher Education Certificates which can be obtained by examination after leaving Halton. All information can be obtained from the Education Officer in charge of each station.

* * *

The first series of Old Haltonian matches, played last term was a great success, and we hope for a large gathering on July 24th, at Parents' Day, to see the cricket match between Past and Present teams.

* * *

The Principal will be in his office on that day from 10-12 and 2-4, and will be glad to see Parents or Old Boys. As the time is short for the purpose it would be well if parents wishing to see the Principal would write beforehand, giving notice of their intention and stating at what time they intend to arrive.

* * *

The work of the school during the term has been satisfactory, and the progress all round encouraging, especially in the Fourth Entry.

* * *

We are very sorry to lose the services of Mr. Laidler, whose engineering experience has been invaluable. At the same time

we hope to see him often at Halton as a member of the Central Trade Test Board, when he will be able to criticise us to his heart's content.

* * *

By the time these notes are read the new buildings will be finished and the new lecture rooms in use. Those who have been situated in the new class rooms this term can already testify to their comfort, and I am sure Old Boys coming back to Halton will be filled with envy.

* * *

Next term we will welcome the arrival of No. 4 Wing from Cranwell, with their fine traditions and keenness and, with three Wings competing on the Playing Fields, there ought to be plenty of excitement.

* * *

Eventually each Wing will consist of two complete entries, and so it will be necessary to rearrange the 5th and 6th and 7th entries. This will probably be done in January, when the the 4th entry leave us. This time has been chosen for the change, as it is the period when the number of Inter-Wing changes will be least. It is probable that No. 1 Wing will consist of the 5th and 7th entries, and No. 2 Wing of the 6th, and a new entry to join in January. While No. 4 Wing will contain the entry coming from Cranwell, and a new entry joining in August of this year. We will then be complete with six entries, two entering and leaving each year.

* * *

The attention of all Old Haltonians and all Old Cranwellians is drawn to an important paragraph in Old Haltonian Notes in this issue. Air Vice-Marshal Lambe, C.B., C.M.G., has been in correspondence with the Society of British Aircraft Constructors, and an arrangement has now been made under which all members of the Old Haltonians' Association, who for reasons of health or accident have to leave the service, will be registered by the S.B.A.C. for employment. This also opens up a line of employment to our Old Boys after their period of service in the R.A.F. is finished, and makes the nucleus of what we hope will become a useful O.H.A. Employment Bureau of a wider character.

A. F. S. C.

Cranwell Notes

TO THE EDITOR, OF THE *Halton Magazine*.

SIR,

No. 4 Aircraft Apprentices' Wing sends to the Editor and Readers of the *Halton Magazine* its heartiest greetings, and the kindest expression of sisterly affection.

Although we have always watched you with considerable approval and sisterly pride, our interest in you has been greatly increased recently, and it must be confessed that we have been anxiously and curiously making enquiries concerning the manners and bearing of our two young sister Wings in view of the rapidly approaching reunion of the family at Halton.

It will be only natural, when the sisters meet in September, that there may be some misgivings and furtive side glances. We would have you dismiss the idea that Cranwell is your erring, wandering elder sister, at last returning from prodigality. On the contrary we can vouch for the fact that she is an excellent handmaiden of the Service and nurse of many bonnie lads.

Briefly, Cranwell is looking forward to the new life, confident that there will be complete harmony in all the essentials, but the most desperate and legitimate rivalry between the Wings in sport and other healthy pursuits.

Our Wing is really living very much in the present. The senior entry is battling with the C.T.T.B.; some winning laurels, some making reputations, and a few, alas, losing them. The Junior Entry have begun their passing-out tasks, and so hectically do they ransack the Library that one would think that this is their last chance of reading a book. It is this Junior Entry which will find itself, after this period of trial and tribulation, looking across the gulf of the summer vacation towards the promised land at Halton.

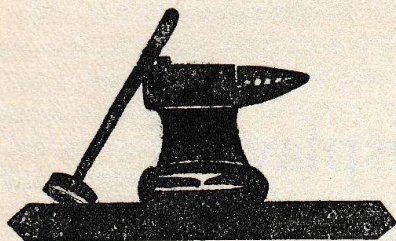
The Staff at Cranwell are looking forward to serving again with some of their old colleagues, to renewing many friendships, and to making many new friends.

I am, Sir,

Yours very sincerely,

The Editor,

No. 4 Apprentices' Wing Magazine.



Workshop Notes

E.R.S. AND MONOS.

At the time of writing there are 100 A/A.'s under instruction in E.R.S. and Mono Instruction Depts. The standard of work, as shown by the results of periodical examinations, is, in the majority of cases, quite satisfactory. To the small minority of A/A.'s who are below the average, we would say "Don't lose heart! What one fool can do, so can another!" In E.R.S. instruction in Rolls-Royce, Falcon III and Napier Lion engines has proceeded steadily and satisfactorily. A Napier Lion instructional engine is now running on the converted Liberty test bench, and it is hoped that a second test bench will shortly be ready for use. The benefit derived by A/A.'s in installing and running up the engines which they themselves have overhauled cannot be overestimated. According to the "Book of the words" it is an exceedingly simple thing to instal and run an engine on a test bench. In actual practice it is not so simple. All kinds of "snags" occur which were not expected, and the only way to overcome these is by practical experience.

In the Mono Instruction Dept. work has proceeded satisfactorily. At the present time a special engine is being tested for the Halton Avro which is to take part in the R.A.F. Pageant on July 3rd. This engine, which has aluminium pistons, has been assembled and tested almost entirely by A/A.'s, and excellent results have been obtained. If our Avro wins at Hendon—and we all hope it will—the A/A.'s who have worked on this engine will certainly have something to congratulate themselves upon.

W. R. B. A.

M.T.I.D., EASTER—AUGUST.

During this period the Fourth and Fifth Entries have made good progress, both in the shops and on the road. The former have finished their first vehicles, which were well tested during the recent emergency period, and started on the second. Two tenders have been finished off and despatched to Ascot. The syllabus has been slightly altered in that the advanced fitting is now done in that department, and the following courses added: painting, metal laboratory, blacksmiths and coppersmiths. The Fourth Entry have finished these and did quite well.

H. W. R.

BRIEF RÉSUMÉ OF WORK IN E.R.S.

Still a further step has been taken by the installation in the old Napier Test House of the latest type Heenan-Fell Wind Brake (type A3), taking Napier, Rolls-Royce, Liberty, Jaguar and Jupiter engines; this has been running since the beginning of May, with very satisfactory results.

A/A.'s are now being instructed on this bench in the methods of testing, tuning, and running faults; this should prove a valuable asset for the future, as this type of brake is being largely used at the Repair Depots.

A Heenan-Fell Wind Brake (type B2), taking Radial engines only, has arrived and awaits installation; it is hoped that approval for a new Test House, to be erected by the Works and Buildings, will be sanctioned by the authorities for the accommodation of this plant.

A large number of engines have arrived during the past three months, and the system of working five A/A.'s per engine in the bays is being adopted. All instructional engines are now being made runnable; this should create more interest: the A/A.'s will be able to instal and run the engines they themselves erected.

B. C.

Book Reviews

"BUILDING MECHANICS."—By W. G. Sheppard, B.A., M.I.Struct. E. Oxford University Press, 1926. (260 pp. Crown 8vo). 12/-

Titles are misleading. The reviewer once bought a book called "The Way of an Eagle," thinking he would learn all about flying. It was a fraud. Now he is more cautious. Lest there be any other simple souls about, the reader is warned that the imposing book in blue cover, entitled "Building Mechanics," is *not* a snappy account of the training of mechanics at Halton. It is just a dispassionate discourse on the stresses and strains, the sticks and stones that make up the house you live in. Sermons in stones. Wisdom in walls. Personally we have never plotted a reciprocal funicular polygon of the coplanar forces in the roof trusses over our head. Yet our slumbers at night are none the less sound. For we know that those old oak beams are "as safe as houses." They will linger long after our shabby old frame has collapsed under its stresses and strains.

Anyway, if the reader is curious to know just how and why the roof stays on a rabbit hutch, or the Dome on St. Peter's at Rome, he should read Mr. Sheppard's diverting account in "Building Mechanics." It is about the best thing that has been written yet on the subject. It is simple, original and interesting, yet masterful, withal. The author (now a member of the Educational Staff at Halton) is to be congratulated on his success and the publishers on their discrimination.

A.B.F.