

The Haltonian Magazine

Volume 6 No. 2

Christmas 1929

(Scroll down)

THE
HALTON MAGAZINE
AND THE
DAEDALUS



VOL. I, No. 2

DECEMBER 1929

The Association of Service Newspapers Advertisement Pages, 1 Albemarle St., W.1.



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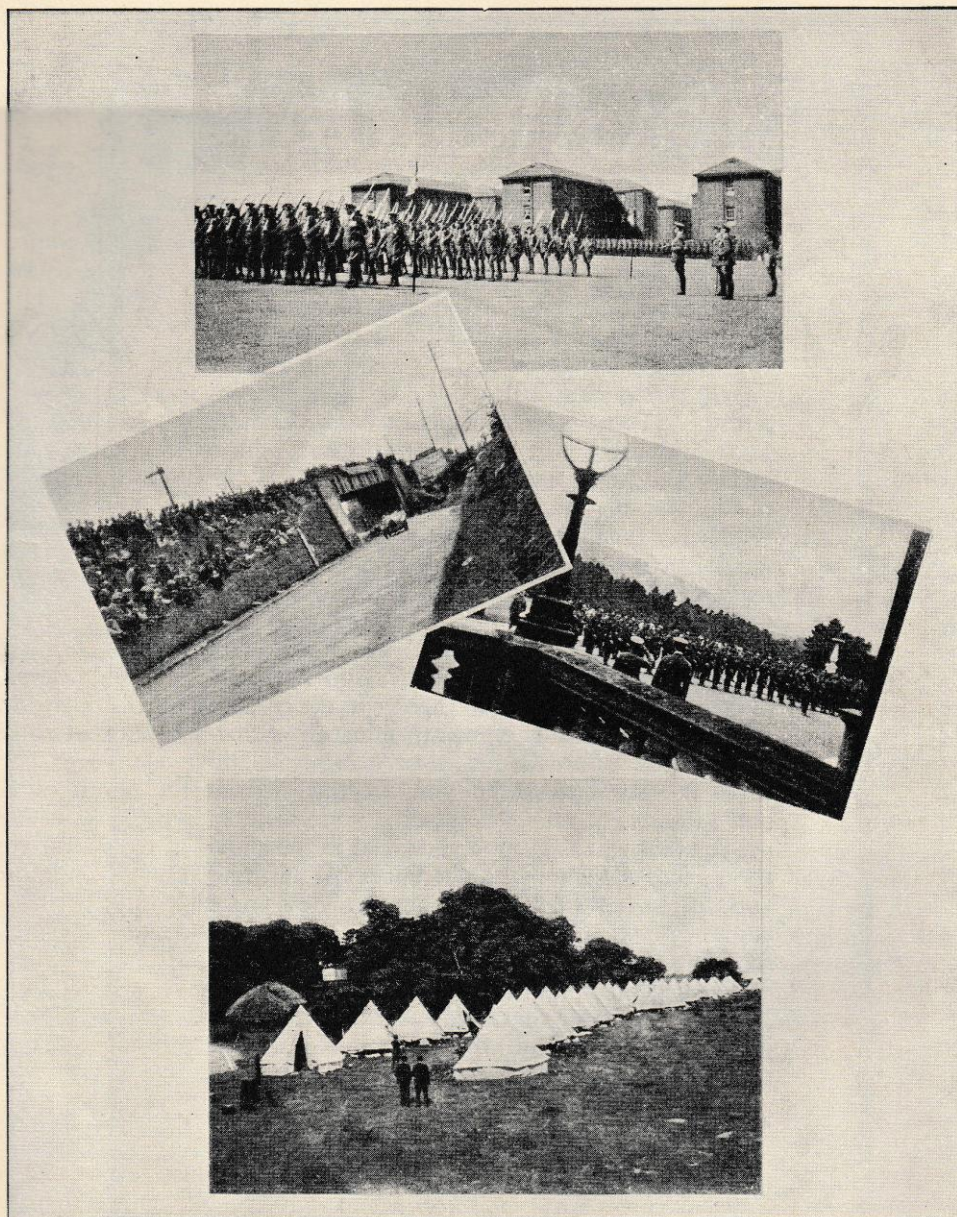
DISCIPLINE

Teach your hair the way it should go, let it be always well trained and orderly—use a little ANZORA every morning.

ANZORA CREAM for greasy scalps and ANZORA VIOLA for dry scalps, are sold in 1/6 and 2/6 (double quantity) bottles by Chemists, Hairdressers, Stores and Canteens. Refuse substitutes.

ANZORA
Masters the Hair!
Anzora Perfumery Co., Ltd., N.W.6



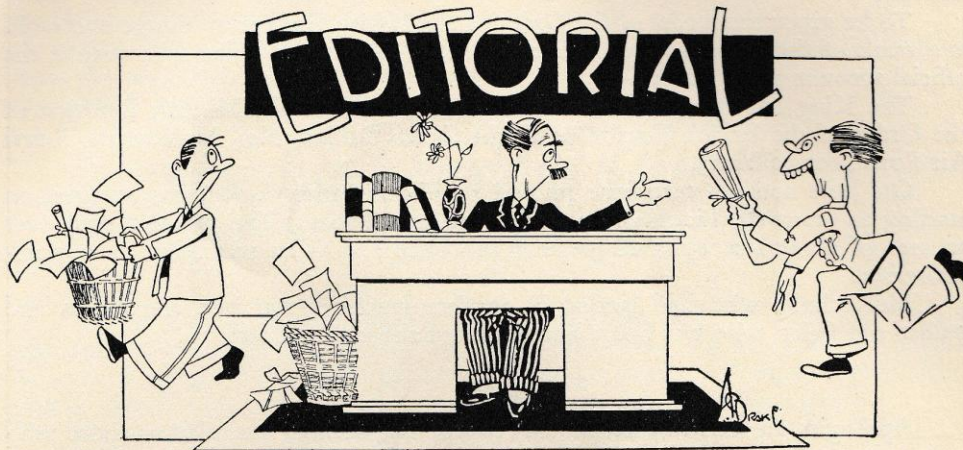


Passing-out Parade, 14th Entry, 30th July, 1929.

J. F. Field (Bogatti) followed by S. V. Holbrook (Austin): T.T. Contest 1929. (A.A. D'Arcy.)

Visit of Officer of the Japanese Army, June 20th, 1929. (H. F. Butler.)

Halton Aero Club at Gosport for the Schneider Trophy Contest. (L.A.A. Tempest.)



A Happy Christmas to all our Readers.

* * * * *

It is not an English characteristic to advertise or boast about notable deeds, still less is it a Service Custom, but the past year has been marked by events of such outstanding importance and success that we must, at least, see that some of them are recorded.

Here is a list, the reading of which should fill with pride the minds of all interested in British Engineering.

1. The rescue of six hundred civilians from Kabul by machines of the Royal Air Force without casualty or fuss, in winter time. (About this we will have more to say later, as Sir Francis Humphreys has promised us an article on it.)
2. The non-stop flight from Cranwell to Karachi.
3. The saving of the Spanish airmen in the Southern Atlantic.
4. The winning of the Schneider Trophy.
5. The winning of records in the air, on land, and on sea.

Certainly there is not very much wrong with our designers, our engineers, or our pilots.

* * * * *

While on the subject of remarkable performances, we counsel every one to buy, beg, or borrow a copy of the *Geographical Magazine* for November 1929, in which will be found a wonderful account of commercial and surveying flying in Canada. The pluck of the pilots is only equalled by the reliability of planes and engines and the whole tale is a most stirring account of what is being done without Government subsidy, under the worst conditions of climate and country.

We offer our heartiest congratulations to Flight Cadet McKechnie on his signal honour.

To be given the medal of the Order of the British Empire at his age and rank, is a mark of the highest appreciation of a very gallant act. The following is the official account of his action :—

The King has approved the award of the medal of the Military Division of the Order of the British Empire to Flight Cadet William Neil McKechnie, Royal Air Force, for gallantry.

On June 20th an aeroplane piloted by Flight Cadet C. J. Giles, crashed on landing at Cranwell, Lincolnshire, and burst into flames. The petrol spread over an area of about ten yards' diameter in full blaze and Giles was lying in it, semi-conscious.

McKechnie, who had landed in another machine, ran into the flames and pulled out Giles, who was badly burned about the legs and face.

* * * * *

Apologies are due to contributors to our last number and also to those who sent drawings and articles to the final number of the *Halton Magazine*. Owing to an oversight no prizes were awarded to the best of these. Steps are now being taken to rectify this error.

* * * * *

Since our last number we have lost the services of Mr. S. P. Smith, whom you all know as Editor of the *Halton Magazine* and as assistant editor of the first number of the Combined Magazine.

We hear that he is finding an outlet for his energies in this direction at Uxbridge and we wish him all good luck in his new work.

It was good to learn from many letters that Old Boys were pleased with the first number of the Combined Magazine.

It is now up to them to make it a success financially by using their influence to increase its sale. We should aim at nothing less than a circulation of ten thousand ; this leaves us some distance still to go, as our first number sold just on six thousand.

When it is remembered that the work connected with the Old Boys' Association requires the whole-time employment of a clerk now, for whose salary we are entirely responsible, and that the first number of the Magazine cost £300 to produce, it will be seen that great effort will be needed to make ends meet. We have at present 2,300 members of the Old Boys' Association ; this number should be more than doubled if the Old Boys' Association is really of use to Old Boys. If it is not, then we should end it and so save Education Officers and some Old Boys a great deal of work.

* * * * *

In bidding farewell to the fourteenth entry we congratulate them on the very high standard reached in both C.T.T.B. and School Exams. This is a fitting result to three years of steady work and we are sure that all the members of the Entry will achieve that success in the Service that their ability and grit should command.

Elsewhere will be found an appreciation of the short life of Flying Officer John Clarke. It is sufficient here to say that short as was his life, it has left a mark on Halton that should never fade.

His career and character should inspire us all to be content with nothing less than the very best.

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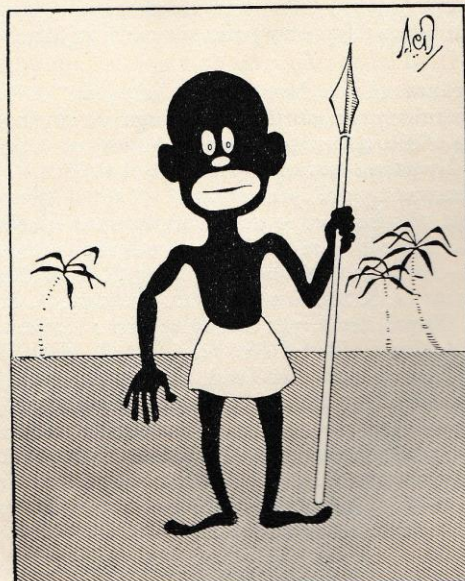
We congratulate L. R. S. Freestone and E. Coleman, D.F.M., on their Commissions as Pilot Officers.

Both were apprentices at Cranwell.

* * * * *

To our note in the last number on modern poets and their critics, we beg to add the following from *The Times* of November 11th. At an exhibition held in New York lately, of the works of modern artists, a prize of £100 was awarded to a picture which was subsequently found to have been hung sideways up.

The same picture was hung in a Chicago exhibition in 1928, upside down. In this case, we think, comment would be quite superfluous.



(WITH APOLOGIES TO
THE OBSTINATE ARTIST)

"BLACKMAIL"

was what we asked our artist to draw,
and this is what he did.

Air Commodore Robert Marsland Groves, C.B., D.S.O., A.F.C.

Groves Barracks, No. 2 Wing.

ROBERT MARSLAND GROVES was born in 1880, and was educated at Rossall and the Royal Naval School, Eltham. He joined *H.M.S. Britannia* in 1894, was appointed Midshipman in 1896, Sub-Lieutenant in 1899, and promoted to Commander in 1911. Commander Groves transferred to the Naval Wing of the Royal Flying Corps, in July, 1914, when it was reorganised as the Royal Naval Air Service, and in October of that year was appointed Wing Commander. On the outbreak of war he took part in the airship patrols of the Channel.

His next appointment was that of assistant to the Director of the Air Department at the Admiralty, which involved the organisation and command of anti-aircraft defences, this responsibility having been undertaken by the Admiralty.

In August, 1915, he assumed the responsible post of Assistant Superintendent of Aircraft Construction.

In January, 1916, he proceeded overseas to take command of No. 1 Wing at Dunkirk. For the efficient manner in which this duty was carried out, he was awarded the D.S.O. The *London Gazette*, dated June 22nd, 1916, reads as follows:—

“Commander Robert Marsland Groves, R.N. (Wing Commander R.N.A.S.). In recognition of his services in command of a Wing of the Royal Naval Air Service at Dunkirk, Commander Groves has, by his personal skill as a pilot, and also by his untiring zeal, effected a marked advancement in the general standard of flying on active service. He has on several occasions carried out successful reconnaissances to Ostend under fire, and by his own example has proved the utility and great importance of night flying.”

In June, 1916, Wing Commander Groves was appointed Assistant Secretary of the Air Board, and in February, 1917, became Deputy Controller of the Technical Department of the Air Board, having in the previous December been promoted to the rank of Captain, R.N., and graded Wing Captain in the R.N.A.S.

In March, 1918, he became Director of Flying Operations, and shortly afterwards Deputy Chief of Air Staff, with the temporary rank of Brigadier General.

In June of that year, he was awarded the Air Force Cross, and in the following month the honour of C.B. was conferred upon him in recognition of his distinguished services.

In August, 1918, as Brigadier-General, he succeeded Brigadier-General F. R. Scarlett, D.S.O., as Director of the Air Division, Admiralty, and was given a permanent commission in the Royal Air Force, with the rank of Air Commodore. The following month he assumed command of the Training Brigade, Middle East Area.

While holding this appointment, he met his death. Piloting a Bristol fighter from Cairo to Kantara, his machine fell into a nose dive and crashed. The Air Commodore was picked up unconscious and died the same day in hospital. He was buried in the British Protestant cemetery, Cairo.

In addition to the honours and decorations already mentioned, Air Commodore Groves received the French Legion of Honour, August, 1917, and the American Distinguished Service Medal, December, 1919.

The Secretary of the Air Council wrote to Mrs. R. M. Groves: “The loss of this distinguished and gallant officer will be mourned by the whole of the Royal Air Force, to the advancement and efficiency of which his valuable services have so greatly contributed.”

The International Aero Exhibition, Olympia

IT seems to be generally recognised that the International Aero Exhibition held at Olympia, from July 16th to 27th, was the best aero show yet produced, and it certainly was a wonderfully good show and perhaps the best of any kind ever housed at Olympia.

The outstanding and gratifying feature was the very high standard of British design and workmanship, both of aircraft and engines, comparing most favourably with the foreign products shown side by side. Added to this is the fact that British prices were certainly no higher than those of the foreign exhibitors.

The main hall, new building and galleries were simply packed with well-finished aircraft of all types, offering many hours of crowded interest to the student of aeronautics, whether he be pilot, constructor, mechanic or connected in any way with aviation and its allied branches. Even so, the general public does not yet seem sufficiently air-minded to appreciate the differences and requirements of the various types and this accounted for the sparse attendances and incidentally, added tremendously to the comfort of those who did go.

One hundred members of the Halton Aero Club visited the exhibition on Saturday, July 20th, and remained there from about 10.30 a.m. to 9.0 p.m., returning with heads, pockets and cases packed with information.

It would be impossible even to touch on all the exhibits in these short notes, and therefore only those of unique or outstanding interest will be mentioned.

Amongst the aircraft was the latest model of the Autogiro which, by incorporating many novel features, is placed far in advance of its prototype. For instance, the tail plane and elevator are separately mounted, one above the other, and can be tilted by means of an extra lever to form an upward chute to deflect the air stream from the propeller upward through the rotor blades. This rotates the vanes with the machine stationary and allows a quick take-off and thus rendering unnecessary several taxiing circuits of the aerodrome as in the past. It is now possible to take-off and alight in a confined space, and the makers claim that the Autogiro is now installable.

A small single-seater cabin monoplane, the A.B.C. "Robin," fitted with a 40 h.p. "Scorpion" engine is the first of an entirely new class. It is a very neat little job and sells at about £500. Another single-seater monoplane, but with open cockpit, is the small Henderson-Glenny "Gadfly," the novel feature of which is the aileron control, this being of the new Pearson rotary type. The ailerons are small discs, nearly circular in plan, mounted beyond each wing-tip on an axis inclined somewhat to the vertical and about which they rotate. Rotation causes them to move into positions inclined to the flight path, but the discs are so shaped that the one to increase incidence, the outer on a turn, presents a lifting wing section to the air stream while the inner presents an inverted aerofoil giving a downward or negative lift. By this means, control is retained beyond the stall and spinning is prevented.

Coming to the larger passenger touring aircraft are the Westland "Four," a high wing cabin monoplane fitted with three Cirrus "Hermes" engines, and the Saunders "Cutty Sark," a new four-seater cabin flying-boat, which can be supplied with either one or two "Hermes."

The Avro "Five" and the "Ten," both three-engined monoplanes, are splendid engineering products and look very efficient, but they are copies of Fokker types and it seems a pity that British constructors should import designs when the whole exhibition bristles with the fact that our own designers are the best in the world.

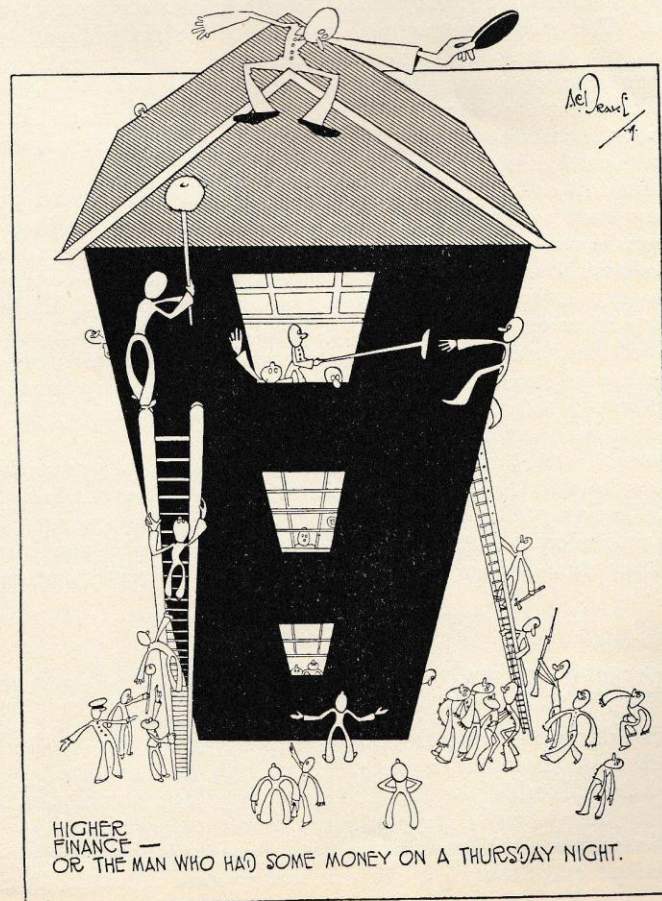
Still larger is the new Blackburn "Nile" a 21-seater flying-boat with three "Jupiter" engines mounted close above the monoplane wing.

The cabin portion of the latest Handley-Page 40 seater, beautifully furnished and decorated, and lit up by a number of prettily shaded electric lights was viewed by hundreds of envious eyes.

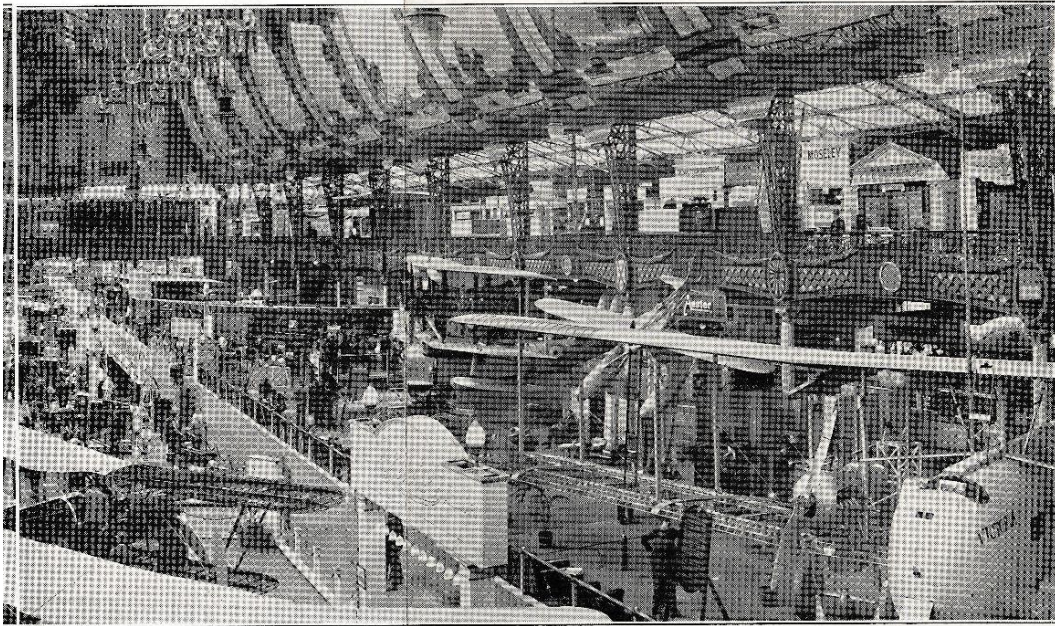
A model of the largest heavier-than-air machine ever built and flown, was exhibited by the Dornier Co., of Germany. This is the Do.X., an all metal 12-engined flying-boat, with accommodation for 120 passengers and it may be well claimed as one of the greatest engineering achievements. Its first flights took place about the same time as the opening of the Exhibition and some splendid photographs of the Do.X. in flight were rushed over to the show.

The Fairey Long-Range monoplane, the actual machine that was flown to India, was also on view, perched high up with its long tapering wings stretching majestically above the other exhibits, and the show would not, of course, have been complete without the Supermarine S.5, although by the time these notes are in print it will no doubt be quite obsolete.

The general trend of design indicated by these exhibits seems to favour the monoplane with enclosed cabins, whilst the constructions are almost entirely metal, being fairly evenly distributed between steel and duralumin.



AERO EXHIBITION



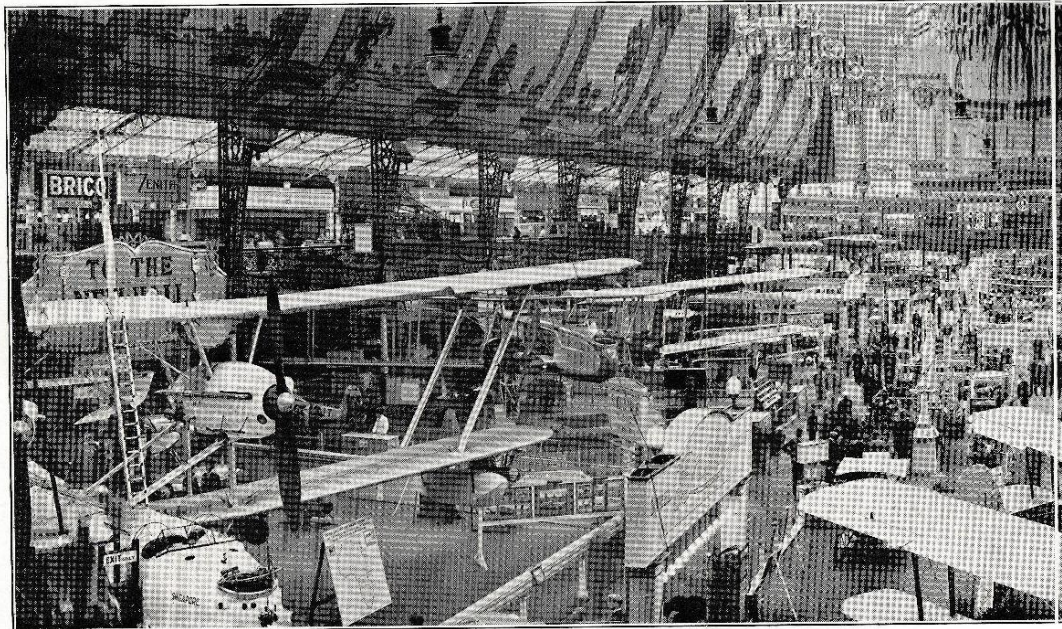
THE MAIN HALL, OLYMPIA

FORD TRI-MOTOR (ALL METAL).

SUPERMARINE "SOUTHAMPTON."

S.5 (SCHNEIDER CUP WINNER, 1927).

THE INTERNATIONAL



GENERAL VIEW OF THE

FAIREY LONG RANGE MONOPLANE (INDIA FLIGHT).

BLACKBURN "NILE" FLYING BOAT.

BLACKBURN "LINGOCK."

BOULTON AND PAUL "SIDESTRAND."

SHORT SINGAPORE (COBHAM'S AFRICAN FLIGHT).

Nearly as varied were the engines ranging from the 40 h.p. "Scorpion" to the Rolls Royce "H," which is expected to develop 1,500 h.p. in the Supermarine S.6, for the Schneider Cup Race.

The largest air-cooled engine was the Armstrong "Leopard," a larger edition of the "Jaguar," developing over 800 h.p. The air-cooled in-line engines, which score so much over the radial for head resistance and fuselage shape, have advanced another step in the A.D.C. "Airsix" with six cylinders in line, giving 300 h.p. This is really an air-cooled version of the "Nimbus" and is a very creditable piece of work.

Mention must be made of the Pobjoy engine, the tiny seven cylinder radial developing 60/68 h.p. and weighing only 115 lb. or in the neighbourhood of twice the power-weight ratio of other engines of similar power. It certainly is a nice looking job and should have a future.

There was none more interesting than the Redrup Axial Lever engine. The underlying principle is by no means new, in fact the first Redrup was built before the War and several others have been made to somewhat similar designs. The present engine consists of seven cylinders with their axes parallel to each other and to the one crank shaft, this being of "Z" shape. Mounted on the crank shaft is a spider with seven arms, or legs, each of which connects to a piston through a connecting rod. Rotation of the spider is prevented by a fork member so that its movement is in the nature of a swashplate, causing the "Z" crank to revolve. The main advantage of this engine for aircraft work is, of course, its small frontal area, the Redrup being nineteen inches in diameter and giving 90 h.p.

Other exhibits included a remarkably fine collection, belonging to the Air Ministry, of aircraft models all made to the same scale, tracing the history of both lighter and heavier-than-air flight from the earliest attempts and finishing up with the R.101, which is, however, so large in comparison that it seemed quite out of place.

A similar historical collection was arranged by the Royal Aeronautical Society but in this case, the story was told by means of innumerable prints, photographs, documents, etc., many being of considerable age and value and dating back to 3,000 years ago.

The galleries were devoted chiefly to accessories, too numerous to detail, but the Mono Spar deserves mention as being one avenue along which progress is likely to move in the search for lighter structures. As the name indicates, only one spar is used for wing construction, instead of the more customary two, this being strengthened against torsion loads, due to shift of centre of pressure, by wire bracing in the form of pyramids. In this form the spar develops its full resistance to load the whole time, instead of only when the centre of pressure is in its position closest to that spar.

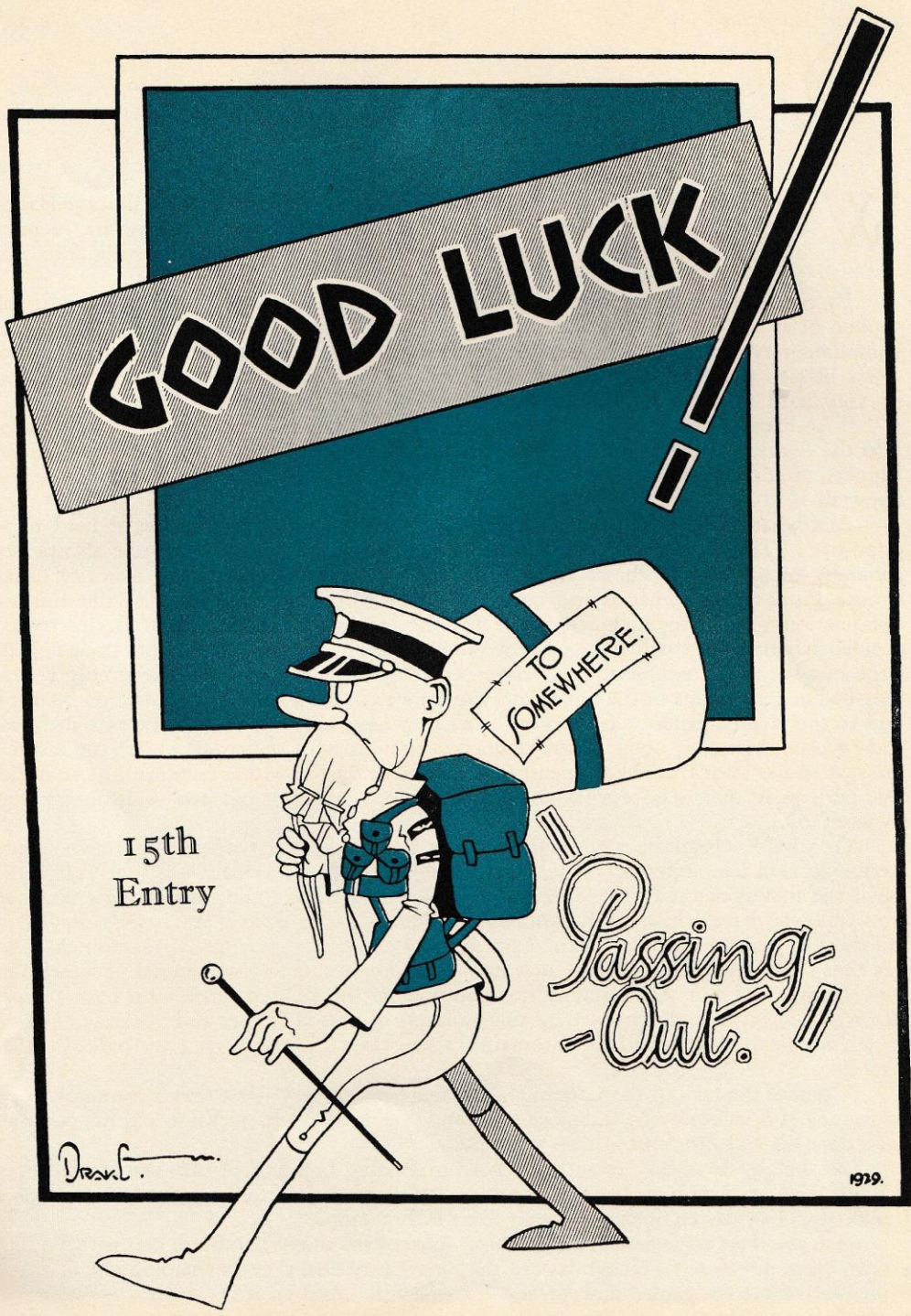
And there were several times more items left unmentioned than those enumerated above, each having its individual points of interest, which makes one feel guilty for having left them out, but this only helps to show what a wonderful display it was and how difficult it becomes to write an adequate account. The one disappointing feature is that the complete Exhibition could not have been preserved permanently as an aero museum.

C. H. L. N.

The Legend of the Devil's Punchbowl

THERE is something peculiarly fascinating in old legends and traditions which have been handed down from father to son throughout the centuries. It is characteristic of Celtic or Celtic-Iberian peoples to transmit their legends verbally, and they usually delight in unfolding the glories of the past to a sympathetic listener.

I have often sat on a three-legged stool by a glowing peat fire in a peasant's cottage in the west of Ireland and listened to old men and women repeating in their quaint and



GOOD LUCK

TO SOMEWHERE.

15th Entry

Passing-Out!

Deskt.

1929.