

F/L R.W.G. FREED

# THE JOURNAL OF



# THE ROYAL AIR FORCE COLLEGE

VOL. XX No. 1  
WINTER, 1947-8

CRANWELL  
LINCOLNSHIRE

# THE JOURNAL OF



# THE ROYAL AIR FORCE COLLEGE

PRINTED BY

GALE & POLDEN LTD.

LONDON : ALDERSHOT : PORTSMOUTH





[Photo: Bassano

THE COMMANDANT  
AIR COMMODORE R. L. R. ATCHERLEY, C.B.E., A.F.C.

Frontispiece

# The Journal of the Royal Air Force College

VOL. XX

WINTER, 1947-8

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## CONTENTS

	PAGE		PAGE
FOREWORD BY VISCOUNT TRENCHARD	2	OPERATION LONGSTOP ... ..	22
MESSAGE FROM LORD TEDDER ...	3	COAL ... ..	23
COLLEGE NOTES ... ..	4	SPORT—A SUMMARY ... ..	24
THE EQUIPMENT AND SECRETARIAL WING ... ..	12	OLD CRANWELLIAN NOTES ... ..	36
MET. BRIEFING ... ..	13	ALPHABETICAL LIST OF OLD CRAN- WELLIANS ... ..	37
THE R.A.F. COLLEGE SOCIETY ...	14	STAFF APPOINTMENTS AND DUTIES ...	46
FLEET EXERCISES ... ..	20	SQUADRON LISTS—FLIGHT CADETS ...	48

## LIST OF ILLUSTRATIONS

AIR COMMODORE R. L. R. ATCHERLEY, C.B.E., A.F.C. ... ..	<i>Frontispiece</i> FACING PAGE
ON THE SOUTH AIRFIELD IN MAY ... ..	16
A LINE FROM THE MOUNTAINEERING SECTION ... ..	16
"FOAM" AT SEA ... ..	16
THE CRICKET TEAM ... ..	26
THE ROWING TEAM ... ..	29
THE ATHLETICS TEAM ... ..	30
MARSHAL OF THE R.A.F. LORD TEDDER ... ..	40
MAJOR-GENERAL JONES, AIR INSPECTOR, U.S.A.A.F. ... ..	40
DINING-IN ... ..	40



## FOREWORD

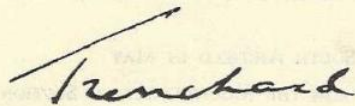
TWENTY-SEVEN YEARS AGO I wrote the foreword for the first number of this Magazine, in which I said: "This College, in conjunction with Halton, will have the making or marring of the future of this great Service. . . . We all realize that it has to live up to its war reputation . . ."—referring, of course, to the 1914-18 war.

Who can deny that the boys of that day, who are the men of today, both at Cranwell and Halton, have made the Air Service for all time? Who can deny that those who were at its Colleges in those days have more than fulfilled their part in the history of the Air Force, and not only that, but in the life of the British Commonwealth? They saved it.

Now this Journal is being reissued. In August, 1939, the last issue before the war, the war was not mentioned. The Journal was, I suppose, in the "jargon" of today, in "suspended animation." With the 1939-45 war behind us, it is appearing again.

It is plain for all to see in the actions of the leaders and all ranks of the Royal Air Force what work they did in the last war. That work will be, or ought to be, the inspiration of all those coming into Cranwell now. I feel that they will respond with all their vigour to the inspiration of keeping this Service in the forefront, keeping this Service as the guardian of the British Nation, the British Isles and the British Commonwealth.

If you carry forward, by your efforts, the work of your predecessors, you will have the satisfaction of knowing that you have done well.



MARSHAL OF THE ROYAL AIR FORCE.

4th NOVEMBER, 1947.



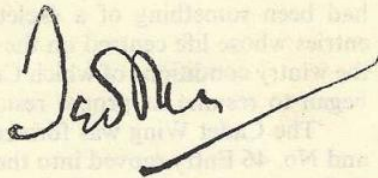
## MESSAGE FROM THE CHIEF OF THE AIR STAFF

THE reappearance of the Royal Air Force College Journal comes at a time when the country as a whole is being compelled by the force of both logic and circumstance to readjust its ideas upon defence requirements. Now, more than ever before, people are becoming firmly conscious of the vital importance of our Service in the national defence. As an example, I should like to quote the following statement made by the Minister of Defence during the recent Commons debate on the Address :—

“In the light of circumstances with which we are faced, my own view is that the first priority, which must not be interfered with, is defence research. The second, in the light of the present developing situation, must be to maintain the structure of the Royal Air Force, and its initial striking power. The third priority is for the maintenance of our sea communications, and, therefore, for the most efficient Navy we can get in the circumstances, and then we will do the best we can for the Army.”

That places an immense responsibility on our Service. In this world of rapid change we must be continually alert. We must be up to date and keep up to date in mind and spirit. We must never let ourselves be complacent or self satisfied. Nothing but the best—and then something better—that must be our standard. Working to that standard the Royal Air Force will be a source not only of military, but also of spiritual strength to the national team of which it is a vital element: it will, moreover, be the best insurance against war.

It is to Cranwell that the Service looks for fresh ideas and fresh inspiration, fresh vitality and fresh energy. The Journal is an invaluable means of giving expression, for the Service as a whole, to the ideas and spirit of Cranwell.



*Marshal of the Royal Air Force.*



## COLLEGE NOTES

THE College now has a strength of 157 Cadets and Flight Cadets. It is half-way through a slow and carefully considered process of reopening and build-up for which planning began in 1945. The size of the future College was then determined at 320, or eight successive terms of 40, and later it was decided that an Equipment and Secretarial Wing of 120 should be added.

In April, 1946, Air Commodore R. L. R. Atcherley, C.B.E., A.F.C., was appointed A.O.C., R.A.F. Cranwell, and Commandant designate. Throughout the spring and summer of 1946 preparations were in hand. A syllabus committee was formed to work out the future scheme of training. It drew on the resources of the Air Ministry, Headquarters Flying Training Command and the Empire Central Flying School. Its secretary, and the unifier of the syllabus, was Wing Commander A. C. Kermode, O.B.E., then Chief Ground Instructor at the E.C.F.S.

\* \* \*

The first fifteen Cadets reported on 14th October, 1946. They were part of the intended first entry, and it was not until January, 1947, that the rest of their intake could join them. The new term's entry also reported in January, and the College started the year with 77 Cadets. In keeping with the policy of beginning with two terms of airman service, these lived in a barrack block in the Apprentice Wing, not in the College building.

The College itself was still occupied by the last two entries of No. 19 Flying Training School, the final unit of its war-time occupancy. From this F.T.S. fourteen Cadets were chosen for permanent commissions and to be brought in as a senior entry, providing Flight Cadet N.C.Os. for the first year after the movement of Cadets into the College proper.

A system of numbering entries was started. There had been 44 entries before the war. The number 45 was reserved for the coming senior entry, and the two entries present in January became Nos. 46 and 47. In April No. 19 F.T.S. had gone from Cranwell, and No. 46 Entry had completed its two initial terms and was ready to move into the College.

\* \* \*

The reopening of the College itself for its former function therefore came at the end of April, 1947, after an interval of seven and a half years. The first two terms had been something of a skeleton existence with an empty College building, two entries whose life centred on the Apprentice Wing, and most activities blanketed by the wintry conditions of which Cranwell had, as usual, its full share. Now the College began to resume its proper residential life.

The Cadet Wing was formed. No. 45 Entry provided the Flight Cadet N.C.Os. and No. 46 Entry moved into the College, and for the summer term they were organized in two Squadrons. A start was made on every College activity that such small numbers made possible.



The Summer Term's new entry, No. 48, included the first four Cadets for the projected Equipment and Secretarial Wing. In the Autumn Term No. 49 Entry reported, No. 47 moved into the College, and the Equipment and Secretarial Wing opened at Digby. There are now 89 Flight Cadets in A, B and C Squadrons in College, 57 Cadets of the two initial terms in D Squadron, and 11 at Digby.

\* \* \*

The Commandant, Air Commodore R. L. R. Atcherley, C.B.E., A.F.C., came to Cranwell as a Cadet in 1922. He is the first ex-Cadet of Cranwell to be appointed Commandant. His service before the war is notable for his work in the High Speed Flight and in Training Command. He was at the Staff College in 1938. It is appropriate to his present appointment that he pioneered the movement to spread Royal Air Force training and the air interest in the public schools.

His service in the war included distinguished achievement in the Norwegian campaign, in the development of the night fighter force, in the Desert Air Force and in S.H.A.E.F. From 1944 until his return to Cranwell he was Commandant of the Central Fighter Establishment.

\* \* \*

Group Captain J. R. A. Peel, D.S.O., D.F.C., is Assistant Commandant at Cranwell. He was a Cadet at Cranwell in 1930-32, and returned to serve here, first as a Flying Instructor and then as College Adjutant, from 1936 to 1938. He was in Fighter Command from 1940 to 1942 as Squadron Commander, Wing Leader, Station and Sector Commander, and was then Deputy Director of Fighter Operations at the Air Ministry. He was commanding the Day Fighter Wing of the Central Fighter Establishment when he was appointed Assistant Commandant at Cranwell.

\* \* \*

The three Squadron Commanders in the College were also at Cranwell as Cadets and contemporaries. Squadron Leader D. W. Steventon, D.S.O., D.F.C., entered in January, 1938; Squadron Leader F. R. Bird, D.S.O., D.F.C., in September, 1938; and Squadron Leader J. M. O. Dyer, D.F.C., A.F.C., in April, 1939. The College Adjutant of the reopening year, Squadron Leader (then Flight Lieutenant) P. B. Balean, was also a Cadet in 1939. The Chief Engineer Instructor is Wing Commander B. H. Becker, who was a Cadet in 1931-33.

\* \* \*

The College is fortunate to have as Director of Studies Mr. Patrick Johnson, O.B.E., M.A. At the time of his appointment Mr. Johnson was Vice-President of Magdalen College, Oxford. As the Presidency was then vacant he could not relinquish his duties until the end of the Summer Term at Oxford, but happily for the College he was able to divide his time between Magdalen and Cranwell. He took up his appointment on 1st July.

Mr. Johnson, who is 45, was at Osborne and Dartmouth and then at Tonbridge School. He went up to Magdalen as an undergraduate in 1923 and rowed against Cambridge in 1927. He became a Fellow of Magdalen in 1928.



In the next five years Mr. Johnson was in the Reserve of Air Force Officers as a pilot. After completion of his service he was in constant touch with flying in the University Air Squadron, and later took a Territorial commission in the Royal Artillery. After gunner service at the beginning of the war he was seconded for Radar research and development on behalf of the Admiralty. Subsequently he was Commandant of the Army School of Radio, a G.S.O.1. in the Middle East, and finally O.C. No. 2 Operational Research Section, 21 Army Group, in North-West Europe, with the rank of Lieutenant-Colonel.

After the war Mr. Johnson returned to Magdalen. Now the College welcomes him and has the benefit of his unique experience of the Services, his knowledge of flying, his skill in teaching and his academic distinction.

\* \* \*

The first Assistant Commandant of the Equipment and Secretarial Wing at Digby is Group Captain R. G. Seymour, C.B.E., Equipment Branch. Commissioned in January, 1929, he served before the war in Army Co-operation Command and in the Fleet Air Arm, and in 1936 at Cranwell.

He was at the Staff College in 1942, then on the Planning Staff of Allied Forces Headquarters for North Africa. He went to North Africa in 1942, and in 1944 was Deputy A.O.A. of Mediterranean Allied Air Forces and subsequently of H.Q. Med M.E. at Caserta. Before his appointment to the E. and S. Wing he was at the Air Ministry as Deputy Director of Equipment (8).

\* \* \*

The Deputy Director of Studies at Digby is Wing Commander A. G. Boycott, who was a tutor at Cranwell from 1937 to 1939. Two other members of the pre-war Educational Staff have returned to the College—Wing Commander A. C. Kermode, O.B.E., the Senior Tutor (A.S.E.), and Flight Lieutenant J. F. Powell, Tutor in Imperial and War Studies.

\* \* \*

Group Captain R. H. Cleverly (Retd.) is Mess Secretary of the College Mess. The Mess, changing its title with the succession of units occupying the College, has been in continuous existence through the war; the service of many of the mess and College staff has continued unbrokenly, and now others who have been absent on war service have returned. Old Cranwellians will be glad to find still at the College old friends like Maris, Curt, Young, Mayhew and Green and many others whose names they have already seen in the booklet that Mr. Lager issued last year.

Mr. J. H. Lager, as College Accountant, reigns in an imposing College Bank in a hut behind Headquarters. We owe him warm thanks for gathering in many threads of College life and interests and guarding them while the College was closed.

\* \* \*



Expansion of the College to more than twice its pre-war strength has set up a problem of accommodation. Numbers have not yet outgrown the domestic space that the main building can provide, but it was necessary from the start to look for other instructional buildings, and this difficulty will not be resolved until easier times allow a new instructional block, in keeping with the main building, to be built.

Meanwhile, the former Station Education Block east of the College serves as a Science Building; Armament instruction is housed in buildings between it and the road; in the adjacent hangar is a most interesting display of guided missiles, including a V2, acquired by the College during recent months. For electrical and radar instruction, and to meet the expanding needs of other subjects, the College is now taking over the huts of the war-time No. 8 Radio School to the west of the College building. This dispersal takes its toll on time and we hope that the building of something more convenient is not too distant.

The College finds a welcome understanding of its problems and needs at Station Headquarters, as the Station Commander is Group Captain H. W. Pearson Rogers, C.B.E., who was a Cadet in 1924-5 and a contemporary of the Commandant.

\* \* \*

Distinguished visitors, coming to see the renascent College, have been many. On 14th June, in connection with the Old Cranwellians' week-end (recorded in detail in the Old Cranwellians' Notes) we were honoured by a visit of the Chief of the Air Staff, Marshal of the Royal Air Force Lord Tedder, G.C.B. He was received by a Guard of Honour, and in two crowded days found time to discuss most aspects of the College's future.

Air Chief Marshal Sir John Slessor, K.C.B., D.S.O., M.C., then Air Member for Personnel, visited the College on the same occasion, and the Air Member for Technical Services, Air Chief Marshal Sir Roderic Hill, K.C.B., M.C., A.F.C., A.D.C., came on 29th July.

The Secretary of State for Air, the Right Hon. Philip Noel-Baker, M.P., visited the College on 29th July after taking the salute at a passing-out parade of Apprentices.

\* \* \*

On 24th September, H.R.H. Prince Bernhard of the Netherlands attended a guest night at the College and on the following day inspected the College at work.

The visitors' list includes also the names of the Norwegian and Turkish Air Attachés, and of a mission from the Royal Hellenic Air Force.

\* \* \*

Former Commandants have also been interested visitors. The first Commandant, Air Vice-Marshal Sir Charles Longcroft, K.C.B., C.M.G., D.S.O., A.F.C., has visited more than once, and so has his successor, Air Commodore A. E. Borton, C.B., C.M.G., D.S.O., A.F.C.

\* \* \*



Air Marshal Sir Arthur Longmore, G.C.B., D.S.O., Commandant in 1930-32, on 14th June presented to the College a memorial to all former Flight Cadets who have given their lives in the Service. The gift consists of a book containing all the names of those who have died in operations of war, in routine flying or in training, and a glass-topped table to hold the book. The names are inscribed on parchment in beautiful illumination, and the volume is bound in red leather, hand-tooled in gold. The table is an ornate work of fine craftsmanship. It has been set in the circular gallery of the College.

In making the presentation, Air Marshal Longmore spoke, to a large assembly on Old Cranwellians' Day, of the equality of sacrifice of all whose names were inscribed. The Commandant thanked him on behalf of the College and all who were concerned with its interests.

\* \* \*

On 6th February the College was visited by a Treasury Committee, headed by Mr. A. Curtis, Assistant Under Secretary of State, when long-term plans for the College at Cranwell and Digby were discussed.

Important visits pending at the time of going to print are those of two sections of the Royal Air Force Educational Advisory Committee on 14th and 25th November. This Committee, under its chairman Mr. Keith Murray, Rector of Lincoln College, Oxford, is making an exhaustive study of educational methods in the Royal Air Force.

In furtherance of the plan to spread information about the R.A.F. College through the schools of the country, the College has invited headmasters to come on overnight visits on Mondays, dining in College and viewing the College at work on the following day. We have already had the opportunity of welcoming the Headmasters of Bedford, Cranleigh, Gresham's, Monkton Combe, Oundle, Pocklington, Uppingham, Wellingborough, Wellington and Wycliffe.

\* \* \*

Air Chief Marshal Sir Norman Bottomley, K.C.B., C.B.E., D.S.O., A.F.C., Inspector-General of the Royal Air Force, visited the College in company with Major-General Junius N. Jones, Air Inspector of United States Army Air Forces. They were received by a Guard of Honour, dined in College and inspected the College at work.

\* \* \*

On Mondays in each week the College has a dining-in night. On most of them dinner is followed either by a lecture from a visiting lecturer or by a programme of films of instructional value as well as interest.

We take this opportunity of thanking the distinguished lecturers who have come to us. The lecture list of the Summer and Autumn terms has included:

"Pacific War," by Mr. William Courtenay.

"High-Speed and High-Altitude Flying," by Wing Commander H. J. Wilson, C.B.E., A.F.C.

"India's Problems," by Brigadier J. G. Smyth, V.C.



- “Gliding and Soaring,” by Squadron Leader A. Kronfeld, A.F.C.  
 “Operation Crossroads,” by Group Captain W. H. Kyle, C.B.E., D.S.O.,  
 D.F.C.  
 “Practice of Parliament,” by Mr. G. Powell-Davis, L.I.B.  
 “Russia,” by Air Commodore R. E. de T. Vintras, C.B.E.  
 “Air Power in the Burma Campaign,” by Air Commodore the Earl of Bandon,  
 C.B., D.S.O.  
 “Airborne Warfare,” by Major-General M. S. Chilton, C.B., C.B.E.

\* \* \*

The Station Church was enlarged and decorated during the spring. On 11th May it was re-dedicated by the Right Reverend Lord Bishop of Lincoln.

Church Parades are attended by all Flight Cadets and Cadets and by the Apprentice Wing. The officiating Chaplains are:

- |                   |   |   |
|-------------------|---|---|
| Church of England | — | Squadron Leader the Rev. E. W. P. Ainsworth |
|                   |   | Squadron Leader the Rev. T. Ryder           |
| United Board      | — | Squadron Leader the Rev. J. F. Kerrigan     |
|                   |   | Squadron Leader the Rev. A. Coulthard       |
| Roman Catholic    | — | Squadron Leader the Rev. J. J. Winstanley   |

The Chaplain-in-Chief, the Rev. J. A. Jagoe, C.B.E., D.D., K.H.C., has been a frequent visitor, and the Principal Chaplain, R.C., the Right Rev. Monsignor H. Beauchamp, C.B.E., M.C., V.G., has also visited the College.

\* \* \*

The College has gratefully received several presentations since its reopening. On the liberation of Brussels, the Air Marshal Commanding Tactical Air Force, Air Marshal Sir Arthur Coningham, K.C.B., K.B.E., D.S.O., M.C., D.F.C., A.F.C., received on behalf of the Royal Air Force from the citizens of Brussels an embroidered standard and a commemorative plaque. These gifts have been allocated to the College for safe keeping. The standard hangs in the Church and the plaque is in the College Library.

In July, at a reception held in the Air Council Chamber, Madame Van der Straeten Best, who organized the presentation, handed to Sir Arthur a leather-bound volume in which are inscribed the names of all who subscribed to the presentation. The volume has also been allocated to the College and is kept in the Library below the plaque.

\* \* \*

In both the present season and the last one the College lent its Mess rooms to the Blankney Hunt for the Hunt Ball. The coincidence of the first of these occasions with the beginning of the worst snowy weather and of fuel rationing was unfortunate, but for both Balls the College made an admirable setting.

\* \* \*

R.A.F. Station Cranwell was at home to the general public on 20th September, 1947. The main College building and some instructional buildings were open to inspection. Flight Cadets gave a P.T. display, and forty Flight Cadets with the Band and Trumpeters beat the Retreat. Flying Instructors took part in a flying display. The day was well attended.

\* \* \*



The Air Council has also allocated to the College for permanent custody a beautiful bronze bust by the American artist Eleanor Mellon. This head-and-shoulders bust of an unnamed British Air Cadet trained in the United States of America represents all who were thus trained.

The presentation was made in the Air Council Chamber on 7th July to the Chief of the Air Staff by Mrs. Douglas Lewis, wife of the U.S. Ambassador, in the presence of General Wedemeyer, U.S.A.A.F., Air Marshal Sir Roderic Hill, and the Commandant.

The bust now stands in the entrance hall of the College. It bears the inscription:

PRESENTED TO THE ROYAL AIR FORCE

IN APPRECIATION

BY

ELEANOR MELLON (SCULPTOR)

"AIR FORCE CLUB," NEW YORK CITY

1942

\* \* \*

Admiral the Earl of Mountbatten has presented to the College a photographic copy of "the instrument of surrender of 738,400 soldiers, sailors and airmen of the Japanese Expeditionary Force under the Supreme Command of Field-Marshal Count Terauchi to the Supreme Allied Commander South East Asia, The Lord Louis Mountbatten, G.C.V.O., K.C.B., D.S.O., A.D.C., Acting Admiral, Honorary Lieutenant-General and Air Marshal."

With this document Lord Mountbatten presented one of the original pens with which the surrender was signed, and a Japanese Samurai sword.

One of the original copies of another instrument of surrender, that of the Japanese forces in the Malaya area, was presented to the College by Air Commodore the Earl of Bandon, C.B., D.S.O. Lord Bandon (then Air Vice-Marshal) was himself a signatory of this document on behalf of the Royal Air Force, and is thus the first ex-Cranwell commander to accept the final surrender of a major enemy force.

Lord Bandon made the presentation at a guest night in the College on 3rd November, and at the same time presented the sword of the Japanese commander.

\* \* \*

We welcome to the world, which they first view from Cranwell, Peter Richard Kermode, Richard Bernard Harvey Becker, Yasmine Celeste Bellringer, John Hayes and John Herbert Jenkins, and we warmly congratulate Wing Commander and Mrs. Kermode, Wing Commander and Mrs. Becker, Wing Commander and Mrs. Bellringer, Squadron Leader and Mrs. Hayes, and Flight Lieutenant and Mrs. Jenkins on their arrival.

\* \* \*



College Notes cannot conclude without expressing the College's deep sense of heavy loss in the death of Rupert de la Bère, Professor of English and History at the Royal Air Force College from 1921 to 1938. Those who knew him will seek no other obituary notice of him than the fine valediction which Air Vice-Marshal Halahan wrote, when Professor de la Bère was transferred from the College in 1938, in this Journal which owed so much to him.

It is sufficient here to quote these words from it:

"Somehow 'the Prof' has been, and is, very much a part of the College."

Rupert de la Bère is buried in the Royal Air Force plot in the Cranwell churchyard.

\* \* \*

The Journal Committee this term consists of: O. i/c Journal Section of R.A.F. College Society, Wing Commander F. F. Fulton, O.B.E.; Deputies, Flight Lieutenants J. F. Powell and D. J. Garland; Editor, Flight Cadet Corporal A. K. McGrigor; Sports Editor, Squadron Leader F. R. Bird, D.S.O., D.F.C.; Old Cranwellian News Editor, Squadron Leader D. W. Steventon, D.S.O., D.F.C.

The Committee has been kept small this term because it realized that the scope of the Journal must be strictly limited by drastic paper restrictions and by the necessary tasks of bridging the gap with 1939 and recording in bare chronicle a year's activity. The Committee look forward to a less austere No. 2 in this Volume, in which scope may be given again to the literary talent that Journals could display in more generous times, and to the work of a much larger editorial staff.

\* \* \* \*

As we go to press, we hear with great regret that Group Captain Peel's tour of duty as Assistant Commandant is shortly to come to an end. He is posted to the R.A.F. Staff College, Mongewell Park, and we wish him success and enjoyment of his new task. Group Captain and Mrs. Peel will be greatly missed and Cranwell will remember his work in rebuilding the traditions of the College.

\* \* \* \*

We hear that Group Captain Peel will be succeeded as Assistant Commandant by Group Captain J. O. W. Oliver, D.S.O., D.F.C. Group Captain Oliver was at Cranwell as a Cadet from 1929 to 1931 and the College has already had the opportunity of welcoming him this term. He comes to us from a Deputy Directorate of Staff Training at the Air Ministry.



## THE EQUIPMENT AND SECRETARIAL WING

EARLY in 1946 the Royal Air Force Post-War Manning Committee, which was set up to consider and make recommendations on the future structure of the Service, reported to the Air Member for Personnel that in the light of war experience the duties of the Equipment Branch should be extended and would include appointments to a number of Senior Administrative posts. The same Committee envisaged a similar increase in responsibilities for officers in the new Secretarial Branch. It also recommended that permanent officers of both Branches should be obtained principally by direct entry from civil life under a similar procedure to that of the R.A.F. College General Duties Entry.

The standard and type of training required by the permanent officers of those Branches was considered by an Air Ministry Working Party convened by the Director General of Training. It decided that the standard of training to be given to the Equipment and Secretarial Cadets should be on the level of that obtaining for entrants to the G.D. Branch and that the pattern of training should be closely allied to that of the R.A.F. College.

The project was submitted to the Air Council by the Air Member for Training, and in September, 1946, the establishment of a Wing of the R.A.F. College to train permanent officers for the Equipment and Secretarial Branches was approved. It was agreed that the Wing should be described as the Equipment and Secretarial Wing, R.A.F. College, and its development would be the responsibility of the Commandant, R.A.F. College within Flying Training Command.

Accommodation at the Royal Air Force College at Cranwell was only sufficient to cater for the planned numbers of Cadets entering the G.D. Branch. However, the Officers' Advanced Training School at R.A.F. Digby was already scheduled to move to Hornchurch, and it was decided, in view of its proximity to Cranwell, that R.A.F. Station Digby should be the home of the new Wing of the College.

In February, 1947, Wing Headquarters was set up temporarily at R.A.F. Cranwell and Group Captain R. G. Seymour, C.B.E., was posted in as Assistant Commandant. He was joined by Wing Commander A. G. Boycott, designated as Deputy Director of Studies of the R.A.F. College. This officer had previously served on the Tutorial Staff of the College in 1937. Thereafter the Wing Staff was gradually built up to an initial establishment designed to cater for the first intake of Cadets due at the beginning of the College Summer Term, 1947.

The number of Cadets reporting for the first entry fell far short of the planned intake and it was decided that the opening of the new Wing should be deferred until the Winter Term, 1947. This respite afforded to the College Staff enabled them to give more attention to the solution of administrative problems and to the preparation of a detailed syllabus, and to study more closely the development of the new venture. The first entry of Cadets for the Equipment and Secretarial Branches was duly attested with No. 49 entry of Cadets for the G.D. Branch at the Royal Air Force College on Saturday, October 4th, 1947.

The Wing will be built up on Cranwell lines with an organisation based on Cadet Squadrons and with Cadet N.C.Os. playing a major part in running and administering all activities. As an integral part of the R.A.F. College, the new Wing is fortunate in having the firm foundation of the tradition already established at the College on



which to build. Basic training as designed for General Service subjects, for Humanistics and for Administration will be common to Cadets at Cranwell and Digby. The Wing will play its part in all College extra-mural activities and will contribute its quota to representative College games and athletics teams.

These notes would be incomplete if they did not record two further recommendations made concerning the future development of the Equipment and Secretarial Wing:

- (a) That flying training up to solo standard on light aircraft should be given to the Cadets.
- (b) That every effort should be made to locate the Wing at Cranwell in the Royal Air Force College.

Present limitations of manpower and accommodation preclude immediate action on these two recommendations, but the project is under way and there is no doubt that the new Wing will maintain the high standards of the Royal Air Force College.

---

#### MET. BRIEFING

Though sunshine reigned, serene and kind,  
Ten tenths o'ercast the prophet's mind.  
He would have felt, of course, much better  
Had those whom he must brief looked wetter.

The question pierced his clouded sky—  
"Pray tell me, Met. Man. Shall we fly?"  
He felt the stares of gimlet eyes  
And vainly tried to visualise  
The lines upon his chart so neat  
In terms of thunder, rain and sleet.  
Forsaking his synoptic banner.  
He fumbled for his lucky tanner.

Up, up it went, and came down tails,  
"That's fine! We'll have a front—In Wales!"

G. R. K. F.



## THE R.A.F. COLLEGE SOCIETY

### THE DRAMATIC SECTION

THE first sign that the Dramatic Society was emerging from its long hibernation came when its members of Number 45 Entry decided in mid-February of this year to produce a play by early June. Two major considerations influenced the choice of play from the outset. First, the debut of the Society must be successful and have a suitable medium. Secondly, a high standard must be set as a guide to future productions. The Society chose a serious play of some pretension, "Outward Bound", by Sutton Vane.

In retrospect, all agree that the rehearsals were fun. Impressions—of curtains closing too late, of sirens which started with a hiss and finished with a burble—linger still.

As week succeeded week, and the nemesis of June 9th drew nearer, the tempo quickened. Buns and cocoa were consumed at greater speed. Scenes of emotional tension were played increasingly to the raucous accompaniment of saws on wood and the lusty interjections of sundry gentlemen with tape measures and pots of paint. Lights flashed off and on, muffled drums thundered in some of the right places and most of the wrong ones, the interval music became entangled with the National Anthem, players lost their places and the producer his reason.

But the play was at last performed and (we blush to say it) very well received.

For whatever success the play achieved, we must heartily thank Sister Ashworth, Mrs. Williams, Mrs. Wynyard-Wright and Flight Lieutenant Powell.

To the ladies we owe our thanks for performing with zeal and great capability the three female roles. Through the phenomenally wintry conditions of early spring, they plodded resolutely to rehearsals with unfailing regularity. Without their help we most certainly could not have presented the play.

To Flight Lieutenant Powell, our producer, we offer our very sincere thanks for his unremitting patience and determined cheerfulness in marshalling an unwieldy group of amateurish flight cadets into what was, we hope, a moderately convincing male cast.

The Cadets who took part were Flight Cadet Sergeant Vallance, Flight Cadet Under Officer Smith, Flight Cadet Under Officer Robinson, Flight Cadet Sergeant Tavanyar, Flight Cadet Corporal Hamley and Flight Cadet Corporal Morrice.

Entertainment of a lighter nature was felt to be more befitting to the end of term, and so a Revue, "Chocks Away", was written and presented by members of 45 and 46 entries. The time available for rehearsals was very short, and to complicate matters, both terms had exams thrust upon them in the last week.

The week preceding the performance was one of frantic rehearsal and composition. Until then only a hazy idea had existed of the script and sketches in the show. Songs were written in breakneck haste. The finale itself was composed only two days before "first night" by members of the Rowing Club *en route* for Loughborough Regatta. The rehearsal of the ditty with the band did not take place until five minutes before the actual performance was due to begin!

Notwithstanding such haste, the show proved highly successful and was enjoyed by audience and artists alike. Space does not permit of a list of Cadets who took



part, but although they remain anonymous they should be congratulated for a highly amusing show. The book was ably kept and amended by Flight Cadet G. R. K. Fletcher, and once again Flight Lieutenant Powell lent a guiding hand.

The Play Reading Section (Secretary, Flight Cadet A. B. Stinchcombe) has read three plays of a very different nature: a farce, "Nothing but the Truth"; a tragedy, "The Moon is Down"; and a thriller, "Rope." The standard of reading has been high.

The Theatre Visiting Section (Secretary, Flight Cadet P. V. Pledger) has had a visit to Nottingham, when the International Ballet introduced some of our members to the delights of the ballet.

Looking back over its first term, the Dramatic Society can justifiably feel satisfied with its activities. In differing spheres, two highly successful stage productions have been presented, and a worthy precedent established. Although labouring under many difficulties, it is indeed a healthy sign that the new-born society continues to be infused with a healthy spirit of vigour and enthusiasm.

R. L. T.

### THE MUSICAL SECTION

OFFICER IN CHARGE ... ..	Flight Lieutenant D. J. Garland
SECRETARY ... ..	Flight Cadet Corporal J. W. Morrice

So far as is known, no musical society existed in the College before the war. This section was born prematurely a month before the College opened in April, in time to secure the purchase of a radiogram from Mess funds. A grant was made from the College Society's central fund to buy records.

A programme of six concerts in the Autumn and Spring term, and rather less in the Summer, is planned. Owing to the late arrival of the radiogram, and to some teething troubles with it, only one concert was held during last term, but this term's programmes are going according to plan.

The Section intends to provide "live" concerts when possible, and a piano recital has been arranged for this term.

J. W. M.

### THE FILM AND PHOTOGRAPHIC SECTION

OFFICER IN CHARGE ... ..	Squadron Leader K. Ritchley
SECRETARY ... ..	Flight Cadet J. M. Robertson

The Section held its first meeting, attended by eight Cadets, on 13th May. Its aims are to promote interest in photographic work, to provide facilities for the proficient, and to guide the interested novice on the road to successful photography. The Section has made a good start, its membership has steadily grown, and it looks forward to still more progress as numbers and equipment increase.

A dark room has been instituted, and photographic apparatus is on its way. The shortage of material is the greatest handicap at present, and its end is not yet in sight.

Competitions and exhibitions are held from time to time, though early entries were limited by the scarcity of films. To one meeting Wing Commander Kermode showed a most interesting colour film illustrating the history of colour film itself.



## THE GLIDING SECTION

OFFICER IN CHARGE	Wing Commander F. D. S. Scott-Malden, D.S.O., D.F.C.		
DEPUTY	...	...	Squadron Leader F. R. Bird, D.S.O., D.F.C.
SECRETARY	...	...	Flight Cadet J. H. G. White

When the R.A.F. College reopened, gliding instruction was included in the new syllabus and it was hoped that a large part of "Met" could be taught by this means in the "laboratory of the air" instead of in the classroom. So far the necessary Treasury approval has not been forthcoming and, in the words of a sceptic, "everything is in the air except the gliders." However, a Gliding Section has been started within the College Society on a pay-as-you-go basis, to satisfy in some measure the many demands for gliding, and to build up experience for the days when it becomes an accepted part of the syllabus. The Met. instructor, Mr. G. A. Corfield, has obtained his "B" Certificate on a course in B.A.F.O., and by the help of Martin Hearn Ltd., agents for Slingsby Sailplanes, a limited amount of gliding has been done by Cadets this year.

A most successful rally was held over the week-end 30th May—2nd June at Cranwell South Airfield in perfect weather. The machines and an expert demonstration team were provided by Messrs. Martin Hearn Ltd., and winches were kindly lent for the occasion by No. 107 Gliding School (A.T.C.) from Digby, whose staff generously volunteered to work them during the week-end.

The following gliders were used:—

The Kirby Kite II, a high performance sailplane used on aero tow from an Auster.

The Kirby Falcon II, a new two-seater just built, for dual instruction.

A Kirby Tutor Intermediate sailplane, and a Kirby Cadet for elementary instruction.

Mr. Rimmer, the firm's demonstration pilot, gave an exhibition of aerobatics in the Kite II, which showed a large crowd the possibilities of the machine. Our most sincere thanks are due to the firm and their demonstration team for making the week-end a success, and starting the Gliding Bug in the College.

The following sorties were made:—

Kirby Kite II (aero-tow)	...	...	...	...	17 sorties
Kirby Falcon II (circuits)	...	...	...	...	3 "
Kirby Tutor (circuits)	...	...	...	...	14 "
Kirby Cadet (Hops)	...	...	...	...	19 "

Twenty Flight Cadets and 22 officers took part.





1. ON THE SOUTH AIRFIELD IN MAY  
2. A LINE FROM THE MOUNTAINEERING SECTION  
3. "FOAM" AT SEA

To face page 16



The following obtained their Gliding Certificates :—

NAME	CERTIFICATES
F.C. U.O. King	"A" and "B"
F.C. U.O. Smith	"A" and "B"
F.C. Sgt. Vallance	"A" and "B"
F.C. Cpl. Cafferata	"A" and "B"
F.C. Lang	"A" and "B"
F.C. Lamb	"A" and "B"
F.C. Sanderson	"A" and "B"
F.C. Pendry	"A" and "B"
F.C. Gush	"A"
F.C. Slater	"A"
F.C. Caillard	"A" and "B"
F.C. Meredith	"A"
F.C. Mossman	"A"
F.C. Stephenson	"A" and "B"
F.C. Pledger	"A" and "B"
F.C. Armstrong	"B"
F.C. Skinner	"B"
F.C. Tuke	"B"
F.C. Burns	"B"
F.C. Richardson	"B"
F.C. Bayne	"B"

Flight Cadet J. H. G. White obtained his "C" Certificate, Silver "C" (height of 6,000 ft. above release) and "C" Instructor's Certificate at Scharfoldendorf in B.A.F.O.

#### SUMMER CAMP—29th AUGUST—7th SEPTEMBER, 1947

A Summer Camp was arranged at Wellingore by the never-failing co-operation of Messrs. Martin Hearn, Ltd., whose Sales Manager, Mr. Collett, and demonstration team of "Pop" Rimmer and Jerry Hancocks are such familiar figures at Cranwell and practically honorary members of the Mess.

There were only four effective flying days for each course of twelve Cadets, and the camp itself was reminiscent of the Tactical Air Force at its most austere, but the weather held and a great deal of practical experience was gained, not only in gliding up to "B" Certificate standard, but also in winch technique and problems of organization; the vast experience of the Rimmer-Hancocks team, imparted steadily throughout the flying periods and unsteadily in the bar of the "Horse and Jockey", gave us all a wide knowledge of the "ups and downs" of gliding in the elementary stages; we shall look forward to a more ambitious programme of soaring next summer.

Some of the memorable features were: simultaneous circuits of 7 mins. 38 secs. by Squadron Leader Bird and 3 mins. 30 secs. by his hat, which was awarded its "A" licence; an unsuccessful search for underground thermals by Flight Cadet "Crasher" Burns; an experiment in private enterprise by Messrs. Langstein and Pendryheimer; the mystic remote control of the field telephone by Squadron Leader Steventon: and the pastry achieved against fearful odds by A.Cs Wood and Tongue, to the accompaniment of loud explosions of the field cooker.



A summary of the total flying is as follows:—

Name	Hops	Circuits (Cadet or Tutor)	Circuits (Kite)	Gull IV
Mr. Rimmer		12	2	4
Gp Capt Peel		1		
Wg Cdr Scott Malden		1	5	
Sqn Ldr Bird		3	7	
Sqn Ldr Steventon		6	7	
F.C., U.O. Smith	1	4	4	
F.C. Sgt. Vallance	1	3	4	
F.C. Cpl. Cafferata	1	6	2	
F.C. Pendry	5	3		
F.C. Slater	4	1		
F.C. Sanderson	1	5	3	
F.C. Lang	2	6		
F.C. Richardson	1	5	1	
F.C. Mossman	8			
F.C. Hemming	8			
F.C. Meredith	9			
F.C. Tuke	1	4	1	
F.C. Stephenson	1	6		
F.C. Sgt. King	2	9	1	
F.C. Cpl. Bruce	1	9	2	
F.C. Armstrong	1	10		
F.C. Bayne	13	2		
F.C. Burns	1	8	3	
F.C. Cailland	1	10	1	
F.C. Gush	12	2		
F.C. Lamb	4	6		
F.C. Lee	3	9		
F.C. Pledger	1	10	1	
F.C. Skinner	1	10	1	

### THE MOUNTAINEERING SECTION

On 26th August a party of the Mountaineering Section arrived at Great Langdale for an eight-day meet. The party consisted of Squadron Leader Coleman, Flight Lieutenant Clause and Flight Cadets Crowley, Kennedy, Le Poer Trench and Read. As guests of M. B. Le Poer Trench, we invaded the Fell and Rock Club Hut. After attempts to pitch a tent on the front lawn and to light a Primus with blackcurrant cordial, we were taught better and soon settled down to a very comfortable existence.

The weather was perfect. Each day was one of uninterrupted sunshine, with enough breeze to make walking enjoyable once one had escaped from the valley floor. We were all novices and our initial climbing was made on "moderates" and "difficults." Our over-confidence in the strength of ropes and belays, and such remarks as "Everything off! Pull!" would have scandalised a seasoned mountaineer. But our progress was rapid and by the fourth day "very difficults" were being climbed and "severes" contemplated.

Great Langdale and the surrounding valleys offer limited scope to the novice. Only three major crags were visited—Dow Crags, Pavey Ark and Bowfell Buttress. But on other less famous but equally interesting climbs we gained much valuable



experience without getting in the way of other people. Our second visit to Dow's Crag marked the most memorable day. The dry weather enabled us to climb most of the time in rubbers; this may have been bad training for all-round mountaineering, but it made climbing easier, fast, and more enjoyable.

Not all our time was spent in climbing. The lunch interval, taken any time between twelve and four, was never less than one and a half hours, and frequent bathes in Stickle Tarn and Goats Water refreshed us when we climbed in their vicinity. The quantity of food consumed was tremendous; fortunately supply met demand.

Much could be written of the Old Dungeon Ghyll and a little on the flesh-pots of Chapel Style and Ambleside. After eight most enjoyable days, the Club left Great Langdale with happy memories and a good name.

### THE ARGOSY

Lieutenant-Colonel Shore has given our sailors a week of happy memories. He lent us two twenty-ton yawls for a cruise to Guernsey. The winds failed us and we drifted as far as Weymouth before returning to our base on the Hamble. The sunny days provided an easy introduction to cruising for our very inexperienced hands. We swam and fished and basked in the sun, and made fantastic experiments in our cooking. Those were warm and timeless days and, on looking back, there are only a few coherent memories left, but they are very clear indeed.

We remember how Martin and Simon, the Shore brothers, never stopped for food or drink, while their dinghies flashed across the Hamble like shuttles through looms, as they carted sails and rope and stores and crews.

We remember the sardine companionship around the cabin table as we bragged of the day's exploits, while anxious cooks faced frightful mathematical problems in the galley, watching a huge pile of apple chips stew away into a few small spoonfuls: and our beloved dinghies which never showed more than an inch of freeboard as they were gingerly paddled ashore in the evening, and only half an inch coming home an hour or so later.

We think of "Jumbo", the optimistic fisherman, who proudly produced a trickle of incredibly stunted mackerel; and of the joy in *Ytene* when *Foam* ran on the mud in front of the Royal Yacht Squadron, and the joy in *Foam* when *Ytene's* unbuoyed anchor was found to be "foul."

We shall not forget the bloodstained corner of the cabin table which lay just within the radius of the engine starting handle, and the ever-growing membership of the Skinned Knuckle Club; nor the ill-concealed pride in a certain skipper as the Needles loomed out of the murk bang on E.T.A.; nor the excitement as we picked our way up the western channel of the Solent in the dark, and the even greater excitement as we shot through Yarmouth anchorage with a full and roaring tide behind us.

Oh yes! we enjoyed ourselves and we will be splashing around the South Coast again next summer.

J. M. O. D.



## FLEET EXERCISES

LIAISON between Services could hardly be more practical, direct or valuable than that which was secured by the attachment of thirty-eight Flight Cadets to the Home Fleet at the end of July. The Cadets were allocated to two fleet carriers, *Vengeance* and *Illustrious*, during fleet exercises in which emphasis was laid on the role of the air naval action.

The narrative that follows is that of a Cadet who joined the ship's company of *Vengeance*. It might have come no less appreciatively from one of the company of *Illustrious*. For all shared alike an intensely interesting and broadening experience, and all feel a like gratitude to the Commander-in-Chief, Home Fleet, for his ready consent to the attachment, to the officers and ratings of both ships for the unsparing efforts that gave so much instruction and enjoyment, and to their immediate hosts of the two gunrooms for such welcoming and generous hospitality.

On our reaching Greenock (a guest of *Vengeance* writes), the impressive sight of the Home Fleet at anchor in the Gareloch dimmed the inglorious memories of the previous night's journey from Grantham. Naval efficiency lived up to its reputation. We were met promptly at the quayside by a motor-vessel which took us and our baggage out to *H.M.S. Vengeance*, our home for the next five days.

On board, our party was escorted to a Mess in the fo'c'sle, where a timely meal of bacon and eggs was served. The Royal Navy rose a further point in our estimation by this thoughtful gesture. But more was to follow. When we were given a ration of one hundred duty-free cigarettes and some chocolate, a naval recruiting board could not have chosen a more opportune moment to canvass for entrants.

We spent the remainder of the day inspecting as much of the ship and its aircraft as time permitted. The members of the crew accosted on our sight-seeing tour good-naturedly answered our many questions, and after losing ourselves a few times we finally settled down in our new environment. At 2200 hours on Saturday evening, *Vengeance* weighed anchor and we prepared ourselves for an encounter with the Irish Sea.

The weather was kind, however. By the next morning we were heading north, with Ireland looking grey and misty on the port beam. *Vengeance*, we were told, would anchor at Portrush after landing-on the Barracudas of number 744 Squadron. This squadron was to carry out anti-submarine patrols in the battle area.

Just before lunch the radar screens, then the cadets in the Air Defence Position, then the seamen on watch announced the approach of the Barracudas. Watched by an appreciative audience, they flew over the carrier in neat formation, and landed-on without mishap. The flying aspect of the ship's routine interested us more than any other activity during the whole trip. Later on Sunday, at anchor in Portrush, two Deck Landing Control Officers chatted with some of us and explained the technique of carrier landings and the mysteries of "batting." Henceforward our interest was keener and even more critical.

On Sunday evening the plan of the exercise was explained at a briefing to the aircrews of 807, the resident Seafire squadron, and 744 Squadron, a Barracuda strike group.

The first task of *Vengeance* was to escort a convoy steaming W.S.W. into the battle area as a feint to cover a faster convoy on the same course but farther south. After four hours we would join the convoy to the southward and escort it up the Channel



until completion of the exercise. During this time we could expect attacks by submarines, motor torpedo-boats and shore-based aircraft of the Royal Air Force. The latter would not be in the picture, however, until we were some way up the Channel.

The submarine attacks were not spectacular, the only evidence of torpedoes being given by smoke puffs from underwater. Judging by the number of puffs which appeared on our own beam alone, we concluded that our visit to Davy Jones was long overdue.

Most of the ensuing days we spent on or near the bridge enjoying the clear, sunny weather, keeping watch, visiting the radar and A.D.I. rooms and gleaning the latest information about the exercise. The A.D.I. room was always of interest to us because it was there that the movements of ships and aircraft were plotted, and communication maintained with our airborne escort. Adjoining was the radar room, another shrine for Flight Cadet pilgrims. Here a bewildering array of screens reminiscent of television sets helped to confuse the untutored eye, and the ratings on duty bore up gallantly under a barrage of uninformed questioning.

Lieutenant Walker, our fairy godmother in navy blue, kindly arranged that pairs of Cadets should report to the helmsman for instruction at the wheel during our stay. The difference between course-keeping in a ship and in an aircraft lies in the difference of mass; therefore corrections are anticipated earlier in a ship, but need not be executed so promptly as in a flying machine. Whatever our hypotheses concerning nautical course-steering, however, the Quartermaster seemed well pleased with our efforts.

The two most enjoyable days of our visit were those on which the aircraft of the Royal Air Force delivered their attacks.

The plan of the aerial strike was precise, well-executed and successful. A solitary Lincoln flew over the convoy at height and by doubling back enticed the two patrolling Seafires away into the near distance. Exactly at that moment, with the airborne defence out of harm's way, Beaufighters and Mosquitoes thrust home a determined attack. The pilots and crews of the strike planes must have enjoyed themselves as much as we did. The aircraft flew in from the north, swooped down to sea-level, and dispersed up and down the convoy attacking different targets. To see in reality what we had seen before only through the tepid medium of films was a great thrill, and excitement was high. Cadets who were fortunate enough to possess both cameras and films hopped about in almost vain endeavour to snap fast low-flying aircraft. We were fortunate to be one of the three largest ships of the convoy, because naturally they received the most attention. During this time the carrier's Seafires were not idle, but engaged the twin-engined planes. The zeal and technique of the combats, as far as we were able to judge, left nothing to be desired.

On the last day of the exercise, Meteors attacked the convoy and very wisely the Seafires were grounded. The attack was similar to that of the previous day, but was shorter and of course much faster. The whole display was tremendously exciting. It was a triumphant flourish at the end of a most enjoyable passage.

We had learnt most from what we saw of the ship's routine and heard from the ship's company. The exercise itself was more enjoyable to watch than deeply instructive. But our sea days were very profitably spent. The radar aspect alone was immensely interesting. We were sorry to leave *Vengeance* after five splendid days.

R. L. T.



## OPERATION LONGSTOP

FOR some days prior to 23rd September the members of the Senior Term showed a keen interest in Meteorology, as it was planned to fly down to Netheravon to see Operation Longstop and everything hinged on suitable flying weather. Luckily the day was fine, and by 0800 hours eight aircraft were ready to take off. Wing Commander Pritchard led the formation and two instructors were section leaders. Two Flight Cadets were flying in each of the other aircraft, a proceeding calculated to cause alarm and despondency throughout the formation. Somewhere beyond Grantham the formation managed to form up.

When two Flight Cadets fly together the pilot is continually taunted by a stream of back-seat piloting. He is also comforted by the thought that at any moment the controls are liable to be grabbed from him with a cry of "What do you think you are doing? Remember you have got me in the back."

On arrival at Boscombe Down we looked with envy on the endless runway, but were instructed to land on the grass. Landings were made without accident, a fact which caused astonished comment, and with varying degrees of success. Transport was waiting for us and we were taken to Netheravon by a truck which seemed to have no springs and a driver who preferred the roughest roads. We had, however, the satisfaction of knowing we were holding up a long string of important-looking cars with even more important occupants.

On arrival at Netheravon, we just failed to enter the V.I.Ps' enclosure and joined the common herd of high-ranking officers of every Service and nation. When the demonstration began there was an ugly rush for front seats. Cadets were trampled underfoot by Air Commodores and Generals, but finally managed to take up positions in the rear. Operation Longstop has been fully described in the press and by the B.B.C., but there are one or two incidents worth recording which do not appear in *Flight* or *The Aeroplane*, such as the collapse of a chair under the heaviest Flight Cadet, to the prejudice of the safety of two Air Commodores, the look which another member received when he trod heavily on a Brigadier's dog, and the sight of gold-braided and red-tabbed officers queueing for the N.A.A.F.I. van. Another unrecorded incident was the narrow escape of a cine cameraman, perched on the roof of his car, from the wheel of a low-flying helicopter.

Throughout the demonstration timing was perfect as parachutists and gliders landed on the airfield. Despite a high wind, there seemed to be very few injuries to the parachutists and in a short time they formed up and moved off. The dropping of airborne troops was impressive, but perhaps the most perfectly timed operation was the landing of forty-eight Dakotas one after the other at less than a minute's interval.

We were unable to see the second part of the demonstration, which took place at Brize Norton, and flew back to Cranwell after lunch. The return flight was uneventful except for one disconcerting moment when one pilot who had some unorthodox ideas on formation signals (was it No. 3 of Blue Section?) smartly slid



back over the leader of the following section at a risk of apoplexy in the piloting instructor and heart failure in the navigating Flight Cadet.

Apart from the military lessons gained from Operation Longstop, we learnt that there is never a dull moment when pupils fly together. The instructors will certainly agree.

A. K. Mc.G.

## COAL

As part of their course in Geography, cadets of No. 47 and 48 Entries paid visits to coal mines on 27th June and 17th October. The National Coal Board's hospitality lived up well to its rumoured motto "What's mine is yours, and what is yours is mine," for the arrangements covered a complete tour of the whole process of coal extraction and sorting, and finished with the welcome use of the baths and canteen.

The collieries visited were the Annesley and Newstead pits near Mansfield. On each occasion our guides were determined that we should see everything and were ready to display every process and answer every question.

We saw the administrative machinery on the surface and examined the winding gear before entrusting ourselves to it. Below ground we saw the electrical and ventilating installations, travelled by train and foot to the coal-face—a distance of five miles at Newstead—traversed a coal-face, watched shot-firing, shared a ride on a conveyor belt with some tons of coal, and made our way back to the surface after four subterranean hours.

The most striking features of the visits, judging by conversation afterwards, were the physical exertion required of the coal-face worker and the cramped and noisy conditions in which he has to work in a three foot seam; the small proportion of miners actually engaged in getting coal at the face and the comparatively pleasant conditions away from the coal-face; the beautiful condition of the pit ponies and of the mice who shared their stalls; the miners' invariable horror stories about their job as long as they thought we were prospective recruits and, when they found we had no intention of becoming miners, the change to praise of their conditions and wages; the Cadet who murmured "Spiv" to a miner at the coal-face, and the miner's reaction to flying: "I wouldn't go up in one of those things; it must be dangerous."

At the surface once more, cooling off, straightening our backs and counting our bruises, we appreciated the difficulties of coal-getting and also had some idea of another way of life.

J. F. P.

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## CONTEMPORARIES

We gratefully acknowledge receipt of the publications of many of our contemporaries, and regret that shortage of space prevents our printing a list of them in this issue.



## SPORT—A SUMMARY

WITH 54 Flight Cadets in residence during the Summer Term, it would be unwise to expect a very high standard of achievement in sport. We were able to draw on the talent of the 80 Cadets of D Squadron from time to time, however, so that reasonably satisfactory performances were seen by the Cricket XI, Athletics team, the Rowing Club, and Fencing team.

Although the Royal Military Academy outnumbered us by nearly ten to one, we were not disgraced at Sandhurst. We were heavily defeated in the Athletics, but most events provided extremely close finishes, giving us much hope for the future. The Cricket was more even, and showed that, with coaching and hard work, next year should see a good season.

The Autumn Term has started well, despite bone-hard pitches. The XV should develop into a well-balanced side, and certainly give Sandhurst a good match. The Hockey "A" XI shows distinct promise for the Spring Term, but the dearth of soccer enthusiasts makes it difficult to field a reliable Football XI, and so far results have not been so good.

The Winter Term starts off the Inter-Squadron competition for the Sport and Games Cup, the Chimay Cup, and some stern struggles will be seen, particularly for the Rugger Cup.

## CRICKET, 1947

THE R.A.F. College naturally had difficulty in putting up a good team this year, as there were only 54 Cadets in the College, and those in D Squadron could only play on certain occasions. The season was only moderately successful. Of 13 matches played, 3 were won, 6 were lost and 4 drawn. The main failing was the lack of variety in the bowling; Strover was the most successful, with an average of 10.92. Here a cunning, slow spinner would have proved his worth tenfold. The batting often set off to a good start, but tended to collapse in the middle. The fielding was average, but on occasions, as against R.M.A. Sandhurst, it reached a high standard.

The best cricket was played by the team in the match against R.M.A. Sandhurst, though individuals shone in other matches. Fenner scored 78 in fifty minutes against Queens' College, and 55 out of 110 against R.N.C. Dartmouth. Strover had several good bowling performances, including 6 for 9 against R.E. O.C.T.U., Newark, and 6 for 15 against King's School, Grantham. Edmondson-Jones proved himself the best all-rounder, with the top batting average of 33.8 and a bowling average of 15. Pledger was top scorer and proved a steady No. 1. It must be recorded that, in the match against the Lincolnshire Gentlemen, Pledger was allowed to bowl and, to the happy astonishment of the rest of the team, he proceeded to take a wicket. His final figures for the season were 2 overs, nil maidens, 11 runs and 1 wicket. Unfortunately, he does not qualify for Wisden's.

Prospects for next season are more encouraging. Pledger and Edmondson-Jones (who in his last five innings had an average of 63.3) will be here to open the innings. Fenner, a strong forcing batsman who needs to remember that every ball need not be hit to the boundary, and Strover are capable of putting up the score. Fenner's enthusiastic wicket-keeping will again be invaluable, and, with the increase of College members, more variety in the bowling is promised.

Full colours were awarded to: M. M. J. Robinson; L. S. R. Smith; H. R. W. Morris; A. Burgoin; P. V. Pledger; P. Strover; M. D. Fenner; J. R. E. Edmondson-Jones.



R.A.F. COLLEGE v. R.M.A. SANDHURST

Played at Camberley on 17th and 18th June.

Sandhurst won the toss, and went in to bat on a hard, true wicket. The opening batsmen, Archibald and Maynard, played the bowling very easily from the start and runs came quickly. The 100 went up just inside the first hour. After lunch Robinson gave Pickard and Edmondson-Jones a long spell of bowling. This steadied the rate of scoring, but the batsmen were never in very great difficulties, and treated the faster bowlers with contempt. The partnership was finally broken at 194 when Burgoin had Maynard caught and bowled for a very aggressive 107. Goudge came in and hit hard from the start and the next wicket did not fall until 240, when Archibald was caught at forward short leg off Robinson. Goudge lost his wicket at the same score and at that point a most startling change came over the game. Sandhurst lost a further six wickets for 30 runs in forty-five minutes. Of these, two were run out, one brilliantly by Smith from third man, and Robinson took 4 for 9 in 4.3 overs. Edmondson-Jones had bowled well for his final analysis of 2 for 64 in 19 overs. Fenner kept wicket brilliantly and conceded only one bye. The innings was declared at 270 for nine.

The Cranwell innings started disastrously. Burgoin was out in the second over, and wickets fell regularly until the close of play with the score at 75 for seven. Only Pledger and Smith offered any resistance. Next morning in the hour before lunch Cranwell lost their remaining three wickets for the addition of 19 runs. Rain delayed the follow-on until three o'clock, when Pledger and Burgoin opened, and, acting under strict orders, played very cautiously. After an hour's partnership, Burgoin was out for a useful 12 out of 27. Then followed a long partnership of 91 runs between Pledger and Stover. This virtually saved the match as the next wicket did not fall until ten minutes past six, when Pledger was caught at the wicket for a very determined and patient 46. Stover reached his fifty before he was out and the following batsmen scored a few. Stumps were drawn with the score at 175 for five.

So ended a very enjoyable and interesting game. The changes of fortune throughout were sudden and unexpected. Rain undoubtedly proved a large asset for Cranwell, but the batsmen are to be congratulated on their stubborn defence, particularly Pledger and Stover; the fielding remained good in disheartening conditions. This proved to be the team's best game, as the Sandhurst side was much stronger. We would like to thank our hosts for the most enjoyable days we spent with them. We appreciated their very generous hospitality to the full.

R.A.F. COLLEGE

1ST INNINGS		2ND INNINGS	
F.C. Pledger, c Bell b Matrum-Baird ...	19	F.C. Pledger, c Bell b Gore ...	46
F.C. Burgoin, lbw Lawton ...	0	F.C. Burgoin, c Bell b Hildreth ...	12
Cdt. Stover, b Lawton ...	0	Cdt. Stover, c Hopkins b Hildreth ...	51
Cdt. Fenner, lbw Gore ...	5	Cdt. Fenner, run out ...	13
Cdt. Edmondson-Jones, c Lawton b Gore ...	0	Cdt. Edmondson-Jones, c Archibald b Matrum-Baird ...	12
F.C. U.O. Smith, c Hopkins b Gore ...	29	F.C. U.O. Smith, not out ...	21
Cdt. Price, b Barton ...	5	Cdt. Price, not out ...	7
F.C. U.O. Robinson, b Barton ...	6	Extras ...	13
Cdt. Raw, c Hildreth b Gore ...	4		
F.C. Morris, not out ...	11		
Cdt. Pickard, c Hopkins b Gore ...	0		
Extras ...	15		
Total ...	94	Total (for 5 wkts.) ...	175
		F.C. U.O. Robinson, Cdt. Raw, F.C. Morris, Cdt. Pickard—did not bat.	



BOWLING					BOWLING				
	Overs	Maidens	Runs	Wkts.		Overs	Maidens	Runs	Wkts.
Gore ...	18.3	8	19	5	Gore ...	19	9	24	1
Lawton ...	13	5	28	2	Barton ...	10	4	15	—
Barton ...	11	4	18	2	Hildreth ...	17	2	45	2
Matrum-Baird	6	3	12	1	Matrum-Baird	12	1	35	1
					Lawton ...	10	4	10	—

## R.M.A. SANDHURST

## 1ST INNINGS

O.C. Archibald, c Pledger b Robinson	...	...	...	103
O.C. Maynard, c and b Burgoin	...	...	...	107
O.C. Goudge, b Edmondson-Jones	...	...	...	39
O.C. Hopkins, c Fenner b Robinson	...	...	...	0
O.C. Hardy, run out	...	...	...	3
O.C. Hildreth, b Robinson	...	...	...	2
O.C. Bell, run out	...	...	...	4
O.C. Gese, lbw Edmondson-Jones	...	...	...	0
O.C. Lawton, b Robinson	...	...	...	1
O.C. Barton, not out	...	...	...	1
Extras	...	...	...	10
Total (for 9 wks. dec.)	...	...	...	270

O.C. Matrum-Baird did not bat.

## BOWLING

	Overs	Maidens	Runs	Wickets
Strover	...	...	8	53
Robinson	...	...	9.3	1
Edmondson-Jones	...	...	19	2
Burgoin	...	...	4	—
Price	...	...	7	—
Pickard	...	...	9	—

## R.A.F. COLLEGE v. R.N.C. DARTMOUTH

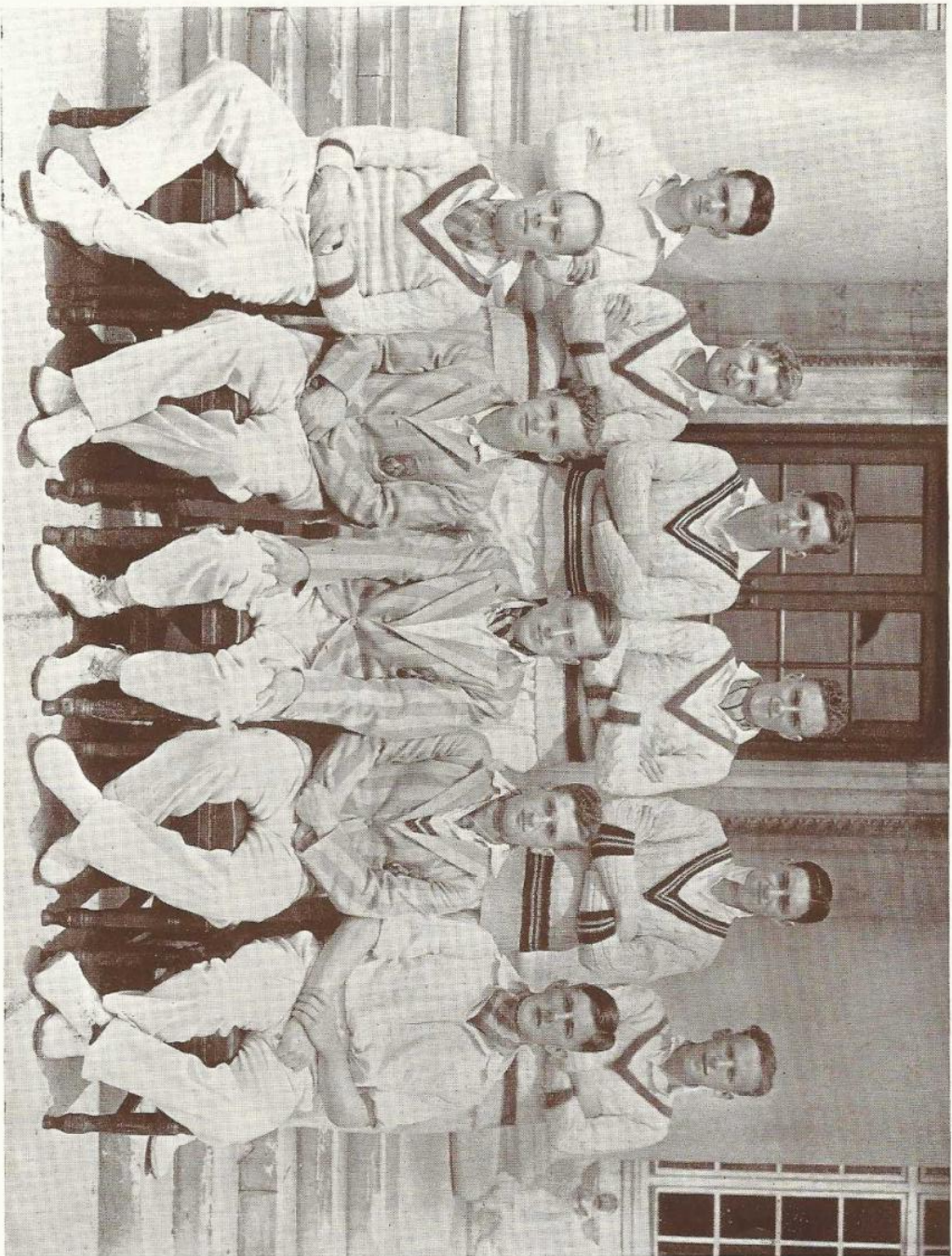
Played at Dartmouth on 21st June.

This match was arranged as a two-day fixture, but unfortunately rain washed out any possibility of play on the first day. The pitch was still sodden when play started at 11.30 on the second day and Dartmouth took first innings. The wicket was very slow and took no spin at all. The fast bowlers had little foothold, but none of the College attack were able to bowl a steady length. The fielding also was below standard, several catches being dropped, and the College were lucky to dismiss Dartmouth for 129.

The College innings started disastrously. The first two wickets fell before a run had been scored. Then a third-wicket partnership between Burgoin and Fenner took the score to 70 and the game seemed to be well in hand. But at that score a further two wickets fell. Fenner continued his innings to 81, when he was caught behind the wicket for a very aggressive 55, scored in as many minutes. Of the remaining batsmen, only Morris and Price reached double figures and a complete rout set in. The remaining five wickets fell for 21 runs and the College were all out for 110. For Dartmouth, Johnstone was the main cause of the damage. In his spell of eight overs he took eight wickets for 21 runs.

The College thus lost by 19 runs. This was a complete reversal of the form shown at Sandhurst two days before. In the first place, poor bowling and fielding





**CRICKET TEAM, ROYAL AIR FORCE COLLEGE, CRANWELL, JULY, 1947**

*Photo: Galle & Polden Ltd.*

*Back Row*—Cdt. I. S. Macpherson. Cdt. C. F. Pickard. Cdt. R. G. Price. Cdt. P. Stover. Cdt. M. D. Fenner. Cdt. J. R. E. Edmondson-Jones.  
*Front Row*—F.C. P. V. Pledger. F.C. U.O. L. S. R. Smith. F.C. U.O. M. M. J. Robinson (Captain). F.C. A. Burgoin. F.C. H. R. W. Morris.



allowed Dartmouth to score far more than they should, and then when they had gained the advantage the batsmen threw the match away.

It was a pity that rain spoilt the fixture, but we thank Dartmouth for their hospitality and the visit was much enjoyed in spite of the weather.

R.N.C., DARTMOUTH

1ST INNINGS

Cdt. Braxton, lbw Pickard	...	...	...	24
Cdt. Macey, c Robinson b Strover	...	...	...	1
Cdt. Johnstone, lbw Strover	...	...	...	16
Cdt. Plumer, b Edmondson-Jones	...	...	...	13
Cdt. Rooke, b Pickard	...	...	...	10
Cdt. Shirley, b Edmondson-Jones...	...	...	...	19
Cdt. Salmon, c Pledger b Edmondson-Jones	...	...	...	6
Cdt. Smith, c Fenner b Edmondson-Jones	...	...	...	11
Cdt. Edwards, c Fenner b Strover	...	...	...	3
Cdt. Robinson, not out	...	...	...	15
Cdt. O'Sullivan, c Fenner b Strover	...	...	...	4
			Extras	7
Total				129

BOWLING

	Overs	Maidens	Runs	Wickets
Price	6	2	13	—
Strover	11	5	18	4
Robinson	4	1	12	—
Pickard	11	3	28	2
Edmondson-Jones	16	3	26	4
Raw	7	1	19	—

R.A.F. COLLEGE

1ST INNINGS

F.C. Pledger, b Smith	...	...	...	0
F.C. Burgoin, c and b Johnstone	...	...	...	24
Cdt. Strover, c and b Smith	...	...	...	0
Cdt. Fenner, c Rooke b Johnstone	...	...	...	55
Cdt. Edmondson-Jones b Johnstone	...	...	...	0
F.C. Morris, b Johnstone	...	...	...	13
F.C. U.O. Smith b Johnstone	...	...	...	0
Cdt. Price, c Rooke b Johnstone	...	...	...	15
F.C. U.O. Robinson, c and b Johnstone	...	...	...	1
Cdt. Raw, not out	...	...	...	0
Cdt. Pickard, c Plumer b Johnstone	...	...	...	1
			Extras	1
Total				110

BOWLING

	Overs	Maidens	Runs	Wickets
Smith	11	2	43	2
Robinson	7	2	24	—
Salmon	5	—	21	—
Johnstone	8	2	21	8

RESULTS—CRICKET SEASON, 1947

May 10th	Home	R.A.F. College	...	100	
		Emanuel College	...	102 for	1 wkt.
		Emanuel College won by 9 wkts.			
May 17th	Home	R.A.F. College	...	154 for	4 wkts., decd.
		Queens' College...	...	139 for	7 wkts.
		Match drawn.			



## JOURNAL OF THE ROYAL AIR FORCE COLLEGE

May 21st	Away	R.A.F. College ...	129 for 7 wks., decd.
		Emanuel College ...	138 for 2 wks.
		Emanuel College won by 8 wks.	
May 28th	Away	R.A.F. College ...	131
		Queens' College... ..	136 for 6 wks.
		Queens' College won by 4 wks.	
June 4th	Away	Wisbech C.C. ... ..	188 for 6 wks., decd.
		R.A.F. College ... ..	133 for 4 wks.
		Match drawn.	
June 8th	Home	Adastrians C.C.... ..	119
		R.A.F. College ... ..	120 for 6 wks.
		R.A.F. College won by 4 wks.	
June 17th	Away	R.M.A. Sandhurst ... ..	270 for 9 wks. decd.
		R.A.F. College ... ..	94
		and	175 for 5 wks.
		Match drawn.	
June 21st	Away	R.N.C. Dartmouth ... ..	129
		R.A.F. College ... ..	110
		R.N.C. Dartmouth won by 19 runs.	
June 25th	Home	R.A.F. College ... ..	97
		Workshop College ... ..	99 for 9 wks.
		Workshop College won by 1 wkt.	
June 29th	Home	R.A.F. College ... ..	123 for 5 wks. decd.
		R.A.F. Station, Cranwell	99 for 7 wks.
		Match drawn.	
July 12th	Home	King's School, Grantham	56
		R.A.F. College ... ..	108
		R.A.F. College won by 5 wks.	
July 20th	Away	R.A.F. College ... ..	69
		R.E. O.C.T.U., Newark	63
		R.A.F. College won by 6 runs.	
July 23rd	Home	R.A.F. College ... ..	124 for 4 wks. decd.
		Lincolnshire Gentlemen	142 for 4 wks.
		Lincolnshire Gentlemen won by 6 wks.	

## AVERAGES, 1947

## BATTING

			<i>Total</i>	<i>No. of</i>	<i>Times</i>	<i>Highest</i>	<i>Av.</i>
				<i>innings</i>	<i>Not out</i>	<i>Score</i>	
Edmondson-Jones	...	...	203	8	2	77*	33.8
Fenner	...	...	217	10	—	78	21.7
Strover	...	...	167	11	2	51	18.62
Pledger	...	...	225	13	—	46	17.3
Robinson	...	...	125	10	2	34	15.62
Price	...	...	76	9	3	21	12.6
Morris	...	...	56	7	2	21	11.2
Burgoin	...	...	114	11	—	24	10.36
Smith	...	...	106	14	2	29	8.83

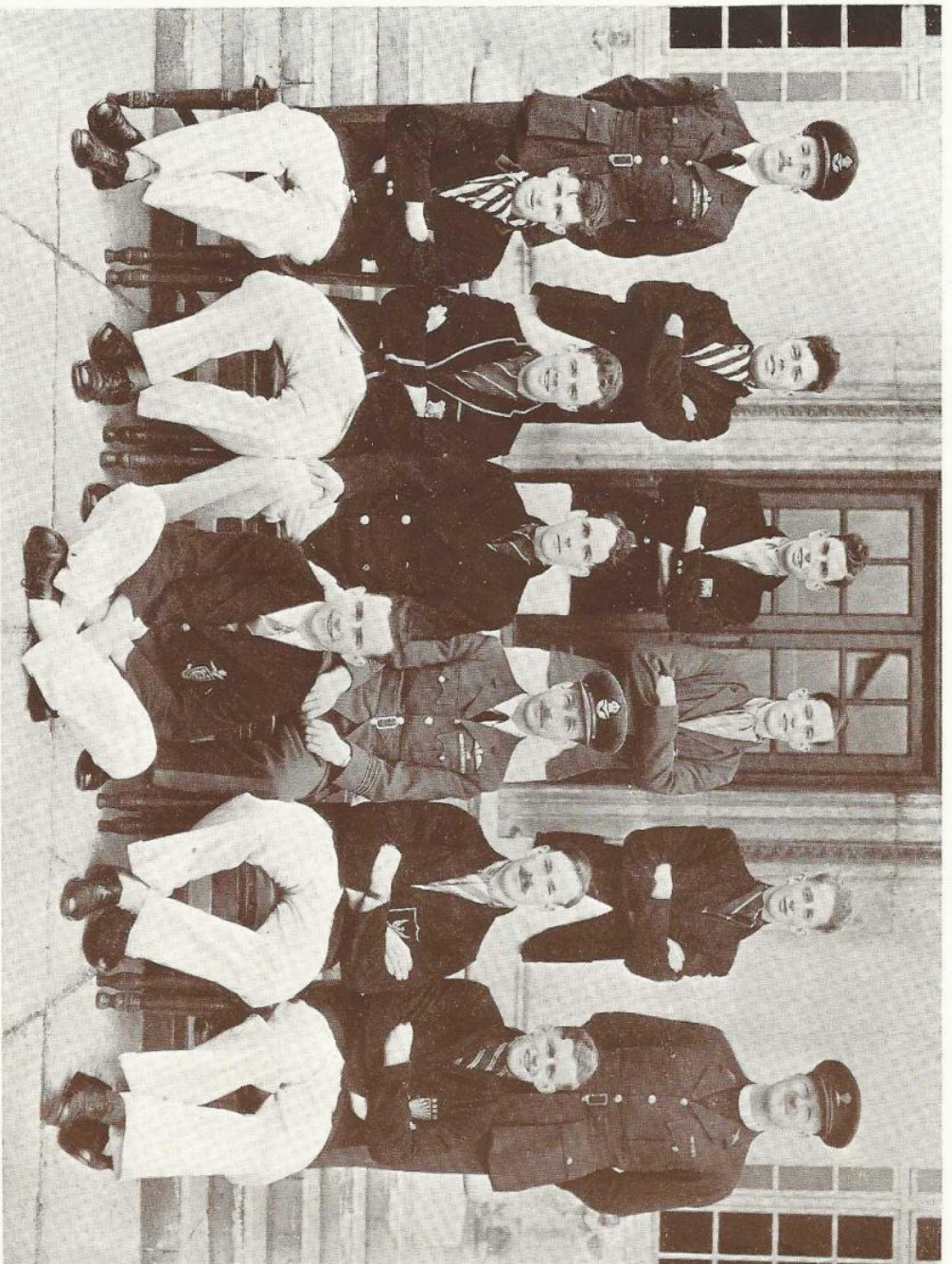
## BOWLING

			<i>Overs</i>	<i>Maidens</i>	<i>Runs</i>	<i>Wkts.</i>	<i>Av.</i>
Strover	...	...	89.5	16	262	24	10.92
Edmondson-Jones	...	...	83.2	12	210	14	15.00
Robinson	...	...	76.3	12	261	15	17.4
Price	...	...	61.1	13	176	8	22.0
Pickard	...	...	39	3	162	7	23.14
Burgoin	...	...	34	6	142	5	28.4
Morris	...	...	22	—	119	2	58.5

\* Not Out

M. M. J. R.





**ROWING TEAM, ROYAL AIR FORCE COLLEGE, CRANWELL, JULY, 1947**

*Photo: Gale & Polden Ltd.*

*Back Row*—Flt. Lt. E. K. P. Ince, D.F.C.

F.C. R. A. Pendry (Vice-Captain), F.C. Sgt. J. E. Y. King.

F.C. L. L. Tuke, F.C. W. D. R. Lamb.

Sqn. Ldr. E. W. P. Ainsworth.

*Front Row*—F.C. K. E. Richardson.

F.C. J. M. Robertson.

F.C. Sgt. C. F. A. Curtis (Captain).

Sqn. Ldr. J. A. R. M. Reid.

F.C. P. C. Skinner.

F.C. L. G. Dickson.

*Seated on Ground*—F.C. G. R. K. Fletcher.

*Absent*—F.C. R. V. Stephenson.



## ROWING

THE Rowing Club is affiliated to the Newark Rowing Club, and practices took place on Wednesday and Saturday afternoons during the Summer Term at Newark, using the N.R.C. boats.

Two crews were entered for the first regatta of the term, which was held at Newark on 14th June, and although it was not expected that either crew would win many, if any, of their heats, it was at least an opportunity of comparing them with other provincial crews. The Junior crew—consisting of Bow, Richardson; No. 2, Skinner; No. 3, Curtis; Stroke, Dickson; Cox, Stephenson—was beaten by two lengths by Ross-on-Wye, who went on to win the cup. The Maiden Four—Bow, King; No. 2, Tuke; No. 3, Pendry; Stroke, Lamb; Cox, Fletcher—lost an oar in the first ten strokes of their race and had to retire.

Two weeks later the same crews, with one exception, were entered for the Boston Regatta. Robertson was No. 3 in the Junior boat, because Curtis was suffering from a poisoned thumb. The Juniors lost their first heat to Evesham by just over one length after a very good race. The Maiden crew defeated Loughborough, Trent and Trent "B" crews in their first three heats by one, six and one-and-a-half lengths respectively. In the final they rowed the Boston crew, and after a very exciting race, in which the two crews were level for three quarters of the course, they were beaten by just under one length.

On 12th July, two fours, one pair and one sculler were entered for the Derby Regatta. The Juniors won their first heat against Nottingham Union by one length, but lost to Stratford, a very strong crew, by nearly four lengths in their next heat. The Maidens started well by beating Newark "A" and "B" crews, but in the third heat, Loughborough avenged an earlier defeat, winning by under a quarter of a length. This was a very hard-fought race and was probably lost because of the rather short-length stroke used by the College crew. In the pairs, Slater and Robinson, lost to a heavier crew in their first race, though both rowed well. Curtis won his first heat in the Sculls by one length, but lost the rest by about two lengths.

At Loughborough Regatta on 19th July the same crews were entered, the Maiden crew being promoted to Junior "B". The Junior "A" four dead-heated with the Evesham crew and lost the re-row by a quarter of a length. The Junior "B" four started off in their usual style by winning their first heat against Derby; but in the semi-finals, Tuke at No. 2 lost his oar and once again we had to drop out. Slater and Robinson were defeated in their first heat and it is obvious that two heavyweights are needed to make a clinker pair move at a worth-while pace.

The season's results were quite satisfactory considering that most of the crews against which we rowed had far more constant practice than it was possible to arrange for the College crews, and any successes were in large measure due to the coaching of Squadron Leader Ainsworth, Flight Lieutenant Ince and Squadron Leader Reid.

Half colours were awarded to King, Tuke, Pendry, Lamb, Fletcher, Skinner, Richardson, Dickson, Robertson, Stephenson.

R. L. T.



## ATHLETICS, 1947

OUR first Athletics season since the reopening of the College was devoted mainly to talent-finding and training. We limited our outside fixtures to two only: the traditional fixture with the R.M.A. Sandhurst and one with Worksop College. Owing to the shortage of numbers it was not possible to hold inter-squadron competitions.

In order to select the best possible team, the season opened with an eliminating contest in which all Flight Cadets took part. From this a small but promising team was selected. A match was arranged against D Squadron, and this enabled us to earmark potential members for our 1948 team and to co-ordinate their training under Squadron Leader Ritchley and Warrant Officer Warder, the College Athletics coaches.

For the R.M.A. match at Sandhurst on 5th July our small team of 15 with 8 reserves was trained but untried. With such a small team it was inevitable that it should contain a number of pluralists, but this allowed us to enter for a greater number of events. We were obliged, however, to ask the Academy to limit the programme.

We were decisively beaten by 70 points to 29. The score did not discourage us; we had measured the strength of our opponents and left Sandhurst with the satisfaction of having learnt a great deal.

Stinchcombe deserves special mention for his performance in the two events against Dillon of the Academy, Worthington for a fine run in the Two Miles in which he finished a close second, and D. S. White, who won the High Jump.

On 23rd July at Cranwell, Worksop College provided a more even match for the Cranwell team. Until the latter half of the afternoon the scores were running very close, but Worksop won with a final score of 45 : 36. In this they were helped by a good short-distance relay team and by an excellent finish in the 100 yards. (Worksop set up a school record of 10.0 seconds.) Worthington again shone as a long-distance runner, this time in the One Mile, which he won with a comfortable lead. Dawes, who had only recently started training, won the Long Jump at 20 ft. 3 inches.

D. S. White has been one of the most active and versatile members of the team. He has well deserved his full colours which were awarded to him after the Sandhurst match. Full colours were also awarded to Stinchcombe. Dawes, Mossman and Worthington received half colours.

## RESULTS OF THE R.M.A. MATCH

- 440 yards—1, J. G. S. Bellamy (R.M.A.) 2, B. J. Craig (R.M.A.); 3, D. S. White (Cranwell). Time 53.2 seconds.  
 Javelin—1, J. A. H. Luard (R.M.A.); 2, A. H. V. Ginnevan (R.M.A.); 3, B. D. Meredith (Cranwell). 142 feet.  
 100 yards—1, A. M. Dillon (R.M.A.); 2, A. B. Stinchcombe (Cranwell); 3, P. Allardice (R.M.A.). Time 10.3 seconds.  
 2 miles—1, W. L. Reynolds (R.M.A.); 2, P. M. Worthington (Cranwell); 3, A. H. Thomas (R.M.A.). Time 10 minutes 5.5 seconds.  
 Shot—1, K. W. Eastgate (R.M.A.); 2, P. W. R. Graystone (R.M.A.); 3, M. J. Manning (Cranwell). 34 feet 2½ inches.  
 Long Jump—1, W. T. Holloway (R.M.A.); 2, J. E. Dawes (Cranwell); 3, C. S. Graham (R.M.A.). 19 feet 5 inches.  
 220 yards—1, A. M. Dillon (R.M.A.); 2, A. B. Stinchcombe (Cranwell); 3, Bird (R.M.A.). Time 23.2 seconds.  
 High Jump—1, D. S. White (Cranwell); 2, M. W. R. Shore (Cranwell); 3, C. G. Nott Barr, 5 ft. 1 in. (decided by least number of failures) (R.M.A.).





**ATHLETICS TEAM, ROYAL AIR FORCE COLLEGE, CRANWELL, JULY, 1947**

*[Photo: Gale & Polden Ltd]*

*Back Row*—Sqn. Ldr. K. Ritchley, Cdt. R. E. Webster, F.C. M. W. R. Shore,  
 F.C. R. F. Read, F.C. K. J. Manning, Cdt. I. D. Meredith, F.C. E. D. Finch, F.C. H. R. W. Morris,  
*Front Row*—Cdt. P. J. M. McGrath, F.C. J. E. Dawes, F.C. A. B. Stinchcombe, F.C. Col. A. K. McGregor (Captain),  
 F.C. D. S. White, Cdt. G. K. Mossman, Cdt. P. M. Worthington, Cdt. G. G. Lee, Wg. Cdr. B. H. Becker.



Discus—1, J. B. Lambert (R.M.A.); 2, J. E. Dawes (Cranwell); 3, M. J. Manning (Cranwell).  
 111 feet 1½ inches.  
 1 Mile—1, J. C. P. Barton (R.M.A.); 2, J. H. Jacob (R.M.A.); 3, E. D. Finch (Cranwell). Time  
 4 minutes 38.7 seconds.  
 880 yards—1, M. J. Ponting (R.M.A.); 2, R. B. Harding (R.M.A.); 3, R. E. Webster (Cranwell).  
 Final Score: R.M.A., Sandhurst—70 points. R.A.F. College, Cranwell—29 points.  
 A. K. McG.

**SKILL-AT-ARMS**

TRAINING was started in the Spring Term, with the immediate object of choosing of a team for the Royal Tournament.

In the Summer Term there was a match against University College, Nottingham, which was lost. The team gained experience of competition conditions, but lacked long training and real experience.

On 21st June the Cadets' Individual Championships were held at Olympia. Lack of experience again handicapped the team.

In the final Pools, J. H. G. White, Ludgate and Le Poer Trench gained fourth, fifth and sixth places in Foil. Francis gained sixth place in Sabre. Herrington won the Individual Championship for Bayonet, and Furze, Waudby and Chamberlain gained third, fifth and sixth places.

In the Autumn Term training was continued for the match against R.M.A. Sandhurst.

Full colours were awarded to Herrington, and half-colours to J. H. G. White, Ludgate and Le Poer Trench.  
 C. M. B.

**SHOOTING**

DURING the Summer Term a .303 Rifle League was run on the 30 yards range, which A Squadron won.

The matches consisted of three targets: Group (maximum 25), Rapid (maximum 40), and Application (maximum 20).

Team positions in the League were as follows:

Team	Fired	Won	Points for	Points Against	Match Pts.
A Squadron	3	3	1,421	1,291	6
Officers	3	2	1,418	1,363	4
D Squadron	3	2	1,350	1,342	4
B Squadron	4	1	1,740	1,816	2
Senior N.C.Os.	2	—	832	947	—
Cpls. and A.Cs.	1	—	431	437	—

Individual Averages of A and B Squadron teams, during these matches and practice shoots throughout the term, were as follows:

A SQUADRON (max. 85)		B SQUADRON (max. 85)	
F.C. Burns	85	F.C. Sgt. Curtis	81
F.C. Crowley	82	F.C. Kennedy	75
F.C. Trench	81	F.C. Lamb	74.25
F.C. Price	77.5	F.C. Cpl. Hamley	72
F.C. Robertson	77	F.C. Dawes	68.5
F.C. Sanderson	74	F.C. Tuke	65

From these scores and from the .22 shooting results it is reasonable to expect that we shall be able to raise a first class team to shoot at Bisley next summer, although it is difficult to judge from short-range results only.

Shooting is at present hampered by the lack of a range of over 200 yards, and by the fact that there is only one .22 range for the whole station.

C. F. A. C.



## TENNIS

THE 1947 Tennis season was a pleasant if unsuccessful one. Owing to the small number of Flight Cadets in the College, the standard of play was not very high, and three members of the staff had to be called upon to complete the team.

Two matches were played against Emmanuel College, Cambridge, and one against Queens' College, Cambridge. Our opponents won all three.

In the Inter-Squadron match, A Squadron beat B Squadron by four matches to nil.

The College was represented by the following: Squadron Leader D. W. Steventon, Lieutenant-Commander R. B. W. Lacon, Flight Lieutenant A. Speake, and Flight Cadets E. D. Finch, M. G. Nettelfield, and J. H. Rowley.

E. D. F.

## SWIMMING

IN the Summer Term Flight Lieutenant D. J. Garland was appointed officer i/c Swimming, Flight Cadet J. M. Crowley was elected captain and Flight Cadet M. B. Le Poer Trench secretary. It was decided that swimming would take place throughout the year, and it was hoped to form a water polo, as well as a swimming, team.

Several practices were held in the Summer Term, and two water polo matches were played against D Squadron, both won by the College. It soon became evident that it was impossible to train teams at the same time as other games were held. The small number of Cadets in the College made it necessary for Cadets to play more than one game, to the detriment of swimming. Practices had, therefore, to be abandoned.

In the Autumn Term it was decided that, until the number of Cadets in the College increased, it was not feasible to run swimming and water polo teams owing to lack of practice times. Formation of a team is therefore postponed until numbers are more favourable.

The Cranwell championships were held on 16th October, and, in spite of lack of training, the following successes were obtained by the College:

110 yards free style—1st, Raw.  
 Diving—1st, Le Poer Trench.  
 110 yards breast stroke—2nd, Crowley; 4th, Stinchcombe.  
 Plunge—3rd, Caillard.  
 220 yards free style—4th, Crowley.

M. B. Le P. T.

## GOLF

LAST term little progress could be made with a College Golf Club. A few enthusiasts played on local courses, but no matches were played.

This term, with an increased number of keen golfers, arrangements have been made whereby members of the College can be affiliated to the Sleaford Golf Club. This enables Cadets to practise on the Rauceby course, and it is hoped to arrange a few friendly matches this winter.

At present Cadet members may play on the Sleaford course on Sundays only. This arrangement avoids clashes with other team games which are given precedence during the week.

J. M. R.



## SQUASH

It was decided at the beginning of term to limit matches to the Autumn and Spring Terms and to five each term. Before this, however, a match against the R.M.A. Sandhurst had been arranged and was played under sub-tropical conditions on 31st May. The College was represented by Morrice (Captain), Curtis, Pledger, Macfarlane, and Robinson. The team had very little practice beforehand and this may have accounted for a defeat of 0-5.

In spite of the efforts of Flying Officer Quick, who spent much time and effort coaching us from the beginning of the Autumn Term, the College was again defeated 0-5 by the Officers' Mess.

Undoubtedly our troubles are caused by the lack of numbers, aggravated by the calls of the major games on the team. It was decided therefore to hand over all fixtures until next year to the Officers' Mess Squash Club. This decision will be reviewed as the number of Cadets increases during 1948.

J. W. M.

## RUGBY FOOTBALL

ALTHOUGH handicapped by small numbers and lack of time for practice, we have hopes of developing a useful side. The pack, led by Pledger, have worked hard to improve their heeling from loose scrums, but this is not satisfactory yet. The line-out work is good and we have had a fair share of the ball from set scrums.

Apart from weakness at full back, the backs show much promise. We were unlucky to lose Macpherson, the scrum half, with a broken wrist early in the season, but Phillips has taken his place very satisfactorily. Handling is well above average and the centres have shown the value of straight running: Mossman shows signs of developing into a useful wing three-quarter, his defence being especially sound.

Bad place-kicking will cost us many points; hard practice is the only solution.

The match against the Station XV was a good beginning to the season; tackling was robust and usually low, but our main fault of fiddling with the ball in the loose scrums instead of getting a really quick heel was very noticeable. The station team was a scratch side and we won comfortably by 21 points to 6.

We were unlucky to lose against Worksop. This was a fast game between evenly matched sides. Our defence was not so good as expected, but brilliant backing up by the forwards made amends for this.

We had a good match against Notts Corsairs. The pack were in great form and scored freely. The passing of the three-quarters was accurate, and many good movements were seen.

Several matches have been cancelled owing to the incredibly hard ground, but much useful practice has been put in when at all possible. We have good cause to be grateful to Flying Officer Lumsden, the Scottish International half-back, who has given us plenty of useful advice, and shown much patience.

Results to date:—

v. R.A.F. Cranwell	Won	21—6
v. Worksop College	Lost	11—14
v. Notts Corsairs	Won	28—0
v. Queens' College, Cambridge	Drawn	19—19
v. Caius College, Cambridge	Won	17—13

C. M. A. V.



## HOCKEY, AUTUMN, 1947

UP to half-term the "A" XI has played 6 games, drawing 1 and winning the rest.

Sept. 27th	v. College Officers' XI	Won	11—0
Oct. 1st	v. R.A.F. Scampton	Won	3—1
Oct. 8th	v. Apprentices XI	Won	9—1
Oct. 11th	v. College Officers' XI	Drawn	3—3
Oct. 15th	v. Wisbech	Won	6—5
Oct. 18th	v. University College, Nottingham	Won	2—1

This successful start to the season is very satisfactory, and as we shall soon have a greater number of players from whom to choose there is every prospect of building up a really good team.

The forwards have been playing well together and are fast enough to seize most goal-scoring opportunities. Price at centre-forward has had much success and has scored more than half our goals; he is very well supported by the forwards and halves.

The tendency for the forwards to be offside and so spoil promising movements is being gradually overcome, but a great effort must be made to avoid the many accidental kicks that have told equally effectively against us.

Robinson at centre-half was playing well until he had to drop out with an injured hand. His place has been taken by J. H. G. White who is very energetic, and the half line is very sound.

It is in defence, however, that we are weakest at present. We have tried several changes amongst the backs and goalkeeper, but we must continue to seek an improvement here. The full-backs have worked hard, but their marking has often been faulty and the clearance of the ball to the wings has often been too slow. Dangerous positions have arisen through uncertain stopping of the ball, though the hard, bumpy grounds have made this difficult. We have tried three goalkeepers and Bayne has been the most successful, playing well against University College, Nottingham.

L. S. R. S.

## BOXING

TRAINING for boxing enthusiasts takes place each Tuesday and Thursday evening in the College Gymnasium. There are a few experienced boxers, but the majority are novices. All are progressing well under the skilful instruction of Mr. Hodkinson, and rigorous training to develop stamina is given by Mr. Warder.

Numbers are increasing, and the standard of keenness is high. If the enthusiasts continue to train regularly there is no reason why a first-class team should not emerge. We hope to arrange matches during the Spring Term, including a fixture with the R.M.A. in February or March.

R. F. R.

## ASSOCIATION FOOTBALL

IN spite of the dearth of soccer players, quite a useful side has been fielded this season. After a good start, when the Aircraft Apprentices were beaten by three goals to nil, results have been rather disappointing—the team having lost to R.A.F. Scampton, Syerston, and Digby, and University College, Nottingham.



However, the side is keen and has learnt much from these reverses. A steady improvement in team-work has been achieved, especially in the match against University College, when we had most of the game and only narrowly missed scoring on several occasions.

It is confidently hoped that with more experience and coaching from Sergt. Linaker the side will give a good account of itself. We must also thank Major Steele, Flight Lieutenants Ince and Freer, Flying Officer Valentine and W.O. Millis for their helpful advice and encouragement.

Results to date:—

v. Aircraft Apprentices 2nd XI	Won	3—0
v. R.A.F. Scampton	Lost	1—3
v. R.A.F., Syerston	Lost	1—10
v. R.A.F., Digby	Lost	0—4
v. University College, Nott'ham	Lost	1—2
v. King's College, Cambridge	Won	4—0
v. Queens' College, Cambridge	Lost	2—8

G. M. H.

CROSS COUNTRY RUNNING

TRAINING has started this term, although the College cross-country season does not begin until the Spring Term. Training takes place twice a week and there is already the basis for a fair team. We hope to have six matches arranged for next term.

Home matches will be over the Station five-miles course. Although there is a lack of variety in the terrain of this course it is impossible to improve it without making it unacceptably long, or having the start at some distance from the College.

The matches next term will give valuable practice for the long-distance runners of the 1948 Athletic team. A. K. McGrigor is Captain, and D. S. White is Secretary. Flight Lieutenant J. F. Powell is the officer i/c Cross Country Running.

A. K. McG.



## OLD CRANWELLIAN NOTES

WE have had such limited news of the whereabouts and movements of Old Cranwellians that we have found it impossible to present these notes in their pre-1939 form. Instead we have prepared a list of all Cranwellians still in the Service (we think so, at least, and apologize for any omissions), showing their appointments and ranks as at mid-October, 1947. The list cannot pretend to be either comprehensive or entirely correct since many officers were, at the time of compilation, in between postings. Further, our apologies are humbly offered for any errors in rank. Acting ranks fluctuate so much that it is quite impossible, at the moment, to get them all correct.

Our thanks are due to Group Captain F. R. Drew, C.B.E. (D.D.P.2), for his very willing assistance with the compilation of the list.

The Editor will be grateful for individual corrections and amendments and for any news of future postings or ranks. Such information will be recorded in future issues of the notes.

Old Cranwellians are reminded that Mr. J. H. Lager (who is still our Honorary Secretary and as cheerful and helpful as ever) was responsible for compiling, in booklet form, a list of all graduates of the College. The booklet includes a Roll of Honour and has a foreword by Marshal of the Royal Air Force The Viscount Trenchard. Copies are still available free to those members who have not received one, and may be obtained on application to the Honorary Secretary.

Reference to pre-1939 Notes will show that it was rare indeed to find mention of any Old Cranwellian of the exalted rank of Wing Commander, and we believe that none of senior rank to Wing Commander existed. It is with pride and pleasure that we record that there are now 46 Cranwellians of Air rank.

A successful and most enjoyable Old Cranwellian Reunion was held in the College on 14th June in spite of appalling weather which made flying well-nigh impossible. Unfortunately, the cricket and tennis matches arranged for the afternoon had, for the second successive year, to be cancelled, but the weather failed to damp the spirits of the hundred Cranwellians who attended the General Meeting and dinner.

The President of the Association, Air Vice-Marshal Sir Charles Longcroft, was present, and the guest of honour for the evening was Marshal of the Royal Air Force Lord Tedder, who pleased everyone by accepting Honorary membership of the Association. Air Commodore D. Macfadyen presided at the dinner.



ALPHABETICAL LIST OF OLD CRANWELLIANS WHO ARE STILL SERVING, SHOWING THEIR APPOINTMENTS AS AT MID-OCTOBER, 1947

Abrams, W. G. (W.C.)	... ..	H.Q., 19 Group.
Aitkens, I. L. B. (S.L.)	... ..	Air Attaché, Rome.
Akerman, W. J. M. (A.Cdre.), C.B.E.	... ..	Air Officer i/c. R.A.F. Record Office.
Allen, J. E. (W.C.)	... ..	Awaiting posting.
Allinson, N. S. (A.Cdre.), C.B.	... ..	Director of Operational Training, Air Ministry.
Anness, L. H. (S.L.), A.F.C.	... ..	70 Maintenance Unit.
Ap Ellis, P. R. (S.L.)	... ..	H.Q., 12 Group.
Arbuthnot, T. J. (G.C.)	... ..	Returning from India.
Armitstead, J. R. (A./W.C.), D.F.C.	... ..	202 Squadron, R.A.F., N.I.
Arney, J. W. (W.C.)	... ..	236 O.C.U.
Atcherley, R. L. R. (A.Cdre.), C.B.E., A.F.C.	... ..	Air Officer Commanding, R.A.F., Cranwell.
Atkins, A. R. (W.C.)	... ..	D.R.D.M., Ministry of Supply.
Atkinson, C. F. (W.C.)	... ..	H.Q., M.E.D.M.E.
Baines, C. E. J. (G.C.)	... ..	Air Attaché, Santiago.
Balden, D. W. (W.C.)	... ..	H.Q., M.E.D.M.E.
Bale, P. W. (G.C.)	... ..	H.Q., Coastal Command.
Balean, P. B. (S.L.)	... ..	R.A.F. College, Cranwell.
Ball, A. H. W. (S.L.), D.S.O., D.F.C.	... ..	A.H.Q., East Africa.
Bandon, The Earl of (A.Cdre.), C.B., D.S.O.	... ..	Commandant, Royal Observer Corps.
Bangay, R. J. M. (W.C.), D.F.C.	... ..	A.H.Q., Ceylon.
Banthorpe, E. (W.C.)	... ..	Commanding R.A.F. Station, Butterworth, A.C.F.E.
Barclay, R. A. C. (W.C.), A.F.C.	... ..	B.C. Air, Japan.
Barnard, J. O. (A./W.C.)	... ..	D.D.T., Nav., Air Ministry.
Barrett, G. G. (G.C.), C.B.E.	... ..	Directing Staff, Joint Services Staff College.
Barthold, B. (W.C.)	... ..	Commanding R.A.F. Station, Cammeringham.
Bax, A. R. G. (W.C.)	... ..	R.A.F. Station, Locking.
Bayley, J. W. (W.C.), M.B.E.	... ..	S.M.20, Air Ministry.
Bayne, D. W. (G.C.)	... ..	D.D.S.T.I., Air Ministry.
Beadon, C. V. (S.L.), D.F.C.	... ..	A.C.A.S. (T.R.), A.M.U., P.P., Air Ministry.
Beaman, W. R. (W.C.), O.B.E.	... ..	H.Q., 41 Group.
Beamish, C. E. St. J. (G.C.), D.F.C.	... ..	S.A.S.O., H.Q., 23 Group.
Beamish, G. R. (A.Cdre.), C.B., C.B.E.	... ..	Director of Weapons, Air Ministry.
Beardsworth, G. B. (A./A.Cdre.), C.B.	... ..	Director of Servicing and Maintenance, Air Ministry.
Becker, B. H. (W.C.)	... ..	R.A.F. College, Cranwell.
Beisiegel, W. K. (G.C.)	... ..	Recently Air Attaché, Buenos Aires.
Bennett, D. E. (W.C.)	... ..	R.A.F. Station, Abingdon.
Bennett, H. T. (G.C.)	... ..	H.Q., Transport Command.
Bentley, A. M. (W.C.), O.B.E., A.F.C.	... ..	A.H.Q., R.A.T.W., Rhodesia.
Beresford, T. B. de la P. (W.C.), D.S.O., D.F.C.	... ..	H.Q., Reserve Command.
Beresford-Peirce, F. C. de la P. (G.C.)	... ..	Student, Joint Services Staff College.
Beringer, W. (S.L.)	... ..	242 Squadron, 47 Group.
Bett, A. P. (G.C.)	... ..	Air Attaché, Bogota.
Bevan-John, D. R. S. (S.L.)	... ..	Student, R.A.F. Staff College, Bracknell.
Bicknell, C. C. (W.C.)	... ..	236 O.C.U.
Biggs, F. D. (W.C.)	... ..	R.A.F. Liaison Officer with No. 2 Region.
Bird, F. R. (S.L.), D.S.O., D.F.C.	... ..	R.A.F. College, Cranwell.
Blackford, P. F. (A./S.L.)	... ..	204 A.F.S., Inspector duties.
Blount, J. H. L. (S.L.), D.F.C.	... ..	R.A.F. Station, Upwood.
Blunt, S. L. (G.C.)	... ..	S.O.A., Iraq.
Bonham-Carter, D. W. F. (G.C.), D.F.C.	... ..	Director of Civil Air Ops., Ministry of Civil Aviation.
Bower, L. W. C. (G.C.), D.S.O., D.F.C.	... ..	R.A.F. Liaison Officer, Maxwell Field, U.S.A.A.F.
Boxer, H. E. C. (A./G.C.)	... ..	B.A.C., Washington, D.C.
Boyce, C. D. C. (G.C.), C.B., C.B.E.	... ..	D.D. Ops. (B), Air Ministry.
Boyle, D. A. (A.Cdre.), C.B., C.B.E., A.F.C.	... ..	Assistant Commandant, R.A.F. Staff College, Bracknell.



Brake, K. S. (G.C.) ... ..	Commanding I.A.N.S., Topcliffe.
Breese, J. C. (S.L.), D.F.C. ... ..	H.Q., Coastal Command.
Broad, H.P. (W.C.), C.B.E., D.F.C.	H.Q., R.A.F. Delegation, Greece.
Brook, W. A. D. (A.Cdre.), C.B.E.	Director of Policy, Air Staff, Air Ministry.
Brookes, H. H. (G.C.), D.F.C. ... ..	S.A.S.O., Iraq.
Brotherhood, W. R. (G.C.) ... ..	S.P.S.O., Headquarters, Supreme (Air) India.
Broughton, C. (A./G.C.) ... ..	Commanding R.A.F. Station, Feltwell.
Brown, J. R. (G.C.) ... ..	Commanding 61 Maintenance Unit.
Brown, L. F. (A./G.C.) ... ..	D.D.O.R.(E.), Air Ministry.
Buchanan, T. M. (W.C.) ... ..	Supernumerary, 5 P.D.C.
Buften, H. E. (W.C.), D.S.O., D.F.C., A.F.C.	Supernumerary, 5 P.D.C.
Burges, G. (W.C.), O.B.E., D.F.C.,	R.A.F. Staff College, Bracknell.
Burne, T. R. (S.L.), D.S.O., A.F.C.	Commanding 1 Squadron, 11 Group.
Burns, R. M. (S.L.) ... ..	53 Squadron, 46 Group.
Burrough, R. J. (W.C.), D.F.C. ... ..	Commanding 511 Squadron, 47 Group.
Burwood, H.P. (W.C.) ... ..	Commanding R.A.F. Station, Duxford.
Calnan, T. D. (W.C.) ... ..	R.C.A.F. Staff College, Toronto.
Cannon, L. W. (G.C.), C.B.E. ... ..	Imperial Defence College.
Carr, P. E. A. (S.L.) ... ..	A.R.F.3, Air Ministry.
Carr, T. H. (G.C.), D.F.C., A.F.C. ... ..	Non effective, sick.
Carter, N. (A.Cdre.), D.F.C. ... ..	Director of Organization (Forecasting and Planning) Air Ministry.
Carter, R. A. C. (W.C.), D.S.O., D.F.C.	R.A.F. Del., Washington, D.C.
Carter, R. H. (G.C.), D.S.O., O.B.E., D.F.C.	D.D.T.C. (Air), Air Ministry.
Carver, A. C. P. (A./G.C.) ... ..	Air Attaché, Madrid.
Cary, B. M. (W.C.) ... ..	R.A.F. Station, Wittering.
Casement, P. R. (A./S.L.), D.S.O., D.F.C.	R.A.F. Station, Amman.
Cator, F. R. (G.C.), C.B.E. ... ..	Commanding R.A.F. Station, Changi, A.C.F.E.
Cecil-Wright, J. P. (A./G.C.) ... ..	Commanding R.A.F. Station, Negombo, Ceylon.
Chacksfield, B. A. (W.C.), O.B.E. ... ..	D.D.P.3, Air Ministry.
Chamberlain, G. P. (A./A.Cdre.), C.B., O.B.E.	Seconded to Ministry of Civil Aviation.
Champion, B. R. (F.L.) ... ..	E.A.A.S., 25 Group.
Child, J. (S.L.) ... ..	H.Q., 66 Group.
Chilton, C. E. (G.C.), C.B.E. ... ..	D.D. of Navigation, Air Ministry.
Chilton, P. C. (S.L.), D.S.O., D.F.C., A.F.C.	H.Q., M.E.D.M.E.
Chorlton, J. A. (W.C.), O.B.E. ... ..	320 Maintenance Unit, India.
Clark, H. D. (S.L.) ... ..	O.F.3, Air Ministry.
Clayton, G. A. V. (W.C.), D.F.C. ... ..	Directing Staff, R.A.F. Staff College, Bulstrode.
Clifford, G. R. M. (A./G.C.) ... ..	S.O.A., 24 Group.
Coates, K. R. (A./G.C.) ... ..	H.Q., Bomber Command.
Coats, R. (G.C.) ... ..	Commanding R.A.F. Station, Bridgnorth.
Cobbe, R. C. (S.L.), D.S.O. ... ..	A.H.Q., India.
Cocks, A. H. W. J. (W.C.) ... ..	Empire Radio School, Debden.
Coggie, C. K. J. (G.C.) ... ..	Commanding 2 A.N.S., Middleton St. George.
Collingwood, C. J. (A./G.C.), O.B.E., D.F.C.	S.O.A., 4 Group.
Combe, A. N. (A./G.C.), A.F.C. ... ..	Commanding R.A.F. Station, Hemswell.
Combe, G. (A.V.M.), C.B. ... ..	S.A.S.O., H.Q., M.E.D.M.E.
Constantine, H.A. (G.C.), C.B., C.B.E., D.S.O.	Imperial Defence College.
Cook, J. F. (S.L.) ... ..	43 Group.
Cook, P. W. (S.L.) ... ..	14 Squadron, 2 Group.
Coombes, M. W. (F.L.) ... ..	62 Group.
Corbally, E. J. (G.C.) ... ..	Returning from A.C.F.E.
Coslett, T. N. (G.C.), O.B.E. ... ..	D.D.T.T. (Mech.), Air Ministry.
Coulson, L. (W.C.) ... ..	S.O.A., 19 Group.
Coulson, S. P. (W.C.), D.S.O., D.F.C.	S.P.S.O., A.H.Q., Levant.
Council, R. B. (A./G.C.) ... ..	S.O.A., 43 Group.
Cox, H. F. (W.C.), A.F.C. ... ..	T.O.2, Air Ministry.

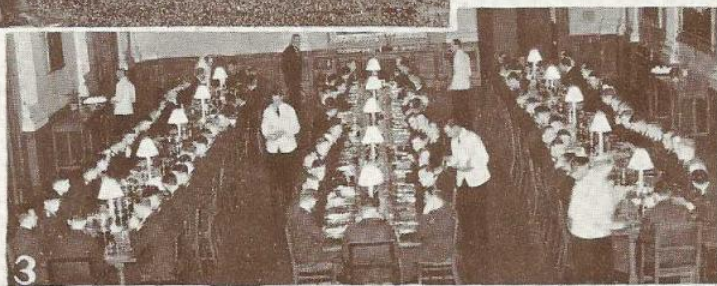


Cribb, P. H. (S.L.), D.S.O., D.F.C.	Supernumerary, 5.P.D.C.
Croce, F. E. (W.C.) ... ..	25 Group.
Crocker, L. (G.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Crosbie, J. L. (W.C.) ... ..	R.A.F. Station, Calshot.
Cruwys, G. E. (S.L.) ... ..	Not known.
Cundall, H. J. (S.L.), D.S.O., D.F.C., A.F.C.	H.Q., Reserve Command:
D'Aeth, N. H. (A.Cdre.), C.B.E. ...	Commandant, Air Navigation School.
Darbshire, R. S. (W.C.) ... ..	President, Selection Board, North Weald.
Dark, A. E. (G.C.), C.B.E. ... ..	British Mission, Japan.
Darling, V. C. (W.C.), O.B.E. ... ..	R.A.F. Station, Ein Shemer.
David, E. H. M. (G.C.), O.B.E. ... ..	Commanding 7 S.F.T.S., Kirton-in-Lindsay.
Davies, A. D. (A./A.Cdre.), C.B.E.	Director of Manning, Air Ministry.
Davies, E. B. C. (W.C.) ... ..	R.A.F. Station, Marham.
Dawson, P. W. (W.C.) ... ..	A.F.L.3, Air Ministry.
Dawson, W. L. (A.Cdre.), C.B., C.B.E.	Air Officer Commanding, A.H.Q., Levant.
Desmond, T. J. (G.C.) ... ..	M.O.S./25, Air Ministry.
Dickens, C. W. (G.C.), C.B.E. ... ..	S.A.S.O., A.H.Q., Levant.
Dickens, T. C. (G.C.), C.B.E. ... ..	S.A.S.O., 1 Group.
Disbrey, W. D. (G.C.), C.B.E., A.F.C.	12 S. of T.T.
Dixon, D. F. (W.C.) ... ..	A.H.Q., B.A.F.O.
Donkin, P. L. (W.C.), D.S.O. ... ..	Air Historical Branch, Air Ministry.
Dowding, D. H. T. (F.L.) ... ..	R.A.F. Station, Defford.
Drew, F. R. (G.C.), C.B.E. ... ..	D.D. of P.2, Air Ministry.
Drury, F. S. D. (G.C.), A.F.C. ... ..	Student, Joint Services Staff College.
Dudgeon, A. G. (W.C.), A.F.C. ... ..	H.Q., A.C.F.E.
Duke-Woolley, R. M. B. B. (W.C.), D.S.O., D.F.C.	Liaison, Turkey.
Dyer, J. M. O. (S.L.), D.F.C., A.F.C.	R.A.F. College, Cranwell.
Earle, A. (G.C.), C.B.E. ... ..	Directing Staff, R.A.F. Staff College, Bracknell.
Easton, J. A. (A./A.Cdre.), C.B.E. ...	Foreign Office.
Eayrs, D. J. (G.C.), C.B.E., D.F.C.	Inter-Service Military Exchange Committee.
Edwards, M. B. (A./G.C.), O.B.E. ...	D.D. Photos (Ops.) Air Ministry.
Eeles, H. (A./G.C.), C.B.E. ... ..	Military Staff Committee of United Nations.
Elkington, J. F. D. (A./S.L.) ... ..	R.A.F. Station, Turnhouse.
Elsdon, T. A. F. (S.L.), O.B.E., D.F.C.	205 Group, M.E.D.M.E.
Emson, R. H. E. (G.C.), C.B.E., A.F.C.	E.A.A.S., Manby.
Evans, D. R. (A./G.C.), C.B.E., D.F.C.	Commanding R.A.F. Station, Defford.
Evans, G. H. D. (A./W.C.), D.S.O., D.F.C.	R.A.F. Selection Board.
Eveleigh, G. C. (A./G.C.), O.B.E. ...	R.A.F. Delegation, Washington, D.C.
Eversfield, H. M. T. (W.C.) ... ..	S.O.A., H.Q., B.F., Aden.
Fairtlough, G. K. (G.C.) ... ..	Commanding R.A.F. Station, Leuchars.
Falconer, C. L. (A.Cdre.), C.B.E. ...	Air Officer Commanding R.A.F., Northern Ireland.
Fegan, A. F. (F.L.) ... ..	Nicosia.
Field, R. C. (G.C.) ... ..	S.A.S.O., Central Photographic Establishment, Benson.
Finch, E. S. (G.C.) ... ..	H.Q., Flying Training Command.
Finlay, D. (W.C.), O.B.E. ... ..	Student, R.A.F. Staff College, Bracknell.
Ford, R. J. A. (G.C.) ... ..	S.A.S.O., R.A.F. Delegation, Greece.
Foster, F. R. (W.C.) ... ..	R.A.F. Station, Stradishall.
Francis, G. (G.C.), D.S.O., D.F.C. ...	S.O.A., 38 Group.
Franks, J. G. (A.Cdre.) ... ..	Director of Armament Development, Ministry of Supply.
Fraser, B. A. (W.C.) ... ..	H.Q., M.E.D.M.E.
Freebody, W. L. (A./A.Cdre.), C.B.E., A.F.C.	A.M.T.S. (Manpower Economy Committee).
Fressanges, F. J. (A.Cdre.), C.B. ...	Director of Operations, Air Ministry.
Frogley, R. T. (W.C.), D.F.C. ... ..	P.A.4(a), Air Ministry.
Fuller-Good, J. C. F. (G.C.) ... ..	Commanding, R.A.F. Station, Wilmslow.
Garbett, H. N. (S.L.), D.F.C. ... ..	Schools Liaison Officer.
Garnons-Williams, M. H. (G.C.) ...	No. 1 P.H.U., 28 Group.



Gaskell, R. C. (A./G.C.) ... ..	D.D. Ops. (M.) Air Ministry.
Giles, C. J. (W.C.) ... ..	D.T.T., Air Ministry.
Gillmore, A. D. (A.Cdre.), C.B.E.	Director of Postings (A.), Air Ministry.
Gomez, P. S. (W.C.), C.B.E. ... ..	Commanding R.A.F. Station, Hassani.
Goodman, N. G. (G.C.), C.B.E. ... ..	C.S.O., H.Q., Technical Training Command.
Gore, C. W. (G.C.), O.B.E. ... ..	Supernumerary, 5 P.D.C.
Gosnell, R. J. (W.C.), D.S.O., D.F.C.	H.Q., Fighter Command.
Grant, J. B. (A./W.C.), D.S.O., D.F.C.	R.A.F. Delegation, Washington, D.C.
Grant, S. B. (S.L.), D.F.C. ... ..	1 (P.) R.F.U.
Gray, K. (W.C.) ... ..	Commanding R.A.F. Station, El Hamra.
Grierson, C. K. (G.C.), C.B.E. ... ..	Directing Staff, R.A.F. Staff College, Bracknell.
Grindon, J. E. (W.C.), D.S.O. ... ..	1332 H.C.U., Dishforth.
Groves, H. M. (G.C.) ... ..	President No. 2 S.S. Selection Board, Air Ministry.
Grundy, E. M. F. (G.C.), O.B.E. ... ..	Student, Joint Services Staff College.
Hackforth, P. O. W. (S.L.) ... ..	H.Q., Technical Training Command.
Haig, D. D. (S.L.), D.S.O., D.F.C. ... ..	P.S.O. to A.O.C. in C., H.Q., Flying Training Command.
Haigh, J. G. (F.L.) ... ..	A.F.L. (6) (A.), Air Ministry.
Haile, J. E. T. (S.L.) ... ..	Supernumerary, 5 P.D.C.
Hallifax, N. D. (S.L.) ... ..	Not known.
Hallings-Pott, J. R. (G.C.), C.B.E., D.S.O., A.F.C.	D.D. Ops. (A.D.) Air Ministry.
Hamblin, R. K. (G.C.), C.B.E. ... ..	S.O.A., 90 Group.
Hamilton, M. B. (G.C.) ... ..	India, pending repatriation.
Hammond, A. V. (G.C.), O.B.E. ... ..	R.A.F. Mission to Australia and New Zealand.
Hanafin, D. P. (W.C.), D.F.C., A.F.C.	C.B.E., Marham.
Hancock, G. N. (G.C.), C.B.E. ... ..	C.S.O., B.A.F.O.
Hanlon, T. J. (W.C.) ... ..	T.I.C.U., Bircham Newton.
Harding, E. C. (W.C.) ... ..	H.Q.B.C., Japan.
Harding, N. C. (W.C.), D.F.C. ... ..	T.O. 3, Air Ministry.
Harris, S. H. V. (G.C.) ... ..	S.O. (A.) A., Ministry of Supply.
Hatfield, D. B. (W.C.) ... ..	H.Q., Bomber Command.
Hatfield, P. R. (S.L.), D.F.C. ... ..	209 Squadron, A.C.F.E.
Hatton, J. F. (S.L.) ... ..	H.Q., Technical Training Command.
Hawtrey, J. G. (A.Cdre.), C.B.E., A.D.C.	Director of Intelligence (Operations), Air Ministry.
Hayes, G. W. (G.C.), O.B.E. ... ..	Air Attaché, Cairo.
Heard, C. M. (G.C.), C.B.E. ... ..	Commanding R.A.F. Station, Negombo.
Heath, M. L. (G.C.), O.B.E. ... ..	D.D. Weapons 1, Air Ministry.
Heath, P. (W.C.) ... ..	H.Q., Maintenance Command.
Hebden, W. S. (G.C.) ... ..	Commanding R.A.F. Station, Amman.
Heber-Percy, J. (A./G.C.) ... ..	Air Attaché, The Hague.
Heycock, G. F. W. (A./G.C.), D.F.C.	B.A.F.O., Communications Wing.
Hobbs, H. J. (W.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Hobson, W. F. C. (G.C.) ... ..	G.C. Plans, H.Q., M.E.D.M.E.
Hodges, L. M. (A./W.C.), D.S.O., D.F.C.	Directing Staff, Joint Services Staff College.
Hodgson, E. A. (G.C.), C.B.E. ... ..	Commanding R.A.F. Station, Dishforth.
Hogan, H. A. V. (G.C.), D.F.C. ... ..	D.D.F.T., Air Ministry.
Holgate, J. B. (S.L.), D.F.C. ... ..	H.Q., Bomber Command.
Holland, R. H. (S.L.), D.F.C. ... ..	Commanding 56 Squadron, 11 Group.
Holmes, J. A. (A./W.C.), D.F.C. ... ..	T.I.C.U., Bircham Newton.
Horner, T. Q. (W.C.) ... ..	D. of Nav. (Air/Sea Rescue), Air Ministry.
Howard-Williams, P. I. (S.L.), D.F.C.	Assistant Air Attaché, Chungking.
Howell, E. M. T. (W.C.) ... ..	S.M. 14, Air Ministry.
Hoy, W. (A./W.C.) ... ..	12 Group.
Hudleston, E. C. (A.Cdre.), C.B., C.B.E.	Air Ministry, for duty with Defence Research Policy Com- mittee.
Hughes, P. A. (S.L.), D.F.C. ... ..	Naval Liaison.
Humphrey, A. H. (S.L.), D.F.C., A.F.C.	H.Q., 106 Group.
Humphreys, H. Y. (W.C.), D.F.C. ... ..	Student, R.A.F. Staff College, Bracknell.
Hunt, A. W. (G.C.), C.B.E. ... ..	Commanding R.A.F. Station, Thorney Island.
Hutton, W. H. (G.C.), C.B.E. ... ..	S.A.S.O., A.H.Q., Ceylon.





1. MARSHAL OF THE ROYAL AIR FORCE LORD TEDDER BEFORE THE MARCH PAST
2. MAJOR-GENERAL JONES, AIR INSPECTOR U.S.A.A.F., WITH THE INSPECTOR-GENERAL, R.A.F., A.C.M. SIR N. BOTTOMLEY
3. DINING-IN ON THE VISIT OF THE INSPECTORS-GENERAL



Huxham, G. H. (G.C.) ... ..	C.S.O., H.Q., Flying Training Command.
Ingle, W. H. (W.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Inness, W. I. C. (W.C.) ... ..	D.D. of P.I, Air Ministry.
Iremonger, J. H. (A./W.C.), D.F.C.	H.Q., Fighter Command.
Jackson, I. C. (W.C.), D.F.C. ...	Commanding, 51 Maintenance Unit.
Jackson, V. B. J. (G.C.) ... ..	Vice-President, R.A.F. Selection Board.
Jeffries, R. K. (W.C.), O.B.E. ...	D.D.T. Arm. (T. Arm. I) Air Ministry.
Jenkins, H. A. (S.L.), D.F.C. ...	A.H.Q., Hong Kong.
Jenkins, H. P. (W.C.), D.F.C. ...	H.Q., 3 Group.
Johnson, J. C. A. (G.C.) ... ..	R.A.F. Station, Watnall.
Johnston, E. A. (S.L.) ... ..	H.Q. Transport Command.
Jonas, R. C. (G.C.), O.B.E. ... ..	Air Attaché, Washington, D.C.
Jones, E. A. (G.C.) ... ..	Commanding R.A.F. Station, Kaitak.
Jones, P. (G.C.) ... ..	Ministry of Civil Aviation.
Jones, R. I. (W.C.) ... ..	140 Wing, 84 Group, B.A.F.O.
Jordon, R. B. (A.Cdre.), C.B., D.F.C.	A.O.A. Air Headquarters (Supreme), India.
Keary, J. D. A. (G.C.) ... ..	H.Q., Fighter Command.
Kelly, D. P. D. G. (W.C.), D.F.C. ...	Supernumerary, S.P.D.C.
Kennedy, W. M. C. (G.C.) ... ..	H.Q., A.C.F.E.
Kettlewell, G. V. W. (W.C.) ...	H.Q., Flying Training Command.
King, L. B. B. (W.C.) ... ..	C.B.E., Marham.
Kingcome, C. B. F. (W.C.), D.S.O., D.F.C.	Directing Staff, R.A.F. Staff College, Bracknell.
King-Lewis, A. (A./G.C.) ... ..	S.O.A. 1 Group.
Kirk, J. E. (W.C.), O.B.E. ... ..	D.G.S. (Sigs. Plans. I) Air Ministry.
Kite, D. S. (A./G.C.) ... ..	D.D. Arm. D. 2, Ministry of Supply.
Knowles, J. N. (W.C.) ... ..	Non-effective, sick in South Africa.
Knyvett, G. A. V. (W.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Kyle, W. H. (G.C.), C.B.E., D.S.O., D.F.C.	Directing Staff, R.A.F. Staff College, Bracknell.
Laine, E. J. (G.C.), D.F.C. ... ..	Commanding R.A.F. Station, Jurby.
Lambert, P. C. (S.L.) ... ..	Supernumerary, 5 P.D.C.
Lane, D. W. (G.C.), C.B.E. ... ..	D.D. Pol. (A.S.) 4, Air Ministry.
Lapsley, J. H. (W.C.), O.B.E., D.F.C.	D.D. Pol. (A.S.) 2, Air Ministry.
Le Cheminant, P. de L. (A./W.C.), D.F.C.	Directing Staff, R.A.F. Staff College, Bracknell.
Lee, D. H. (W.C.), D.F.C. ... ..	R.A.F. Delegation, Greece.
Lee, D. J. P. (W.C.), O.B.E. ... ..	Supernumerary, 5 P.D.C.
Leigh, R. H. A. (A./G.C.) ... ..	S.A.S.O., A.H.Q., Aden.
Leonard-Williams, H. G. (G.C.), C.B.E.	H.Q., R.A.F., M.E.D.M.E.
Levis, L. G. (W.C.) ... ..	Instructor at Turkish Air Academy.
Lewis, K. P. (G.C.) ... ..	H.Q., B.C., Air, Japan.
Lindley, W. J. H. (W.C.) ... ..	Commanding R.A.F. Station, Burtonwood.
Lister, R. C. F. (W.C.), D.F.C. ...	Commanding R.A.F. Station, Wattisham.
Lloyd, C. R. D. L. (A./G.C.), O.B.E.	Chief Instructor, O.A.T.S., Hornchurch.
Lloyd, R. (S.L.), D.F.C., A.F.C. ...	H.Q., Transport Command.
Louden, J. A. H. (G.C.) ... ..	D.A.F.W., Air Ministry.
Lowe-Holmes, R. W. (G.C.) ... ..	H.Q., Bomber Command.
Lumsden, D. O. F. (W.C.), D.F.C. ...	H.Q., M.E.D.M.E.
Lumsden, D. T. M. (S.L.) ... ..	A.H.Q., Ceylon.
Lynch-Blosse, E. H. (W.C.) ... ..	21 (P.) A.F.U.
Lyne, M. D. (S.L.), A.F.C. ... ..	Commanding 54 Squadron, 11 Group.
Macdonald, I. N. M. (S.L.) ... ..	H.Q. 19 Group.
Macdonald, J. C. (A./G.C.), D.F.C., A.F.C.	139 Wing, B.A.F.O.
MacDonald, T. de T. (F.L.) ... ..	Malta.
Macdonnell, A. R. D. (W.C.), D.F.C.	H.Q., Flying Training Command.
MacDougal, I. N. (A./W.C.), D.F.C.	D.P.A., Air Ministry.
Macfadyen, D. (A.Cdre.), C.B.E. ...	Commandant, Officers' Advanced Training School.
Mackay, I. G. (W.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Mackay, M. B. (A./G.C.) ... ..	R.A.F. Station, Waddington.
Mackenzie, K. F. (S.L.) ... ..	Commanding 231 Maintenance Unit.
Mackie, K. F. (W.C.), D.F.C. ...	A.S.T.O 3, Air Ministry.
Macnair, D. I. P. (G.C.) ... ..	No. 1 S.S.S.B., Air Ministry.



Mangles, R. A. R. (G.C.) ... ..	S.P.S.O., B.A.F.O.
Marchbank, S. J. (W.C.), D.F.C. ...	500 Wing, West Africa.
Marrett, P. L. P. (W.C.) ... ..	O.C. Troops, Air Ministry.
Marson, J. (G.C.) ... ..	D.D.S.M. (3), Air Ministry.
Martin, R. F. (S.L.), D.F.C. ... ..	R.A.F. Station, Farnborough.
Mason, A. J. (W.C.), D.F.C. ... ..	205 Squadron, A.C.F.E.
Mason, N. W. F. (G.C.) ... ..	Returning from West Africa.
Mathias, L. (W.C.) ... ..	R.A.F. Station, Upwood.
Mavor, L. D. (W.C.), A.F.C. ... ..	R.A.F. Station, Fairford.
Maynard, N. M. (S.L.), D.F.C. ... ..	4 Group.
McConnel, R. M. (W.C.), D.S.O., A.F.C.	H.Q., A.C.F.E.
McEvoy, T. N. (A.Cdre.), C.B.E.	Director of Command and Staff Training, Air Ministry.
McIlwaine, A. (W.C.) ... ..	H.Q., A.C.F.E.
McIntyre, D. (S.L.) ... ..	644 Squadron, 38 Group.
McIntyre, R. V. (A./G.C.), D.F.C. ...	H.Q., M.E.D.M.E.
Mead, R. C. (G.C.), C.B.E., D.F.C., A.F.C.	Commanding R.A.F. Station, Church Lawford.
Measures, W. E. C. (W.C.), A.F.C.	C.I., No. 6 F.T.S.
Melvin, J. D. (W.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Menaul, S. W. B. (W.C.), D.F.C., A.F.C.	O.A.I., Air Ministry.
Merton, W. H. (G.C.), O.B.E. ... ..	Commanding R.A.F. Station, Upwood.
Messenger, A. D. (A./G.C.), C.B.E.	S.P.S.O., H.Q., Technical Training Command.
Meston, P. (S.L.) ... ..	H.Q., Flying Training Command.
Michell, D. (W.C.) ... ..	H.Q., 84 Group.
Miller, A. W. D. (W.C.) ... ..	H.Q., 42 Group.
Mills, G. A. (W.C.) ... ..	R.A.F. Station, Lyneham.
Mills, G. H. (A.Cdre.), C.B., D.F.C.	Director of Plans, Air Ministry.
Milne, C. D. (W.C.), D.F.C. ... ..	R.A.F. Station, Waddington.
Mitchell, A. D. (W.C.) D.F.C., A.F.C.	H.Q., 84 Group.
Mitchell, F. G. S. (G.C.), O.B.E. ...	B.A.C., Washington, D. C.
Moore, C. S. (G.C.), O.B.E. ... ..	D.D. Plans (J.P.), Air Ministry.
Moore, L. M. (S.L.) ... ..	Student, R.A.F. Staff College, Bracknell.
Moore, L. P. (G.C.) ... ..	Air Historical Branch, Air Ministry.
Morant, R. A. L. (S.L.) ... ..	R.A.F. Station, Manby.
Morison, R. B. (S.L.) ... ..	1 (P.) R.F.U., 21 Group.
Morrison, N. E. (A./G.C.), A.F.C. ...	School of Land/Air Warfare.
Morton, C. C. (G.C.), C.B.E. ... ..	D.D. of Sigs. (N.), Air Ministry.
Murray, S. S. (A./G.C.), O.B.E. ... ..	Commanding 324 Wing, M.E.D.M.E.
Murray, T. C. (S.L.), D.S.O., D.F.C.	R.A.F. Staff College, Bracknell.
Murray, W. B. (W.C.), D.F.C. ... ..	O.I., Air Ministry.
Mutch, J. (G.C.) ... ..	No. 1 S. of T.T., 24 Group.
Mutch, J. R. (G.C.), C.B. ... ..	32 Maintenance Unit.
Nelson, E. D. M. (A./G.C.) ... ..	Commanding, R.A.F. Station, Fayid.
Newbigging, I. B. (A./G.C.), D.F.C.	231 Wing, M.E.D.M.E.
Newman, C. W. M. (S.L.), D.F.C. ...	D. of Air, War Office.
Niblett, K. W. (G.C.), D.F.C. ... ..	R.A.F. Station, Manipur.
Nicholetts, G. E. (A./A.Cdre.), A.F.C.	Central Photographic Establishment, Benson.
Nichols, W. T. H. (G.C.) ... ..	S.A.S.O., 27 Group.
Norris, N. B. (W.C.) ... ..	H.Q., Coastal Command.
Norwood, J. (A./G.C.) ... ..	Commanding R.A.F. Station, Khamaksar.
Nowell, H. E. (G.C.), C.B., O.B.E. ...	P.C.G.B., Air Ministry.
O'Brien, P. G. S. G. (W.C.), D.F.C.	14 Squadron, B.A.F.O.
O'Grady, C. C. (A./G.C.) ... ..	H.Q., Transport Command.
Oliver, J. O. W. (A./G.C.), D.S.O., A.F.C.	D.D.S.T. 3, Air Ministry.
Ommanney, M. D. (G.C.) ... ..	H.Q., 47 Group.
Opie, W. A. (A.Cdre.) ... ..	Commanding R.A.F. Station, St. Athan.
Oulton, W. E. (A./G.C.), D.S.O., A.F.C.	R.A.F. Director, J.A.S.S., Londonderry.
Owen, J. A. P. (W.C.) ... ..	O.Est. 7, Air Ministry.
Panton, A. D. (S.L.), D.F.C. ... ..	5 P.D.C.
Parker, H. C. (W.C.) ... ..	Commanding A.C.A.U., 23 Group.



Parkhouse, R. C. L. (F.L.) ... ..	202 A.F.S.
Parselle, T. A. B. (A./G.C.) ... ..	Directing Staff, R.A.F. Staff College, Bracknell.
Patch, H. L. (A.Cdre.), C.B.E.	Commanding Air Traffic Headquarters, Uxbridge.
Patmore, S. P. A. (G.C.), O.B.E.	A. and A.E.E., Boscombe Down.
Payn, A. J. (S.L.), M.B.E.	R.A.F. Station, Pembroke Dock.
Pearce, C. J. (W.C.) ... ..	C.B.E., Marham.
Pearce, F. A. (A./G.C.), O.B.E.	H.Q., M.E.D.M.E.
Pearson, H. M. (G.C.), C.B.E.	Air Attaché, Lima.
Pearson-Rogers, H. W. (G.C.), C.B.E.	Commanding Headquarters Wing, Cranwell.
Peel, J. R. A. (G.C.), D.S.O., D.F.C.	Assistant Commandant, R.A.F. College.
Pelly, C. B. R. (A.Cdre.), C.B.E., M.C.	Commanding R.A.F. Station, Boscombe Down.
Petre, G. W. (W.C.), D.F.C., A.F.C.	No. 1 Radio School, Cranwell.
Phillips, A. M. K. (W.C.) ... ..	H.Q., 62 Group.
Phillips, R. L. (A./A.Cdre.), C.B.E.	H.Q., Fighter Command.
Philpott, M. G. (G.C.) ... ..	Directing Staff, R.A.F. Staff College, Bracknell.
Philpott, P. T. (W.C.), O.B.E.	R.A.F. Selection Board, Air Ministry.
Pickles, K. F. T. (G.C.), O.B.E.	H.Q., Bomber Command.
Pike, J. M. N. (W.C.), D.S.O., D.F.C.	A.H.Q., Malaya.
Pike, T. G. (A.Cdre.), C.B., C.B.E., D.F.C.	Director of Operational Requirements (A.), Air Ministry.
Pitt-Brown, W. (S.L.), D.F.C.	School of Air/Land Warfare.
Plinston, F. A. (S.L.), D.F.C.	H.Q., Polish Resettlement Corps.
Pollock-Gore, F. A. J. (S.L.) ... ..	H.Q., 23 Group.
Pope, J. C. (W.C.) ... ..	(R.D.Q.(C.)) Eng., Ministry of Supply.
Porteous, H. A. B. (S.L.), O.B.E.	R.A.F. Station, Castle Archdale.
Porter, E. O. (S.L.) ... ..	Malta.
Porter, M. K. D. (G.C.), C.B.E.	Directing Staff, R.A.F. Staff College, Bulstrode.
Powell, A. G. (G.C.) ... ..	Student, R.A.F. Staff College, Bracknell.
Powell, R. P. R. (W.C.), D.F.C.	Admin. (Air 2), B.A.F.O.
Powell-Shedden, G. F. (W.C.), D.S.O., A.F.C.	D.P.A., Air Ministry.
Press, C. H. (W.C.) ... ..	Armament Experimental Establishment, Porton.
Preston, J. E. (S.L.) ... ..	Supernumerary, A.M. Unit.
Preston, T. (W.C.), D.F.C.	Directing Staff, O.A.T.S., Hornchurch.
Pretty, W. P. G. (G.C.), O.B.E.	Ministry of Civil Aviation.
Prickman, T. B. (A.Cdre.), C.B.E.	Administration Staff Officer to Head of Air Section, Joint Chiefs of Staff, Australia.
Prier, R. G. (W.C.), D.F.C.	H.Q., Fighter Command.
Pringle, H. J. (G.C.), A.F.C.	S.A.S.O., H.Q., Rhodesia Air Training Wing.
Pritchett, N. A. P. (A./A.Cdre.) ... ..	Air Officer Commanding, Air H.Q., East Africa.
Procter, G. H. H. (G.C.) ... ..	No. 4 (R.D.) M.U.
Pye, R. W. (S.L.) ... ..	A.C.A.S. Training, Air Ministry.
Pyke, A. (W.C.) ... ..	107 M.U., M.E.D.M.E.
Raban, M. C. (S.L.), D.F.C.	H.Q., Coastal Command.
Randall, H. C. (S.L.), D.F.C.	H.Q., M.E.D.M.E.
Randle, G. H. (G.C.) ... ..	D.D. of R. (B.), Air Ministry.
Read, G. J. L. (A./G.C.), A.F.C.	D.D.T.F. (Nav.), Air Ministry.
Reed, W. S. (W.C.) ... ..	H.Q., Flying Training Command.
Rees, V. (W.C.), D.F.C.	237 O.C.U.
Revington, A. P. (A.Cdre.), C.B.E.	Air Officer Commanding 4 Group.
Reynolds, J. H. M. (G.C.) ... ..	Commanding R.A.F. Station, Mildenhall.
Rhys, M. H. (A./G.C.), A.F.C.	S.A.S.O., H.Q., Fighter Command.
Rhys-Jones, J. (G.C.) ... ..	D.D.M 2, Air Ministry.
Riccard, C. S. (G.C.), C.B.E.	H.Q., Maintenance Command.
Rivett-Carnac, T. S. (W.C.), D.S.O., D.F.C.	R.A.F. Station, Kabrit.
Roberts, D. N. (G.C.), C.B.E., A.F.C.	Commanding R.A.F. Station, Finningley.
Robinson, F. A. (S.L.), D.F.C.	Supernumerary, 5 P.D.C.
Robinson, M. W. S. (A./G.C.), C.B.E.	U.K.A.L.M., Ottawa.
Rolfe, T. U. (W.C.) ... ..	Supernumerary, 5 P.D.C.
Rose, L. (W.C.) ... ..	R.A.F., Technical College, Henlow.
Rotherham, R. C. (S.L.), O.B.E., D.F.C.	Student, Army Staff College.



Rusher, D. H. S. (W.C.), D.S.O. ...	Empire Radio School, Debden.
Ruston, A. M. (S.L.), D.F.C. ...	209 Squadron, A.C.F.E.
Rutherford, J. D. (G.C.) ...	H.Q., Bomber Command.
Rutter, N. C. S. (G.C.), C.B.E. ...	D.D.S.M.I., Air Ministry.
Ryley, C. (G.C.), D.F.C. ...	S.A.S.O., 18 Group.
Ryley, D. W. R. (G.C.), C.B.E. ...	Commanding 10 S. of T.T.
Sanders, A. A. J. (S.L.), D.F.C., A.F.C.	A.H.Q. (S.), Delhi.
Saye, G. I. L. (A./A.Cdre.), O.B.E., A.F.C.	Director of Navigation, Air Ministry.
Scott, G. P. L. (W.C.) ...	A.R.F.I., Air Ministry.
Sealy, C. F. (G.C.) ...	R.A.F. Technical College, Henlow.
Selway, A. D. (G.C.), D.F.C. ...	A.H.Q., Malaya.
Seymour, T. P. (S.L.) ...	D.D.O.R.1, Air Ministry.
Shaw, R. H. (A./G.C.), D.F.C. ...	H.Q., A.C.F.E.
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Shirley, T. U. C. (G.C.), C.B.E. ...	H.Q., Transport Command.
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Smith, R. F. (W.C.) ...	Commanding R.A.F. Station, Acklington.
Southey, H. F. G. (G.C.) ...	Air Attaché, Brussels.
Sowrey, J. A. (S.L.), D.F.C. ...	H.Q., 65 Group.
Spaight, R. H. S. (A.Cdre.), C.B.E.	Air Officer Commanding, Air H.Q., Austria.
Spencer, G. R. C. (A.Cdre.), C.B.E.	Commandant, Central Bomber Establishment.
Spreckley, H. D. (A.Cdre.), O.B.E.	Commandant, Empire Air Armament School.
Stack, T. N. (S.L.) ...	H.Q., Coastal Command.
Stanion, K. D. (S.L.) ...	R.A.F. Station, Seletar.
Stanley-Turner, G. N. J. (G.C.) C.B.E.	S.O.A., A.H.Q., Levant.
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Stephenson, G. D. (G.C.) ...	H.Q., Flying Training Command.
Stephenson, J. N. T. (G.C.) ...	Directing Staff, R.A.F. Staff College, Bulstrode.
Stevens, C. H. A. (G.C.), O.B.E. ...	President No. 2 S.S.S.B., Air Ministry.
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Tait, N. A. (G.C.), O.B.E. ...	R.I.A.F. Station, Tambaran, India.
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Williams, M. F. D. (A./G.C.), D.S.O.	Commanding 135 Wing, B.A.F.O.
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Wisher, H. G. (W.C.) ...	R.A.F. Station, Stradishall.
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Yule, R. D. (S.L.), D.S.O., D.F.C.	Supernumerary, A.C.F.E.



## STAFF APPOINTMENTS AND DUTIES

## COLLEGE HEADQUARTERS

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DIRECTOR OF STUDIES ... ..	Patrick Johnson Esq., O.B.E., M.A.
COLLEGE ADJUTANT ... ..	Flight Lieutenant E. P. K. Ince, D.F.C.
ADMINISTRATIVE OFFICER ... ..	Flight Lieutenant F. Cheater
SUPERNUMERARY ... ..	Squadron Leader P. B. Balean

## CADET WING

SQUADRON COMMANDERS:	
A SQUADRON ... ..	Squadron Leader F. R. Bird, D.S.O., D.F.C.
B SQUADRON ... ..	Squadron Leader D. W. Steventon, D.S.O., D.F.C.
C SQUADRON ... ..	Squadron Leader J. M. O. Dyer, D.F.C., A.F.C.
D SQUADRON ... ..	Flight Lieutenant D. M. Clause
CADET WING OFFICERS	
A SQUADRON ... ..	Flight Lieutenant G. B. Cole, D.F.C.
B SQUADRON ... ..	Flight Lieutenant D. G. Winsor
CADET WING WARRANT OFFICER ... ..	Warrant Officer O. J. Millis
R.A.F. REGIMENT N.C.O. INSTRUCTORS	
A SQUADRON ... ..	Sergeant W. D. Davis
B SQUADRON ... ..	Sergeant W. Sheperdson
C SQUADRON ... ..	Flight Sergeant E. S. Gurteen
BANDMASTER ... ..	Warrant Officer W. J. Bangay
MESS SECRETARY ... ..	Group Captain R. H. Cleverly (Retd.)
COLLEGE ACCOUNTANT ... ..	J. H. Lager Esq.

## INSTRUCTIONAL STAFF

SENIOR TUTORS:	
AERONAUTICAL SCIENCE AND ENGINEERING ... ..	Wing Commander A. C. Kermode, O.B.E.
HUMANISTIC SUBJECTS ... ..	Wing Commander F. F. Fulton, O.B.E.
AIR STAFF INSTRUCTOR ... ..	Wing Commander F. D. S. Scott-Malden, D.S.O., D.F.C.
CHIEF ENGINEER INSTRUCTOR ... ..	Wing Commander B. H. Becker
TUTORS (A.S.E.):	
AERODYNAMICS ... ..	Squadron Leader K. Ritchley
AERO ENGINES ... ..	Flight Lieutenant R. W. Fowler
ARMAMENT ... ..	Squadron Leader J. A. R. Reid, Flight Lieutenant S. C. Dunmore
ELECTRICITY ... ..	Flight Lieutenant D. J. Garland
ENG. DRAWING ... ..	Flight Lieutenant F. S. Bloomfield
MATHEMATICS ... ..	Squadron Leader H. H. Mayoh, Flying Officer J. N. Quick
METEOROLOGY ... ..	G. A. Corfield Esq., B.Sc.
NAVIGATION ... ..	Squadron Leader W. J. O. Coleman, D.F.C., Flight Lieutenant A. Speake
RADIO AND RADAR... ..	Squadron Leader R. S. Pearce, D.F.C.
TUTORS (H): ... ..	Squadron Leader L. M. Riley, Flight Lieutenant J. F. Powell
ROYAL NAVY INSTRUCTOR ... ..	Lieutenant Commander R. W. R. Lacon, D.S.C., R.N.
ARMY INSTRUCTOR ... ..	Major T. G. Steele, Lancashire Fusiliers
LIBRARIAN ... ..	Squadron Leader G. G. Edwards
SENIOR GROUND COMBAT TRAINING INSTRUCTOR ... ..	Squadron Leader H. C. Thompson, R.A.F. Regiment
G.C.T. INSTRUCTOR ... ..	Flight Lieutenant W. H. Smith, R.A.F. Regiment



FLYING WING

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DEPUTY CHIEF FLYING INSTRUCTOR	...	...	Flight Lieutenant G. C. Lamb, A.F.C.
FLYING WING ADJUTANT	...	...	Lieutenant Colonel R. A. N. Lowther, M.C., (Retd.)
PILOT ATTACK INSTRUCTOR	...	...	Flight Lieutenant A. P. Wills, D.F.C.
LINK TRAINER INSTRUCTOR	...	...	Flight Lieutenant C. M. Coate
FLIGHT COMMANDERS:			
A FLIGHT	...	...	Flight Lieutenant D. Fopp, A.F.C.
B FLIGHT	...	...	Flight Lieutenant J. R. Saunders
C FLIGHT	...	...	Flight Lieutenant R. W. G. Freer
FLYING INSTRUCTORS	...	...	Flight Lieutenant P. G. Crawshay-Williams
			Flight Lieutenant R. B. Cole, D.F.C.
			Flight Lieutenant D. G. Ford
			Flight Lieutenant J. R. Gibbons
			Flight Lieutenant K. J. Hirsch, D.F.C.
			Flight Lieutenant C. P. H. Kunkler
			Flight Lieutenant R. C. P. Thompson
			Flight Lieutenant C. A. Winch
			Flight Lieutenant D. G. Winsor
			Flying Officer K. A. W. Butcher
			Flying Officer J. Oliver
			Flying Officer F. T. Williamson
			Flying Officer J. W. Valentine
			Warrant Officer R. E. Atkins
			Warrant Officer Bloomer
			Warrant Officer P. Kefford
			Warrant Officer L. H. Phillips
			Warrant Officer D. H. Ross
			Warrant Officer E. L. Simmonds
			Warrant Officer A. Talbot
			Flight Sergeant L. C. Hayward

EQUIPMENT AND SECRETARIAL WING

ASSISTANT COMMANDANT	...	...	Group Captain R. G. Seymour, C.B.E.
WING ADJUTANT	...	...	Flight Lieutenant D. W. Smith
O.C. C SQUADRON	...	...	Flight Lieutenant D. C. Lowe, D.F.C., A.F.C.
DEPUTY DIRECTOR OF STUDIES	...	...	Wing Commander A. G. Boycott
CHIEF INSTRUCTOR GENERAL SERVICE TRAINING	...	...	Wing Commander K. M. M. Wasse, D.F.C.
CHIEF INSTRUCTOR EQUIPMENT	...	...	Wing Commander A. G. Sutton, O.B.E.
CHIEF INSTRUCTOR SECRETARIAL	...	...	Wing Commander F. C. Hayward
INSTRUCTOR EQUIPMENT	...	...	Squadron Leader P. G. M. Ridsdale
SENIOR TUTOR TECHNICAL SUBJECTS	...	...	Flight Lieutenant F. H. D. Eades
SENIOR ENGINEERING INSTRUCTOR	...	...	Flight Lieutenant L. Kendrick
INSTRUCTOR GENERAL SERVICE TRAINING	...	...	Flight Lieutenant R. Spayne
INSTRUCTOR SECRETARIAL	...	...	Flight Lieutenant R. S. Mason



## SQUADRON LISTS—FLIGHT CADETS

## A SQUADRON

## 45 ENTRY

Flight Cadet Under Officer L. S. R. Smith	Gillingham C.S.
Flight Cadet Sergeant C. M. A. Vallance	Cranbrook
Flight Cadet Corporal G. M. Hermitage	Wembley G.S.
Flight Cadet Corporal H. C. Cafferata	Holt School
Flight Cadet Corporal H. R. W. Morris	Bromsgrove

## 46 ENTRY

J. N. Armstrong ...	Wellington
L. G. Dickson ...	Bryanston
P. W. Flinn ...	Cranleigh
N. B. Harben ...	Ashbury College, Canada
M. B. Le Poer Trench	Stowe
D. J. Muff ...	Newport, S.S., Isle of Wight
R. A. Pendry ...	R.G.S., Guildford
H. T. Price ...	Bloxham
K. E. Richardson ...	Newport G.S.
J. M. Robertson ...	Denstone
R. V. Stephenson ...	St. Paul's

## 47 ENTRY

T. N. M. Bayne ...	K.C., Taunton
N. Chamberlain ...	Tottenham C.S.
M. Danton ...	Sutton C.S.
R. M. Furze ...	Pangbourne
D. Guthrie ...	Rugby
E. F. Flemming ...	Prince Henry's G.S.
M. H. Millar ...	Bryanston
M. C. B. Mitchell ...	St. Paul's
J. H. Palmer ...	Palmerston H.S., North Island, New Zealand
R. H. Raw ...	Wellington School
P. Strover ...	Cheltenham
L. I. H. Taylor ...	Tiffin's
P. M. Worthington	Bishop Vesey's G.S.

## B SQUADRON

## 45 ENTRY

Flight Cadet Under Officer M. M. J. Robinson	K.S., Bruton
Flight Cadet Sergeant C. F. A. Curtis	Eton
Flight Cadet Corporal D. B. D. Hamley	K.S., Bruton
Flight Cadet Corporal C. M. Bruce	Uppingham

## 46 ENTRY

J. E. Dawes ...	Wellington
E. D. Finch ...	Cheltenham
G. R. K. Fletcher ...	Hurstpierpoint
T. L. Kennedy ...	Hawick H.S.
A. Lang ...	R.G.S., High Wycombe
K. J. Manning ...	Halton
P. C. Skinner ...	Bedford
W. A. Slater ...	Easingwold G.S.
A. B. Stinchcombe	Devonport H.S.
L. L. Tuke ...	Glasgow Academy
D. S. White ...	Shaftesbury
J. H. G. White ...	Cheltenham

## 47 ENTRY

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H. M. K. Brown ...	Fettes
C. P. Francis ...	Uppingham
T. R. Gush ...	Bradfield
A. I. Le Gresley ...	Victoria, Jersey
J. H. J. Lovell ...	Laxton G.S.
D. McAfee ...	Hampton G.S.
I. D. Meredith ...	Diocesan College, Cape Town
G. K. Mossman ...	Bishop Vesey's G.S.
R. G. Price ...	Oundle
B. G. Rendle ...	Cheltenham G.S.
C. L. M. Scott ...	Harrow
M. G. Waudby ...	Hull T.C.
D. H. Williams ...	Friars School, Bangor

## C SQUADRON

## 45 ENTRY

Flight Cadet Under Officer J. E. Y. King	St. Bartholomew's G.S., Newbury
Flight Cadet Sergeant R. L. Tavanyar	Gillingham C.S.
Flight Cadet Corporal J. W. Morrice	Malvern
Flight Cadet Corporal A. K. McGrigor	Harrow



46 ENTRY

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 H. H. Caillard ... Downside  
 J. M. Crowley ... Bradfield  
 W. R. D. Lamb ... Eton  
 L. G. Ludgate ... Maidstone  
 A. J. L. McFarlane ... Framlingham  
 M. G. Nettlefield ... Epsom  
 P. V. Pledger ... Bedford  
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 C. J. Petheram ... Wellington  
 J. H. Rowley ... Cheltenham  
 C. H. Walker ... Haileybury  
 D. Wright ... Uppingham

D SQUADRON

48 ENTRY

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 Reinganum  
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THE JOURNAL OF



THE  
ROYAL AIR FORCE  
COLLEGE

VOL. XX No. 2  
SUMMER, 1948

CRANWELL  
LINCOLNSHIRE





GROUP CAPTAIN J. R. A. PEEL, D.S.O., D.F.C.  
ASSISTANT COMMANDANT, 1946-7

[Frontispiece]



# THE JOURNAL OF



# THE ROYAL AIR FORCE COLLEGE

PRINTED BY  
GALE & POLDEN LTD.  
LONDON : ALDERSHOT : PORTSMOUTH



# THE JOURNAL OF CONTENTS

	PAGE		PAGE
COLLEGE NOTES .. .. .	51	SPORT—A SUMMARY .. .. .	82
THE ROYAL VISIT AND THE "JOURNAL" ..	57	DIGBY NOTES .. .. .	98
THE GRADUATION OF THE FIRST POST- WAR ENTRY .. .. .	57	THE COLOURS .. .. .	99
FLYING .. .. .	59	PRIVATE FLYING IN FRANCE .. .. .	100
RIGHT OF THE LINE .. .. .	61	SONG OF SEPTEMBER .. .. .	101
THE FERRIS DRILL TROPHY .. .. .	61	AIRCRAFT FUNERAL .. .. .	102
THE KNOCKER CUP .. .. .	62	THOUGHTS ON AN ANNIVERSARY .. .. .	102
THE ROYAL WEDDING .. .. .	62	IMPRESSIONS OF ATHENS .. .. .	103
GRADUATION BALL, APRIL, 1948 .. .. .	63	CALL THE ROLL .. .. .	104
ENTENTE AÉRIENNE .. .. .	64	IN PRAISE OF CAMPANOLOGY .. .. .	105
ARMY ATTACHMENT .. .. .	66	OLD CRANWELLIAN NOTES .. .. .	106
THE R.A.F. COLLEGE SOCIETY .. .. .	68	STAFF APPOINTMENTS .. .. .	108
THE BLANKNEY AND CRANWELL .. .. .	81	SQUADRON LISTS .. .. .	109

## LIST OF ILLUSTRATIONS

GROUP CAPTAIN J. R. A. PEEL, D.S.O., D.F.C. ... .. .		<i>Frontispiece</i>
		FACING PAGE
THE INSTRUCTIONAL STAFF, CRANWELL .. .. .		56
EQUIPMENT AND SECRETARIAL STAFF WING, AUTUMN TERM, 1947 .. .. .		58
SENIOR TERM, MARCH, 1948 .. .. .		58
ECOLE MILITAIRE DE L'ARMÉE DE L'AIR, SALON, APRIL, 1948 .. .. .		64
THE DRAMATIC SECTION .. .. .		70
WITH THE A.H.Q., B.A.F.O., GLIDING CLUB .. .. .		78
THE R.A.F. COLLEGE SOCIETY .. .. .		80
THE RUGBY XV .. .. .		88
THE HOCKEY XI .. .. .		89
THE SKILL-AT-ARMS TEAM .. .. .		96
THE CROSS-COUNTRY RUNNING TEAM .. .. .		97
THE ROYAL AIR FORCE COLLEGE .. .. .		102
THE CIVILIAN STAFF .. .. .		107

LONDON : ALDRINOT : PORTSMOUTH



# The Journal of the Royal Air Force College

VOL. XX

SUMMER, 1948

No. 2

## COLLEGE NOTES

**DOMINANT** in our thoughts and in much of our activity is the expectation of a Royal visit. His Majesty The King has declared his intention of visiting Cranwell on 6th July in order to present Colours to the Royal Air Force College. The King will be accompanied by Her Majesty The Queen and Her Royal Highness Princess Margaret.

In the presentation of Colours the College receives a distinction unique among R.A.F. units. The squadron standards of some of the original Royal Flying Corps squadrons hang in the Station Church, but this is the first time that Colours have been presented in the Royal Air Force.

His Majesty last visited Cranwell in 1945, when he attended the celebrations of the Silver Jubilee of the College. That was an occasion of Old Cranwellian reunion; the College itself was still in its war-time abeyance and its buildings were occupied by No. 19 Flying Training School.

No. 19 Flying Training School contributed to the College proper the thirteen flight cadets who were to form a senior term among the first intakes of the reopened College as it was built up to its planned strength. The graduation of these thirteen, reported more fully elsewhere in this JOURNAL, is a milestone on the road of the College's renewed course. The ceremony took place on 7th April, and the inspecting officer was Marshal of the Royal Air Force Lord Newall, G.C.B., O.M., G.C.M.G., C.B.E., A.M.

These Flight Cadets of No. 45 Entry fulfilled an important task in re-establishing the tone and traditions of the College. After a year's special course they passed out, left the leadership to the first of the entries for the full-length course, and received their commissions. A slightly ambiguous gazette pronounced them "Pilot Officers (Permanent)," but we wish them the heights of a successful career and happiness in it.

There are now six terms in the College, Nos. 46 to 51 Entries. Their total strength is 183; of these 129 are flight cadets resident in the College, and fifty-four are in the two junior entries quartered as airmen in a barrack block.

The College has achieved an atmosphere of established completeness, very different from the embryonic air of the time when the last issue of the JOURNAL went to press. It still lacks a seventh and eighth term, and the Flight Cadets of the present senior term now appointed Under-Officers and Flight Cadet Non-Commissioned Officers will hold



those positions for a year instead of the usual single term. We congratulate them on their promotion and on that distinction.

The Equipment and Secretarial Wing at Digby is now also active. Its senior entry of eleven has reached Flight Cadet status, and a cadet entry of twenty-two joined it this term.

\* \* \*

As a stop-press note in the last JOURNAL stated, Group Captain J. R. A. Peel, D.S.O., D.F.C., completed his tour as Assistant Commandant on 31st December, 1947. He has since decided to retire; so that the first and the last of his nineteen years in the Service were at the R.A.F. College. The College, which owes him much, wishes him all happiness in his new life, and with all his many friends in the Service greatly regrets his decision.

Group Captain Peel was a Flight Cadet in 1930-32. His career, including a period of service as Flying Instructor and Adjutant at the College from 1936 to 1938, was briefly summarized in the last JOURNAL. But, in deference to the modesty of an officer still close at hand to protest, too brief a summary was made of his very gallant and distinguished service in the war.

At its outbreak Group Captain Peel was Adjutant of No. 601 (County of London) Fighter Squadron, A.A.F. Between an Air Ministry appointment early in 1940 and another, as D.D.F., Operations, in 1943, he contrived to fit in command of No. 145 Squadron at Tangmere in the Battle of Britain, the distinction of shooting down the first enemy victim in the battle, survival after being himself shot down, wing leadership of the Kenley Wing in the offensive sweeps of 1941, command of the Debden Sector, and the awards of D.S.O. and D.F.C.

\* \* \*

Another appointment that ended with 1947 was that of Group Captain H. W. Pearson-Rogers, C.B.E., as Station Commander. He, too, elected to retire, and to end at Cranwell a career that began at Cranwell in 1924. To him fell many problems in the formative time of the reopening of the College, which gratefully wishes him and Mrs. Pearson-Rogers happy years to come.

Both these officers' successors are former Flight Cadets of Cranwell. The succession of Group Captain J. O. W. Oliver, D.S.O., D.F.C., was noted in the last JOURNAL. Group Captain E. J. Corbally has been appointed as Station Commander. He was at the College as a flight cadet from 1927 to 1929 and again as a flying instructor from 1931 to 1933. He came back to Cranwell from overseas appointments in S.E.A.C. and South Africa. We offer a warm welcome to him and to Mrs. Corbally and their family.

\* \* \*

There have been many other changes in the College staff. Wing Commander B. H. Becker has gone to the Staff College. Wing Commander A. G. Boycott has retired from the Service, but has become Librarian at the Staff College. Squadron Leader F. D. S. Scott-Malden, D.S.O., D.F.C., has taken prolonged leave for the restoration of his health that we all wish him. Squadron Leaders P. B. Balean, L. M. Riley and L. C. Thompson have all been posted. The first Army Instructor, Major T. G. Steele, has ended his tour and gone to the War Office. The reliefs of all these officers are named in the Staff Appointments List at the end of the JOURNAL.

We congratulate Squadron Leader R. W. Fowler, Squadron Leader F. S. Bloomfield and Flight Lieutenant J. N. Quick on their promotion.



Distinguished visitors to the College have been many. His Royal Highness Prince Bernhard of the Netherlands was again at Cranwell on 27th January. On 5th February we received with a guard of honour Admiral of the Fleet Lord Fraser of the North Cape, who dined and stayed in the College. General Sir William Slim came this term to give a memorable lecture.

Among senior Royal Air Force officers, the Vice-Chief of the Air Staff, Air Marshal Sir Hugh Walmsley, has visited on several occasions, and so has the Air Officer Commanding-in-Chief, Air Marshal The Hon. Sir Ralph Cochrane.

Visitors from Sandhurst have included Major-General F. R. G. Matthews, D.S.O., the Commandant, Mr. H. H. Hardy, Director of Studies, and Lieutenant-Colonel D. Block, D.S.O., M.C., a College commander.

From Dominion and Allied Services have come Brigadier Garlake, Commander, Military Forces in Southern Rhodesia, with Captain Tauté, D.F.C., Squadron Leader Ashgar Hussein, of the Pakistan Air Force College; Colonel de Maricourt, Commandant of the Ecole Militaire de l'Armée de l'Air, Salon, with Commandant Kahan; and Major Nitolet, of the Belgian Air Force College at Brussels.

The Under-Secretary of State for Air, Mr. Geoffrey de Freitas, M.P., arrived at Cranwell by air on 13th March. He made a very comprehensive tour and discussed all aspects of the instruction. After lunching in College he went to Digby, made a similar inspection of the Equipment and Secretarial Wing, and returned to London by air from Digby.

The Right Hon. Arthur Henderson, K.C., M.P., Secretary of State for Air, visited the College on 11th June.

\* \* \*

We offer our thanks to those who, on the occasion of their visits, have lectured to the College:

Rear-Admiral P. Ruck-Keene, C.B., C.B.E., D.S.O., Director of Naval Training: "War in the Mediterranean."

Brigadier A. W. Brown, D.S.O., M.C., Commandant, Special Armour Establishment: "The Future of Armour."

Professor R. V. Jones, C.B.: "Intelligence Research."

Mr. W. MacKenzie, Fellow of Magdalen College: "The Special Operations Executive."

Lieutenant-Colonel R. H. Spencer-Chapman, D.S.O.: "Behind the Lines in Malaya."

Wing Commander P. Baldwin, Air Ministry: "Soviet Air Forces."

Air Marshal The Hon. Sir Ralph Cochrane, A.O.C.-in-C., Flying Training Command: "The Services in Co-operation."

General Sir William Slim, G.B.E., K.C.B., D.S.O., M.C.: "Aspects of Command."

\* \* \*

Many headmasters have now taken advantage of the standing invitation to visit the College. During these six months we have had the opportunity of welcoming some twenty, including great names among the schools, and we hope that each week will bring its visitors until all have come to know Cranwell. The headmasters come on a



Monday, dine in College to meet cadets and staff, stay the night and view the College at work on the next day.

On one occasion, when the visiting headmasters were those of Ampleforth, Harrow, Rugby, Stowe and Tonbridge, Air Vice-Marshal Sir Basil Embry, A.C.A.S. (Training), was also visiting, and, in a discussion in the Library after dinner, spoke to the headmasters of the need of the Royal Air Force for the finest material to fulfil its function in the country's defence.

Schools liaison is also promoted by another regular succession of visits, those of A.T.C. contingents. Under arrangements of Reserve Command, parties of six cadets and an officer from a few schools are flown to Cranwell each Tuesday and are shown over the College.

\* \* \*

We have welcomed the following visitors as preachers in the Station Church during the year:

#### *Autumn Term*

Captain B. Godfrey Buxton, of the Officers' Christian Union.

Reverend A. S. Giles, O.B.E., M.A., Assistant Chaplain-in-Chief.

Prebendary S. A. Eley, M.A., Senior Chaplain to the Archbishop of Canterbury.

Bishop of Southwell (Right Reverend F. R. Barry, D.D.).

#### *Spring Term*

Bishop of Lincoln (Right Reverend M. H. Hanland, M.A.).

Reverend G. W. N. Groves, Assistant Chaplain-in-Chief.

#### *Summer Term*

Archdeacon of Lincoln (The Venerable K. E. N. Lamplugh, M.A.).

Reverend L. E. Warner, M.A., B.D., D.Litt., Chaplain, R.A.F., Halton.

Bishop of Wakefield (Right Reverend H. McGowan, M.A.).

Bishop of Southern Rhodesia (Right Reverend E. F. Paget, M.A.).

Unfortunately the visit of five distinguished prelates from overseas coincided with the half-term break. It was a great pleasure to receive and to show our Church arrangements to the Archbishops of Sydney and Shantung and the Bishops of British Columbia, Natal and Uganda.

\* \* \*

In the course of the year the handsome set of altar ornaments, cross, candlesticks and flower vases has been provided for the Station Church from the Cranwell Memorial Church Fund.

\* \* \*

The Press has been another source of welcome visitors. Mr. Charles Graves visited Cranwell while preparing his interesting article for *The Sphere*. From the *Daily Telegraph* has come "Peterborough." It was a great pleasure to see Mrs. McAlery, who has resumed her work for *The Aeroplane*, at a guest night. One informal photograph of that occasion, taken by the photographic expert who also represented *The Aeroplane*, might astonish and delight Group Officer McAlery's war-time subordinates.



The College continues to outgrow its accommodation. Its numbers and its domestic needs are already as large as those of the pre-war College, but its instructional needs are already much larger and there are still two terms' increase to come. The hatted buildings of "A" Radar Site have now been taken over and have begun to be used for instruction. These were erected during the war for No. 8 Radio School. They lie at a slightly inconvenient distance to the west of the College, behind the Stadium.

Another important change of accommodation is the move of the junior flights from the Apprentice Wing to a barrack block in West Camp opposite the College. The move is a part of a wider change which seeks to bring the junior entries, the cadets of airman status, more directly under the influence of the College organization.

D (Cadet) Squadron has been disbanded, and the junior entries are allocated to the three College squadrons. The junior flights take part in the College parades and are full members of the College sports organization and the College Society. They also provide a practical training ground for flight cadets of the senior entry, who undertake certain duties in their camp area.

The disposition of portraits, photographs, other pictures and trophies in the College has been the subject of much discussion and decision. Pictures connected with the Second World War are beginning to be available in generous quantity. Several portraits of Old Cranwellians distinguished in the war have been presented or sent on loan; pictures of events of the war have been given and portraits of the Royal Air Force winners of the Victoria Cross are to be added. A project is also in hand for the collection of important documents valuable for their historical interest or their inspiration to future officers of the R.A.F.

The Commandant and a committee have replanned the hanging of all the pictures and trophies, and the work of rearrangement is now in hand.

A body of aircraft and engineering firms has jointly presented to the College drawings by Cuthbert Orde of Wing Commander H. G. Malcolm, V.C., three winners of the George Cross—Group Captain W. N. McKechnie, Group Captain L. F. Sinclair and Wing Commander J. N. Dowland—and six other officers who hold the D.S.O. or D.F.C. with bar. The donors are the British Aircraft Co. Ltd., the British Thomson-Houston Co. Ltd., the De Havilland Co. Ltd., the Metropolitan Vickers Electrical Co. Ltd., Messrs. D. Napier & Sons, and Messrs. Rolls-Royce Ltd. The College had an opportunity of expressing its appreciation when senior representatives of these firms attended a guest night in College during the Easter Term.

\* \* \*

For each entry in its final term an essential part of the course is a month's practice camp, organized and administered largely by the cadets themselves. For No. 45 Entry it was not possible to go afield, as is the intention, and their "camp" was a detachment to Digby. They carried through a very satisfactory programme of training, including thirty-four hours' flying for each cadet.

Army attachments as a popular feature of training are more fully recorded elsewhere. A rather different form of Army liaison was the visit of the Sherwood Rangers. At the end of the year the regiment held a week-end camp at Cranwell and it was an opportunity for many cadets to gain tank experience.



Among unusual forms of training should be mentioned the impressive travelling exhibition sent by the Deputy Directorate of Accident Prevention last term. All cadets visited the exhibition and film show. That night there occurred the only incident of a flight cadet landing a Harvard with undercarriage retracted.

We take this opportunity to express our thanks to the staff and colliery workers of No. 4 Area, East Midlands Division, of the National Coal Board, and particularly to Newstead and Annesley Collieries. Each term they have kindly received the visit of an entry of cadets and a growing attendance of officers. The interest and value never fail with successive visits; still less do the hospitality and helpfulness of our hosts.

\* \* \*

We offer a very warm welcome to Richard John Speake, Antony Bird and Roderick Powell, and our congratulations to Flight Lieutenant and Mrs. A. Speake, Squadron Leader and Mrs. F. R. Bird and Flight Lieutenant and Mrs. J. F. Powell.

\* \* \*

Uncertain of the exact date of this JOURNAL'S publication, we are not sure in what tense we should record the marriage on 8th July of Lieutenant-Commander R. W. R. Lacon, D.S.C., R.N., and Mrs. Jonne Dunolly. But there is nothing uncertain about our best wishes for all happiness, present and future, to the bride and bridegroom.

\* \* \*

The Belvoir Hunt Ball was held in the College on 20th February.

\* \* \*

The R.A.F. College Band, conducted by Warrant Officer W. J. Bangay, gave a half-hour broadcast of light music from the Leeds Studio of the B.B.C. on 4th February.

\* \* \*

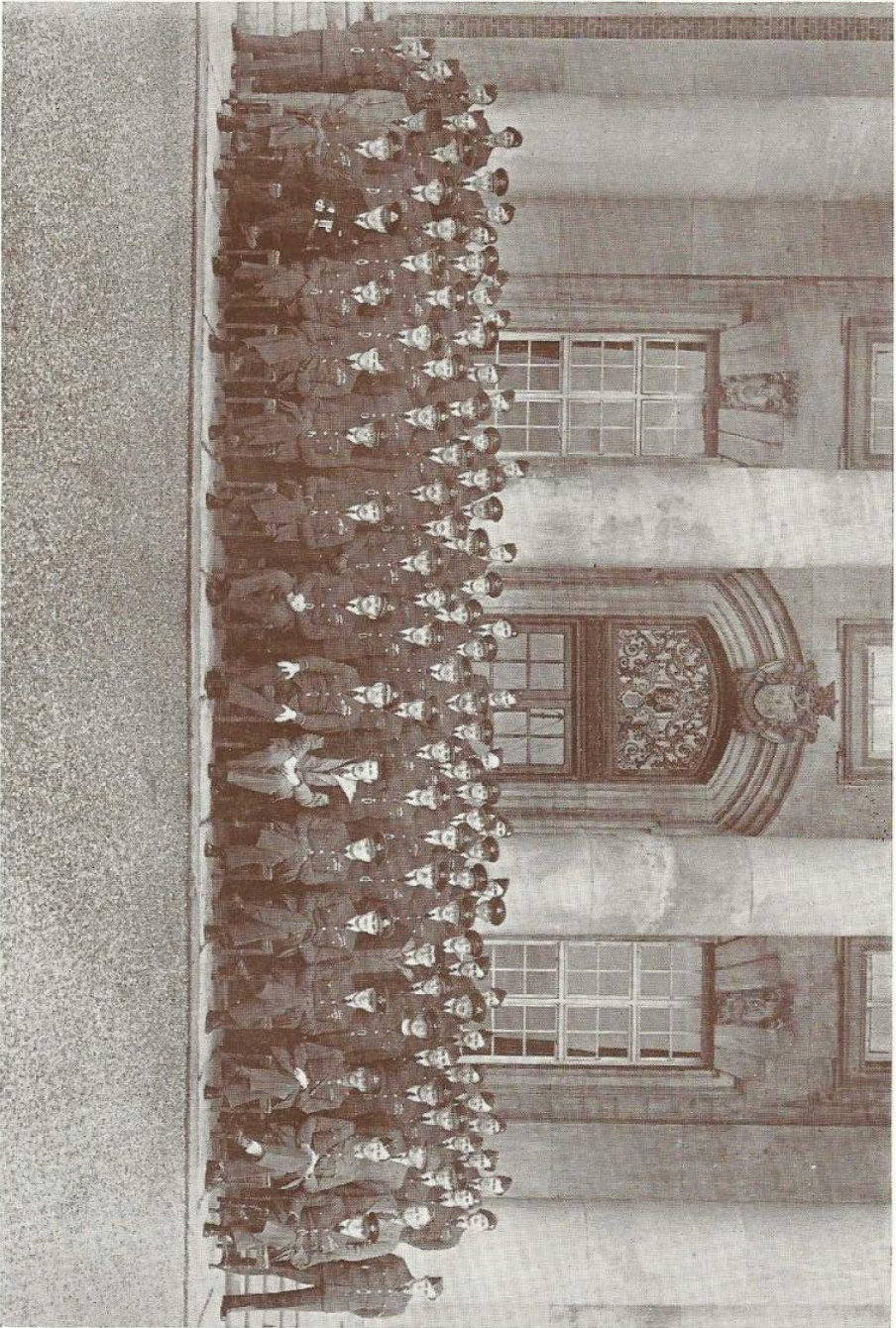
The Flight Cadet Editors of THE R.A.F. COLLEGE JOURNAL this term are Flight Cadet Sergeants J. M. Crowley and R. A. Pendry and Flight Cadet Corporal A. B. Stinchcombe. Officer members of the JOURNAL Committee are: Wing Commander F. F. Fulton, O.B.E., Squadron Leader D. W. Steventon, D.S.O., D.F.C. (Old Cranwellian News Editor), and Flight Lieutenants J. F. Powell, D. J. Garland and G. C. Lamb, A.F.C.

\* \* \*

For each entry in its final term an essential part of the course is a month's practice camp organized and administered largely by the cadets themselves. For No. 42 Entry it was not possible to go abroad as is the intention, and their "camp" was a detachment to Digos. They carried through a very satisfactory programme of training, including thirty-four hours flying for each cadet.

Army attachments as a popular feature of training are more fully recorded elsewhere. A rather different form of Army liaison was the visit of the Sherwood Rangers. At the end of the year the regiment held a week-end camp at Cranwell and it was an opportunity for many cadets to gain tank experience.





THE INSTRUCTIONAL STAFF, CRANWELL.

[Photo by Gale & Polden, Ltd.]

[To face page 56]



## THE ROYAL VISIT AND THE "JOURNAL"

THE date of the visit of Their Majesties The King and Queen and Her Royal Highness Princess Margaret to the R.A.F. College is 6th July. The honour of this great occasion is in all our minds, and the purpose of His Majesty's visit is to give the College the distinction, unique among units of the Royal Air Force, of carrying Colours presented by the King's hand.

We cannot exactly forecast the day on which this issue of the JOURNAL will appear, but it is clear that our pages must face the reproach either of missing an opportunity by appearing before so important an event or, worse, of appearing after it, yet disappointing their readers.

The work of our publishers takes some weeks. The Editors, faced with the dilemma of these reproaches or of publication after the end of term, have chosen to publish now, and hope to offer a fitting record of the Royal occasion in the next number.

## THE GRADUATION OF THE FIRST POST-WAR ENTRY

THE passing-out ceremony for No. 45 Entry was held on 7th April, 1948. The inspecting officer was Marshal of the Royal Air Force Lord Newall, G.C.B., O.M., G.C.M.G., C.B.E., A.M., who last acted in this capacity in December, 1937, when Chief of Air Staff.

This was the first entry to pass out from the College in the Cranwell spring. All previous entries passed out in the sun, or sometimes rain, of July or the snows of December. The weather was not as hostile as it might have been; it only looked like raining and the wind, though cold, was at least from the west. The College parade ground, as usual, made the perfect setting from the spectators' point of view for such a ceremony—and the vestiges of war-time damage to the west end of the main block alone marked the passage of time since the last comparable parade.

The parade lived up to its forerunners in the excellence of drill, but differed from them in some particulars. One addition was the lining of the parade ground by cadets of the junior entry and of the Equipment and Secretarial Wing. Two departures from tradition were that the Sword of Honour was not presented at the climax of the parade, and that the passing-out entry because of its small size paraded in its squadrons and did not leave the parade ground by slow-marching through the ranks of its juniors standing at the present.

The Commandant's report and the inspecting officer's address were given in the Main Lecture Hall. The hall had to hold as many cadets as before the war, and travel restrictions did not seem to have diminished the number of visitors. Late-comers were unseated, and the fullness of the hall showed that accommodation is a problem to be faced on future passing-out days.



Lord Newall spoke in a happy vein suited to such a revival of a traditionally happy occasion. His advice to the passing-out entry and its successors in the hall was none the less impressive for his light touch and easy manner. There followed the presentation of wings and of prizes, Flight Cadet Corporal Hermitage alone breaking into the "closed shop" of prize-winners formed by Flight Cadet Under-Officer King and Flight Cadet Corporal Morris, who won the other eight prizes between them.

So concluded a parade which an inspecting general described in July, 1939, as "a very pretty ceremony, very prettily performed."

J. F. P.

## No. 45 ENTRY—COMMISSIONED 7th APRIL, 1948

### ORDER OF MERIT AND RECORD

J. E. Y. KING . . .	Flight Cadet Under-Officer. Sword of Honour, King's Medal, Abdy Gerard Fellowes Memorial Prize, J. A. Chance Memorial Prize, R.U.S.I. Award. Rowing,* Shooting.	St. Bartholomew's G.S., Newbury. St. Catharine's, Cambridge.†
G. M. HERMITAGE . . .	Flight Cadet Corporal. Dickson Trophy. Soccer* (capt.), Skill-at-Arms.	Wembley G.S. University College, Southampton.†
R. L. TAVANYAR . . .	Flight Cadet Sergeant. Rowing.	Gillingham G.S. University College, Southampton.†
C. M. BRUCE . . .	Flight Cadet Corporal. Skill-at-Arms,* Shooting.	Uppingham. Downing, Cambridge.†
H. R. W. MORRIS . . .	Flight Cadet Corporal. Philip Sassoon Memorial Prize, R. M. Groves Memorial Prize, R.U.S.I. Award. Rugger,* Cricket.*	Bromsgrove. Jesus, Oxford.†
L. S. R. SMITH . . .	Flight Cadet Under-Officer. Captain of Hockey,* Cricket.*	Gillingham G.S. Durham University.†
A. K. McGRIGOR . . .	Flight Cadet Corporal. Captain of Cross-Country, Captain of Athletics, Editor of <i>Journal</i> .	Harrow. New College, Oxford.†
H. W. CAFFERATA . . .	Flight Cadet Corporal. Cadet Librarian.	Holt School. New College, Oxford.†
C. M. A. VALLANCE . . .	Flight Cadet Sergeant. Captain of Rugger,* Cricket.	Cranbrook. Pembroke, Cambridge.†
M. M. J. ROBINSON . . .	Flight Cadet Under-Officer. Captain of Cricket,* Hockey.	K.S., Bruton. Queen's, Oxford.†
D. B. D. HAMLEY . . .	Flight Cadet Corporal. Shooting.	K.S., Bruton. Queen's, Oxford.†
J. W. MORRICE . . .	Flight Cadet Corporal. Soccer.*	Malvern. Trinity, Cambridge.†
C. F. A. CURTIS . . .	Flight Cadet Sergeant. Captain of Rowing, Soccer, Shooting.	Eton. Trinity, Cambridge.†

\*Indicates Colours.

†University Short Courses.





[Official Photo]

**EQUIPMENT AND SECRETARIAL STAFF WING, AUTUMN TERM, 1947**

*Back Row:* Flt. Lt. Lowe, Flt. Lt. Smith, Sqn. Ldr. Ridsdale, Flt. Lt. Payne, Flt. Lt. Kendrick, Flt. Lt. Mason.  
*Front Row:* Wg. Cdr. Sutton, Wg. Cdr. Wasse, Group Captain Seymour, Wg. Cdr. Boycott, Wg. Cdr. Hayward.



[Photo by Gale & Polden, Ltd.]

**SENIOR TERM, MARCH, 1948**

*Back Row:* F.C. Corpls. J. W. Morrice, D. B. D. Hamley, H. R. W. Morris, C. M. Bruce, H. W. Cafferata, A. K. McGrigor.  
*Front Row:* F.C. Sgts. C. F. A. Curtis, C. M. A. Vallance, F.C.U.Os. M. M. J. Robinson, L. S. R. Smith, J. E. Y. King,  
 F.C. Sgt. R. L. Tavanyar, F.C. Corpl. G. M. Hermitage.



## FLYING

### THE GROVES PRIZE AND KINKEAD TROPHY

THE R. M. Groves Memorial Prize and the Kinkead Trophy are awarded to the individual and the squadron respectively who gain first place in the order of merit for flying. The Groves Memorial honours the memory of the late Air Commodore Robert Marsland Groves, and was presented to the College in 1921. It is awarded to the Flight Cadet who, on passing out, is in the opinion of the Commandant the best all-round pilot of his term, and it takes the form of a monetary grant and a set of bound volumes containing a commemoration of Air Commodore Groves. Since 1929 the Flight Cadet winning the Groves Memorial Prize thereby won for his squadron the Kinkead Trophy presented in memory of the late Flight Lieutenant S. M. Kinkead, D.S.O., D.S.C., D.F.C., at one time Flying Instructor at the College, who was killed in 1928 whilst practising for the Schneider Trophy race.

It was to be expected that winners of the coveted Groves Memorial would distinguish themselves in the field of aviation, and it is worthy of mention that the present Commandant, notable for his achievements in high-speed flying, is one of its recipients. With the passage of time, and the natural development of flying training, it is logical that the methods of selecting the best all-round pilot should undergo some changes. In the early 1920's the Cranwell cadet flying Avro 504K's, DH 9A's and the Bristol Fighter was given approximately eighty hours' flying before passing out of the College. An extract from the College JOURNAL of those days stated that by this time the whole of the senior term were now able to loop, spin and half-roll, and were capable of making a good forced landing in any but very small fields. They had also shown themselves capable of finding their way across country in good weather conditions.

The Groves Memorial Prize was first awarded in 1921 to Flight Cadet N. C. Hayter-Hames after a very keen competition, only thirteen marks separating the first six competitors. At this period the method of determining the winner was for the Chief Flying Instructor to select six cadets who, by their progress and results in training, were regarded as the best of the entry. The Assistant Commandant then flew with each cadet for approximately half an hour in the Bristol Fighter—not always fitted with dual controls—during which time the cadet had to demonstrate that he could perform all the manœuvres required by the syllabus. After the dual test a solo forced landing competition was held, each cadet endeavouring to land his aircraft on a circle on the aerodrome. Marks were allocated for each part of the test and the cadet with the highest aggregate won the Groves Memorial Prize as the best all-round pilot.

By the early 1930's the method of awarding the prize had undergone a slight change. Cadets were now flying the Atlas and the Bristol 9A. The Chief Flying Instructor selected four cadets of the senior term to compete for the prize; and they were now tested by the Chief Flying Instructor of the Central Flying School on all aspects of the syllabus, after which each cadet gave a solo aerobatic display which was judged from the ground by the testing officer and members of his staff. The combined results determined the winner of the prize. The emphasis in both tests was on aerobatics and the attributes of a fighter pilot, and the winner was almost invariably posted to a fighter squadron.

After the last war, and the break in the award of the Groves Memorial, it became obvious in 1948 that the previous methods of selection would not be used to determine



the winner, since the "all-round pilot" must be judged in every aspect of a modern pilot's training. Pure flying was no longer the sole criterion of a pilot's skill; it was now the pilot's ability to handle the aircraft as a weapon of war by day and night, over great ranges in all types of weather, to bomb and shoot, and to be able to land using radio and radar landing aids. It was decided when awarding the prize to No. 45 Entry to carry out a series of tests on all cadets of the entry in general handling of the aircraft, instrument flying, navigation and armament. In addition to the marks awarded as a result of these tests, the cadet's flight commander would award marks (up to half of those awarded for the tests) for progress, enthusiasm and energy whilst under training. An order of merit was thus compiled, and the first three cadets were eligible to compete for the Groves Memorial Prize. The Chief Flying Instructor of the Central Flying School, now at Little Rissington, gave each of the three cadets a test which included general handling of the aircraft, some aerobatics and instrument flying; then each cadet gave an aerobatic display carrying an instructor as safety pilot. The marks obtained from these tests were totalled and the cadet with the highest marks was declared the winner.

Thus, after a total of some 215 flying hours on the Tiger Moth and the Harvard, and after six comprehensive flying tests involving nearly seven hours' flying, the Groves Prize winner for No. 45 Entry was Flight Cadet Corporal H. R. W. Morris. Today the Flight Cadet's training takes six terms each of thirteen weeks. In the first two the cadet flies the Tiger Moth for a total of sixty-four hours, and reaches a safe standard in general handling (which includes aerobatics), navigation, instrument flying and formation flying. After this basic stage the cadet progresses to the applied stage, where he flies the Harvard for a total of 150 hours. Fifty hours of this total are done in the last term, mainly in one concentrated period at a practice camp. By this time the cadet can fly by night as well as day, has done long cross-country flights both as a pilot and as a navigator, can carry out low-level and dive-bombing attacks on a target, and has learned to shoot using the ciné-camera gun. He is expected to graduate with a white instrument rating, which means that he can take off and land and fly in weather conditions which before the war would have been considered impracticable.

This does not imply, however, that the pilot of today is any more skilful than his counterpart of yesterday. He is certainly better equipped to carry out his future role. But the service requirements of today are a far cry from those of the past, and demand this additional training. If the future winners of the Groves Memorial acquit themselves as did their predecessors our Service need not fear.

The Kinhead is classed as a squadron trophy and it was felt that the entire squadron's achievements must be counted rather than those of a particular individual. Last term for the first time it was awarded to the squadron whose cadets achieved the highest positions in the final order of merit for flying. This resulted in A Squadron winning the trophy.

Thus in honouring two distinguished officers the College encourages each cadet to emulate his predecessors in reaching a high level of professional skill, and it seeks to provide the Service with pilots fit to maintain its supremacy in the field of aviation.

G. C. L.



## RIGHT OF THE LINE

THE advent of the King's Colour has brought a new importance to the question of precedence among squadrons. One squadron must now make good a claim to the honour of carrying the Colour and taking the right of the line.

Before the war the Prince of Wales Trophy for the Champion Squadron and the Trenchard Cup were awarded on a system of points of which the intention was clearly to pick out the squadron strongest in the qualities of potential officers. This involved some duplication with other squadron competitions.

The system of award has been revised. The collective merit of squadrons in flying is the subject of the Kinkead award, in games that of the Chimay, in drill that of the Ferris, and in physical training that of the Knocker. That every aspect of an officer's training may be considered is ensured by the award of the Trenchard Cup to the squadron of which the flight cadets passing out have obtained the highest positions in the final order of merit.

The order of precedence among the squadrons is to be determined by the combined results of the competitions for these five awards. The qualities that the awards represent are not easily comparable and any allocation of points is inevitably arbitrary. For the Trenchard and Kinkead Trophies seven points each are given, for the Chimay five, for the Ferris three and a half, and for the Knocker two points. The squadron gaining the most points wins the Prince of Wales Trophy and is to hold the right of the line and to carry the Colour until it is dispossessed. It is hoped that permission may be granted for the title of "King's Squadron" to be used.

The present holder is A Squadron. Points gained by the squadrons were:

A Squadron—Kinkead and Ferris	10½
C Squadron—Trenchard and Knocker	9
B Squadron—Chimay	5

## THE FERRIS DRILL TROPHY

THIS silver statuette of a flight cadet in the "at ease" position was presented to the College in 1930 by Flight Lieutenant Andrew Ferris, who was College Adjutant from 1925 to 1935. It is competed for each term and squadrons are judged by a committee consisting of the Assistant Commandant, College Adjutant and the Drill Instructor.

The trophy was awarded in the Spring Term to A Squadron, commanded by Flight Cadet Under-Officer L. S. R. Smith, after an extremely close competition, in which the standard of drill was exceptionally high.

The final scores out of a possible 300 were:

A Squadron	263
B Squadron	261
C Squadron	256

Since 1930 A Squadron has won the trophy four times, B Squadron four and C Squadron three times.



Old Cranwellians need have no qualms about their exemplary standard falling. Those who can come to witness the presentation of the Colour will be proud to see that the tradition is being maintained.

E. K. P. I.

## THE KNOCKER CUP

IN 1939 Flight Lieutenant G. M. Knocker presented a cup to be awarded to the squadron gaining the highest number of points in the Inter-Squadron Physical Training Competition. The cup was competed for on 26th March, 1948, for the first time.

All flight cadets not excused on medical grounds take part in the competition and are tested by squadrons on standing P.T., boxwork and team games. Finally, two teams of six from each squadron compete in a timed race over the obstacle course.

In the first part of the competition B Squadron scored 159.6 points out of 200, whilst C Squadron gained 155 and A Squadron 146.33.

By outstanding team work C Squadron won the race over the obstacle course and established a lead, so winning the Knocker Cup. The final results were:

C Squadron : 255 points out of 300.

B Squadron : 250.16.

A Squadron : 216.33.

H. T. P.

## THE ROYAL WEDDING

ON 19th November, No. 46 Entry left Cranwell for London to take part in lining the route for the Royal Wedding as No. 1 Flight of the Royal Air Force contingent.

The previous night was spent in the Goodge Street deep shelter two hundred feet underground. It was probably the most uncomfortable night No. 46 Entry have ever spent. The Tube trains did stop for about three hours, but hardly had they stopped running when the airmen taking part in the parade started to walk through on their way to wash. It was with dry throats and very bad livers that the College representatives set off for the rendezvous at 7.30.

After marching along the Thames Embankment to our position in Parliament Square, we lined opposite sides of the road from the end of Whitehall to just round the corner by the south-east door of the Abbey. It was not long before the wedding guests started to arrive, some of the most interesting and famous people in the world. About half an hour before the start of the service the Royal guests began to arrive: the Duke of Edinburgh, Her Majesty The Queen and finally the bridesmaids, and His Majesty The King accompanying H.R.H. Princess Elizabeth escorted by the Captain's Escort of Cavalry whose control of their mounts amazed the most experienced Cranwell horseman. By this time the crowd had moved forward and all that could be seen of several flight cadets was the tops of their caps and their bayonets. One flight cadet in the act of presenting arms trod on a spectator's foot, the unfortunate spectator later being carried away by the St. John Ambulance men, who resembled Cranwell cadets as long as you looked at their hats.



The service itself was relayed so that everyone present could hear, and we felt that we were not altogether outside the Abbey. The return of the Royal party from Westminster Abbey gave the cadets present another view of the King and Queen and Princess Elizabeth and the Duke of Edinburgh. Psychologists may care to note that fear of dropping the rifle noticeably decreased at the second Royal Salute. Eventually the College contingent marched off behind the Police Band, which, upon entering the gates of Scotland Yard, counter-marched and so at last realized with astonishment how distinguished a following it had been leading.

Goodge Street, early hours and long waiting were forgotten in the sense of a privilege and an experience that none of us would willingly have missed.

P. V. P.

### GRADUATION BALL, APRIL, 1948

THE ball which was held to celebrate the passing out of No. 45 Entry proved, contrary to the gloomy predictions of some flight cadets, to be a tremendous success. A sense of general jollification descended upon the College in a way which was very surprising for those of us who had not seen an entry pass out before.

The days preceding the dance were busy indeed for those of us who had invited guests. Accommodation and transport had to be found and the task was not as easy as it might seem. Bus, taxi and drive-hire services were all in great demand, but as far as is known nobody turned up on a tandem. The hotels of Grantham and Lincoln must have felt that commandeering was in vogue again.

There was a pleasantly large crowd in the College and the most thickly populated areas were, according to our house detective, the bar and the dark-room. A close second was the main lecture hall, where it was soon generally discovered that there was a supper fit to establish firmly once more Cranwell's reputation in this line.

It was a very pleasant change to hear the strains of Warrant Officer Bangay's music from the floor of the dining-hall instead of from the minstrels' gallery. The musicians, resplendent in their dress uniforms, did not, as was expected, surround themselves with an atmosphere of moth-balls. Many thanks are due to them for making the event go with a swing.

Among the guests were Lord Newall, who was to take the parade the next morning, Lady Newall and the Hon. Georgina Newall, Air Marshal Sir Hugh and Lady Walmsley, and Air Commodore and Mrs. Ellerton.

Our thanks are indeed due to all the College staff. After all their efforts of the night they performed the miracle of turning the College back to its normal state after the dance and before dawn. Needless to say, it was only just before dawn when the transformation had taken place and yet breakfast was on time the next morning and cadets woke to find their buttons and boots shining as usual.

R. V. S.



## ENTENTE AÉRIENNE

### THE R.A.F. COLLEGE VISITS L'ECOLE DE L'ARMÉE DE L'AIR

WHEN Prime Minister and Premier exchange visits, or mere Foreign Secretaries call on one another, the entente is seldom confirmed by an exchange at a lower level. Visits of Commandant to Commandant are more potent. The Commandant of the College visited the Ecole de l'Air in January; soon Cranwell had the pleasure of welcoming Colonel de Maricourt, and in April the fortunate Rugby and fencing teams found themselves bound for Salon en Provence in two V.I.P. Dakotas of No. 24 Squadron, Transport Command.

The first stop from Cranwell was at Oakington, where tea and biscuits proved a good seconder to an early breakfast. Customs formalities were dealt with in record time and within half an hour the Dakotas were again travelling out towards the caravan.

The French coast was crossed near Boulogne; thence we went by Amiens and Dijon at the head of the Rhône Valley. Ugly rumours were abroad regarding the weather likely to be encountered in the Rhône Valley, but an ingenious steward armed with a variety of tea and sandwiches, who popped in and out through the door like an Itma personality, kept our thoughts effectively away from the Mistral.

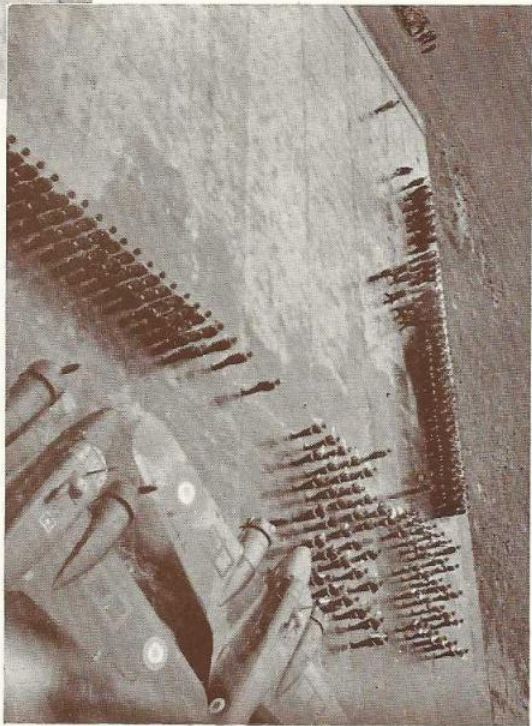
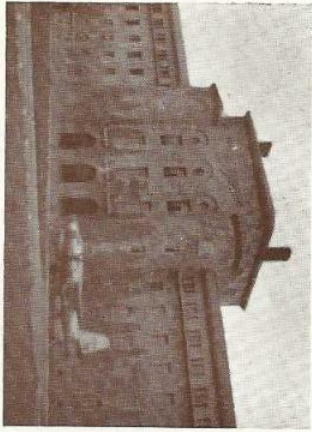
Conversation turned to Jean Sablon as we passed over the Pont d'Avignon, but the rush to look for dancers was lost in the rumour of a diversion to Istres on account of the condition of the airfield at Salon. Perhaps the crew had a presentiment of the reception that awaited us, for we soon found ourselves bumping over a sparsely vegetated earthen airfield, liberally strewn with every conceivable type of marker board.

A small party of officers and cadets, who were to be our immediate hosts, stood waiting to greet us on the tarmac. The cadets had been selected on account of their English-speaking ability, and with no language difficulties a cordial relationship sprang up very quickly. Lunch was waiting and during the first of a series of admirable meals we found time to admire the French quality of absolute refusal to hurry over an occasion so important as a meal.

That afternoon a sightseeing trip was arranged to Les Baux, a typical Provençal village on the fringe of the Lower Alps. Though Les Baux, near which aluminium ore was first mined, gave its name to the ore bauxite, it is a pleasant little village steeped in antiquity. Only a few miles away was Daudet's windmill, while on the heights dominating the village were the ruins of an old castle, a former Protestant stronghold razed almost to the ground during the religious wars. Almost every house had a window opening to the street with a display of souvenirs, postcards, and astonishing bric-à-brac. Touring through the village that afternoon was a party of about fifty holiday-making Belgians who, although few spoke English, were amicably disposed towards us. On the castle heights we were to witness the singular organizing ability of one cadet. By using a little French and the most extravagant gestures, he marshalled the whole straggling party into a neat little group on a hummock, while the shutters of his companions' cameras clicked delightedly at the improbable scene.

Dinner that evening was a gay meal which served to introduce us to the pupils of the Ecole Militaire. Their status and institution at Salon were comparable to that of the other cadets, but whereas the latter came to Salon from school these men had been serving airmen and N.C.Os. who had been recommended for permanent commissions.





ÉCOLE MILITAIRE DE L'ARMÉE DE L'AIR, SALON, 3rd APRIL, 1948

[To face page 64]



After dinner the French Commandant, Colonel de Maricourt, welcomed us to Salon. Squadron Leader Bird nobly undertook the task of replying in French and was greeted with vociferous applause. Friday's remaining hours passed in the jostling, cordial atmosphere of the bar. New friends were made every minute, usually by the intervention of "Le Viel Armagnac."

Saturday morning was spent by the Rugby team in the town of Salon, while the fencing team fought off their match. In the afternoon all attended the annual naming ceremony with which our visit to Salon fortunately coincided.

On the completion of a year's training at Salon each entry is named. The French Air Minister was to preside and the Radio Diffusion Française was there to broadcast both the ceremony and a commentary on the match. Just before the ceremony we found ourselves whisked away at short notice to broadcast a few words of greeting in French and a song. The parade that followed was impressive, with its white gloves and strident music. So many names were mentioned by the Air Minister in his speech that none of us knew what he finally named the cadets, but with head-dress removed and on one knee they were duly named and the parade drew to an end. The rugby match followed, but that is described elsewhere in this JOURNAL.

That evening the Ecole held its annual ball. At first we gathered in little groups around the bar. These groups were quickly broken down under the impetus of successive waves of French cadets, who, having introduced themselves, reappeared with their friends and guests. Typical was one cadet who announced that he had invited ten partners and would appreciate it if some of us would assist him in their entertainment. Very soon the groups had been transferred from the bar to the ballroom. Tables were drawn together as the groups grew in size and bottles of champagne sprang up like mushrooms.

As one cadet remarked, "La bouteille, c'est le plus beau dictionnaire du monde." The effects were certainly remarkable and our French grew progressively voluble as the evening wore on. At one stage some of us found ourselves conversing with the crew of the Dakota in French. Possibly this situation was due to a secondary effect of the champagne. The party grew more hilarious. Huge potted ferns were projected from the balcony above by aspiring bombardiers, to disintegrate on the dance floor below. Apparently it was a tradition. We left at 6 a.m. to snatch a few hours' sleep before breakfast. Our French friends remained, as breakfast was not until 7 and there yet remained time for dancing.

After breakfast we bade a reluctant farewell to Salon. The return journey was notable only for a distant view of the Eiffel Tower and the lesson in practical meteorology afforded by a cold occlusion centred over Northern France.

We cannot make even a beginning of our thanks in this narrative's conclusion, but can only look forward to welcoming the French teams to Cranwell next year. In our austere land we can scarcely hope to equal Salon's hospitality; to surpass it would in any case be impossible.

L. G. L.



## ARMY ATTACHMENT

MAJOR STEELE, the first Army Instructor at the College, arranged for No. 46 Entry to visit Army establishments in the South from 26th to 28th April. He left the College at the end of last term and so the final details were in the hands of Major Osborn, his successor. He and Flight Lieutenant Thomson were with the entry during the visit.

Accommodation was provided by the School of Infantry at Warminster Barracks. On Monday we went to Larkhill for the day to see the School of Gunnery. After inspecting many different types of weapons used and having their operation explained to us, we went to the range, where three 5.5-inch guns were firing. The co-operation between the gunners and the aircraft spotting the shots in the target area showed clearly what a difference the use of air observation posts makes to the destructive powers of the artillery. After an excellent lunch we went up to the target area and saw the A.O.P. operating. A few rounds were fired by the 5.5's and we saw the shells exploding near the target. Four Sextons (self-propelled 25-pounders) then went into action to demonstrate fire control. Afterwards we had a short ride in them—our first experience in a tracked vehicle. Ability to balance oneself and to hang grimly on to the smallest projection is obviously of paramount importance in that branch of the Army.

During the morning some of us obtained our first view of Stonehenge by climbing a ladder on to the roof of a shed. After some uneasy moments up there we began to wonder if the Druids were responsible for the ladder, too. In the evening most of us visited Warminster town, where we recovered our flying minds by watching William Bendix performing some breath-taking aerobatics on the screen.

On Tuesday, we went to Lulworth Cove, some sixty miles south. The journey seemed uneventful, probably because the majority of us were trying to sleep regardless of the discomfort of the R.A.F. bus. At Lulworth we went hastily through the syllabus of training of a tank crew, and watched model tanks as they moved over a model of typical English countryside. We then divided ourselves into tank crews and went to the indoor range, where we fired from the "synthetic" turrets which correspond to our own Link trainers. After this practice we were allowed to fire the 75-mm. guns of Cromwell tanks. The shooting was very accurate, but, then, both the tank and the target were stationary, so it should have been.

In the afternoon we went to the Tank Depot at Bovington. In the instructional workshops there we saw some beautifully sectioned working models of several engines. The museum was also extremely interesting, examples of tanks and armoured cars built from 1914 onwards being on view. The development in tank design was clearly shown; the first machines were very heavy and unwieldy compared to the latest models. One of them required four men to drive it owing to its peculiar track system. After an all-too-short tour of the camp we went out for a half an hour's ride in a tank, some of us in Cromwells, others in Comets. The ground was rough and the trip was enjoyable in spite of the armour plating which one often met rather unexpectedly. In contrast, the bus journey back to Warminster was luxurious, our comfort being increased by a short halt at a roadside inn.

Our last morning was spent at Warminster, where an infantry demonstration was followed by an exhibition of their weapons. The exercise showed the tactics employed against pillboxes and the advantages to be gained by using smoke screens and Wasp



flame-throwers. A running commentary was given throughout to explain all the movements. We were able to run through the fire created by the Wasps, our safety being guaranteed provided that we did not linger on the way. After the exercise we witnessed an attack by mortars on an area target. We learned with some misgivings that the mortar bombs reach a height of five thousand feet on their trajectory.

Transport to and from the scene of the demonstration was provided by tanks and armoured personnel carriers. The potholes *en route* caused some excitement, position at times varying from six feet above the ground to almost six feet under.

Back at the camp we found an exhibition of tanks and guns waiting for our inspection. Many light weapons were studied and we learned much about the role of the infantryman. Here again time was lamentably short and we were unable to look at everything thoroughly.

Thanks are due to Major Steele, Major Osborn and the many senior and junior officers and men who made the tour such a success. We were greatly impressed by the whole show and were very sorry that we were unable to spend more time with each unit. We learned a tremendous amount about the work of the Army and can now appreciate at least some of the difficulties it faces in operations. No less do we offer our thanks for the hospitality and kindness of our hosts at the School of Infantry.

Numerous photographs were taken during the three days, and they, together with our bruises, serve as a very real reminder of the tour. Term began the next day; we returned to the College and its fortnightly ground combat training from our R.A.F. Regiment instructors.

L. L. T.

**CONTEMPORARIES**

We acknowledge gratefully receipt of the publications of many of our contemporaries. While austerity forbids our mentioning each by name, our fellow-editors will no doubt understand our making one exception.

It has been a particular pleasure to receive copies of *The Pointer*, the official publication of the Corps of Cadets, West Point, New York. We value highly the contact thus opened with our opposite numbers of the United States Forces. The visit of an officer and three cadets from West Point occurs too late for recording in the present issue of the JOURNAL, but this is an opportunity to say how great is our pleasure in welcoming the visitors.

Wing Commander F. F. Felton, O.B.E.	Foreign Tours
Flight Lieutenant F. O'Keefe	(a) 1948 R.A.F. TOUR
	(b) 1948 Paris TOUR
	Officer-in-charge
Squadron Leader J. S. Owen	GLIDING SECTION
Flight Cadet Corporal J. H. G. White	Officer-in-charge
	Secretary
Squadron Leader W. J. O. Coleman, D.F.C.	MOUNTAIN-BEERING SECTION
Flight Cadet Sergeant T. M. O'Connell	Officer-in-charge
	Secretary



## THE R.A.F. COLLEGE SOCIETY

ONE of the most difficult periods in the life of any organization is its beginning. The R.A.F. College Society was no exception in this respect, the main difficulty being a financial one. This was partially relieved by a gift of £1,500 from the Lady Elibank Trust Fund and a gift of £150 from the Flying Training Command Central Fund. The majority of this has been invested, but sufficient capital expenditure was allowed to start the various sections with essential equipment.

The scope of the Society continues to grow and the cadets are encouraged to form new sections as and when their interests broaden. Several sections other than those mentioned below are in the embryo stage, but once again finance imposes the limit. Too much division of our resources would only serve to restrict the activities of all sections: it is better that those sections that we have should continue to flourish.

The activities of the Society are detailed in the following pages and it is both unnecessary to mention them here and undesirable to select any as being the most important. They are all equally important in their own way, and the cadets' main difficulty would appear to be deciding what not to do rather than the reverse.

The Chairmanship of the Society has been taken over by Wing Commander A. C. Kermode, and it is fitting that we should mention here our gratitude to the retiring Chairman, Wing Commander F. F. Fulton, who had the onerous duty of getting everything going.

The officials of the Society and its present active sections are shown in the following list:

### OFFICIALS AND SECTIONS OF THE R.A.F. COLLEGE SOCIETY

<i>President</i> .. .. .	Air Commodore R. L. R. Atcherley, C.B.E., A.F.C.
<i>Chairman, Executive Committee</i> .. ..	Wing Commander A. C. Kermode.
<i>Hon. Secretary</i> .. .. .	Squadron Leader K. Ritchley.
<i>Hon. Treasurer</i> .. .. .	H. Lager, Esq., M.B.E.
<i>Chairman, Flight Cadets' Advisory Committee</i>	Squadron Leader W. J. O. Coleman, D.F.C.

#### DRAMATIC AND LITERARY SECTION

<i>Officer-in-charge</i> .. ..	Flight Lieutenant J. F. Powell.
<i>Secretary</i> .. .. .	Flight Cadet Sergeant P. C. Skinner.

#### ENGINEERING SECTION

<i>Officer-in-charge</i> .. ..	Squadron Leader L. Kelly.
<i>Secretary</i> .. .. .	Flight Cadet R. F. Read.

#### FICTION LIBRARY

<i>Officer-in-charge</i> .. ..	Flight Lieutenant J. F. Powell.
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#### FOREIGN TOURS

(a) 1948 B.A.F.O. TOUR	
<i>Officer-in-charge</i> .. ..	Wing Commander F. F. Fulton, O.B.E.
(b) 1948 PARIS TOUR	
<i>Officer-in-charge</i> .. ..	Flight Lieutenant F. Okely.

#### GLIDING SECTION

<i>Officer-in-charge</i> .. ..	Squadron Leader J. S. Owen.
<i>Secretary</i> .. .. .	Flight Cadet Corporal J. H. G. White.

#### MOUNTAINEERING SECTION

<i>Officer-in-charge</i> .. ..	Squadron Leader W. J. O. Coleman, D.F.C.
<i>Secretary</i> .. .. .	Flight Cadet Sergeant T. M. Crowley.



**MUSIC SECTION**

*Officer-in-charge* . . . . Flight Lieutenant D. J. Garland.  
*Secretary* . . . . . Flight Cadet J. H. Rowley.

**PHOTOGRAPHIC SECTION**

*Officer-in-charge* . . . . Squadron Leader R. W. Fowler.  
*Secretary* . . . . . Flight Cadet Sergeant J. M. Robertson.

**RIDING CLUB**

*Officer-in-charge* . . . . Major M. A. C. Osborn, D.S.O., O.B.E., M.C.  
*Secretary* . . . . . Flight Cadet P. M. Worthington.

**SAILING SECTION**

*Officer-in-charge* . . . . Squadron Leader J. M. O. Dyer, D.F.C., A.F.C.  
*Secretary* . . . . . Flight Cadet Corporal A. B. Stinchcombe.

**SHOOTING CLUB**

*Officer-in-charge* . . . . Squadron Leader D. H. Wenham, M.C.

K. R.

**DRAMATIC SECTION**

**CHRISTMAS TERM**

For its Christmas production the Society's preference hesitated between pantomime, cabaret, tragedy and revue, until a majority decision chose farce as the medium, and "Tons of Money," by Will Evans and Valentine, as the play. The possibility that the title might give the Treasury a false impression was lightly dismissed as a necessary risk.

The ratio of female to male characters was small and could be met successfully. The costumes, although slightly unorthodox, were not outside the startling scope of the average cadet wardrobe. As for scenery, no task seems to exceed the capacity of the loyal back-stage craftsmen, so competently headed by Mr. Carolan and Flight Cadet Mitchell, to make works and bricks without straw.

At rehearsals the usual features of cadet drama were manifest in the forgotten lines, mistaken identities and premature entrances which jeopardize the sanity of any producer. But on the night the cast achieved a fine performance, and safely banked "Tons of Money" with an enthusiastic audience.

Once again Senior Sister Ashworth, Mrs. Williams and Mrs. Wynyard Wright came to our aid with the female roles, and much of the success of the play must be attributed to their sure and spirited performances. The male parts were taken by Flight Cadets Fletcher, Guthrie, Ludgate, Pledger, Skinner, Stephenson and Walker, representatives of Nos. 46 and 47 Entries.

Flight Lieutenant Powell was rash enough to allow himself to be bullied into producing yet another play for the Society. Wing Commander Kermode, Squadron Leader Reid and Flight Lieutenant Winsor gave valuable help in the production.

One mystery remains unsolved—the fate of the two borrowed property eggs which disappeared so smartly after the play. Did Giles breakfast rather better than usual the next day, or was it that Louise "had an idea"?

R. L. T.



## EASTER TERM

The play chosen for production during the Easter Term was to be notable for two reasons. It had to have an all-male cast, and was to be produced by a flight cadet. After much debate the play chosen was "Men in Shadow," by Mary Hayley Bell. This contained only one female role, which was taken by Flight Cadet J. A. Williams. It is no reflection on his looks to add that it was not a role of *jeune première*.

The other cadets taking part were Flight Cadets Stinchcombe, Lovell, Mitchell, Palmer, Stephenson, Bourn, Meredith, Brown, Herrington and Francis.

Flight Cadet Walker was elected to produce the play. This normally arduous task was lightened for him by Flight Lieutenant Winsor, who provided continual experienced advice, and Flight Lieutenant Powell, who undertook all the more strenuous administrative work.

The play was a great success, and Flight Cadets Meredith, Brown, Palmer and Stephenson are to be congratulated on their accomplished and often moving performances.

For the end of the Easter Term the Society decided to stage a revue, which, for a change, should be really well rehearsed. In spite of good resolutions, "In Coll Tonight" was first rehearsed in anything approaching entirety three days before the night.

Inevitably, as a result, the revue was patchy and lacked co-ordination; nevertheless, it was thoroughly enjoyed by flight cadets on at least one side of the curtain. Space does not permit us to name everyone taking part, but notable performances were given by Flight Cadets Fletcher, Skinner, Stephenson, Spiers, Bourn and Price. The revue was produced by Flight Cadet Fletcher, who was also mainly to blame for the script.

C. H. W.

## PLAY-READING SECTION

The fare offered to the members of the Play-Reading Section has been as varied as the resources of the British Drama League Library would allow. The arrival of the chosen play was frequently belated by anything up to a month owing to its rather circuitous route via the station cinema and Station Entertainments Officer. The plays read, mostly with considerable enjoyment by the readers if not always with strict accuracy or with complete understanding of the sense or intonation, have been "Ten Little Niggers," "While the Sun Shines," "The Amazing Dr. Clitterhouse" (by special request of Flight Cadet Sergeant Skinner) and "Cyrano de Bergerac." The number of members of the Section has steadily increased, but whether the attraction is the play-reading or the refreshment is a moot point. We hope to continue reading plays at the rate of about one a fortnight.

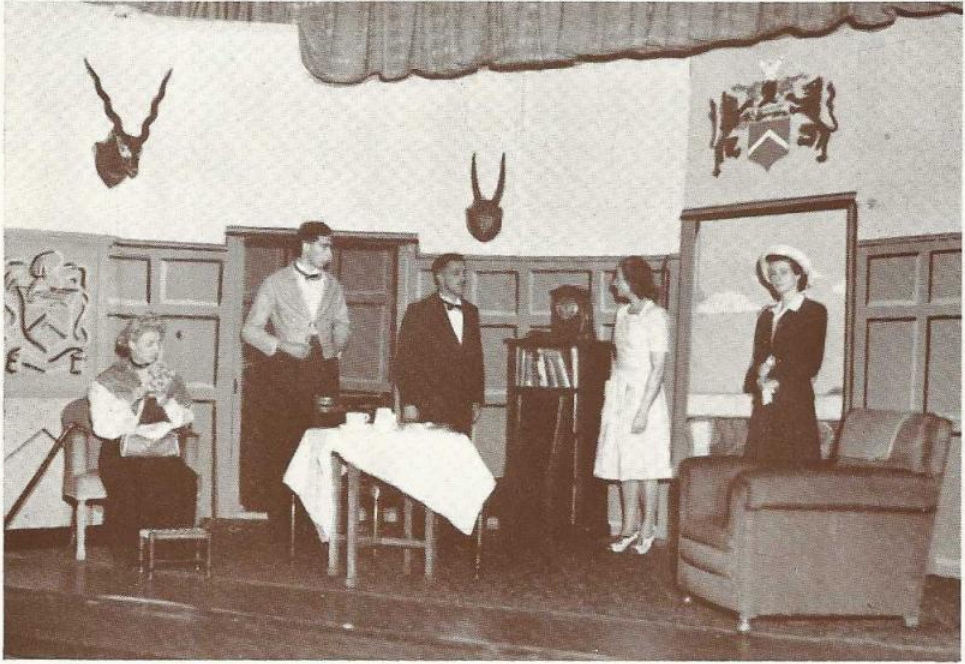
A. B. S.

## PHOTOGRAPHIC SECTION

That this Section continues to flourish is shown by the increasing membership and the growing volume of work now being turned out by the members.

Since the last issue of the JOURNAL two darkrooms have been prepared and well equipped—the upper chamber with an enlarger and all the equipment necessary for projection printing and the lower chamber with film-developing tanks, safelight and all the paraphernalia required for developing, contact printing, etc. As a consequence, the





THE DRAMATIC SECTION IN  
(1) "TONS OF MONEY"                      (2) "MEN IN SHADOW"

[To face page 70]



enthusiasm shown by the members has been gratifying, although at this early date the quality of their work still leaves much to be desired. "Bigger and bigger prints" is the present cry.

During the period under review formal meetings of the members have been held once a fortnight. These have been well attended—a suitable testimony to the nature of the subject and the quality of the lecturer. The subjects chosen have all been eminently practical, ranging from print composition to demonstrations of photographic processes. These have not been restricted to black-and-white work. The Section is now very colour-conscious since the showing by Wing Commander A. C. Kermodé, O.B.E., of one of his excellent cine films in colour and by Squadron Leader Ritchley of a series of his own delightful 35-mm. colour transparencies.

Following precedent, a Photographic Competition has been organized for the Summer Term. This year there will be two classes—one for enlargements and one for contact prints.

R. W. F.

### MUSIC SECTION

The Music Section has got into its regular stride now, with gramophone recitals fortnightly in the winter terms and three-weekly in the summer. The radiogram has been improved to the point of the best it is capable of giving, and a real quality record reproducer and amplifier is in sight, although hull-down on the horizon at the moment. Some fortunate buying of records at low price has raised our collection to about 150.

The high-lights of recent times have been the two visits, to Lincoln to hear Iturbi and to Stamford to hear Campoli. We were treated like visiting royalty at Lincoln and had special seats on the stage next to the pianist. It was a marvellous opportunity of seeing and hearing a concert pianist at close range, but many of us realized, for the first time, that his technique includes being able to address the right words to a recalcitrant piano.

The Campoli recital was enjoyable, too, and we heard at first hand what can be done with a violin by an artist who is absolute master of the instrument.

D. J. G.

### VISIT TO HOUSE OF COMMONS

On 12th March the practising members of the Debating Society visited the House of Commons.

The party arrived at the Central Lobby in the early afternoon and policemen seemed to be stationed in every corner. Our host, Brigadier F. Medlicott, C.B.E., greeted us with his very attractive secretary, who commanded from some of us more attention than the precincts of the House.

We all found the "Cook's tour" of the House most interesting and were amazed at the informality in the Palace of Westminster. We saw many of the Cabinet Ministers; one of us even had the privilege of being cast aside by Mr. Bevin's private detective in order to make room for him to enter his car. When the tour of the House was completed we all went into the debating chamber and heard part of the debate on the Air Estimates. Once more the completely informality, this time within the debating chamber, struck us.

Our thanks are due to Brigadier Medlicott for his guidance and hospitality. We hope that visits to the House will become a regular feature of the Society's activities.

H. A. C.



**B.A.F.O. TOUR—EASTER VACATION, 1948**

It is nothing out of the ordinary in these days for people to have breakfast in one country and lunch in another; yet the party of twelve cadets and three officers who assembled in the College Hall soon after dawn one chilly morning in April, and who had lunch at Uetersen, near Hamburg, felt that they had at least something in common with the gentlemen who used to travel on magic carpets. Maybe it was only that the glimpses of the North Sea, obtained, between hailstorms, through the ever-open door of a parachute-training Dakota, had offered the nearest thing to riding on a magic carpet that they had yet experienced.

Already that morning the party had learnt something of the problems of Transport Command, and of what happens when an aircraft is parked tail to wind; they had seen also on the airfield at Oakington a perfect example—no, that would be letting cats out of bags. Already they had pockets full of Bafs, though not so full as they had hoped because the sudden influx of so many wealthy cadets had broken the bank at Oakington. They had seen East Anglia looking at its best in the spring sunshine, the North Sea looking at its worst, the long dam across the mouth of the Zuider Zee, the Frisian Islands off the North German coast, Emden, Wilhelmshaven, Bremerhaven and the ruins of Hamburg. They had had an unusual view of a landing—through the same open door; they had been officially welcomed and escorted to the Mess at Uetersen, and they were now enjoying an excellent lunch. Such experiences may now be quite common, but they were certainly a change, not altogether unpleasant, from the usual Cranwell method of studying geography or map reading.

After lunch the party were welcomed by the Air Officer Commanding, Air Commodore C. D. Adams, C.B., O.B.E., veteran R.A.F. cricketer, and by the Station Commander, Wing Commander W. N. Ash. Then Flight Lieutenant R. Clive Griffin, who acted as guide while at Uetersen, accompanied the party in a comfortable motor-coach around the ruins of Hamburg. Just how comfortable was that motor-coach was brought home only by contrast in the later days of the tour.

Hamburg in 1948 is rather depressing. Miles of ruin and rubble, and an apathetic people, with never a smile on their faces, often seen still scraping about among the debris, looking perhaps for some treasure lost five years ago, still seeking perhaps a home below ground in which to lay their heads. One saw no hostility to the occupying power; at times one would almost have welcomed it as more in keeping than the drab clothes and expressionless faces of the one-time proud German people. Amid the ruins the gaunt, square, flak towers stood up, undamaged, as a reminder that something at least had weathered our bombs in those great raids of 1943; for Hamburg differs from most German cities in that the havoc was created in a few nights and entirely by the R.A.F. Perhaps the culminating point of the tour round Hamburg was when the party surveyed the ruins of this once-beautiful city from a mound in a cemetery surrounded by open graves—our R.A.F. Police escort described it as an especially "nice view."

The first day of the tour ended with a most pleasant dining-in night at the R.A.F., Uetersen. The Cranwell party were the guests of the evening and the toast of "The R.A.F. College" was drunk after dinner. The cadets replied by beating-up their hosts at skittles and keeping everyone awake until the small hours of the morning.

After a short night's sleep the party proceeded again into Hamburg and this time



boarded a naval launch for a tour round the docks. The Chief Petty Officer in charge of the launch acted as guide, and the Air Commodore's son and daughter were welcome additions to the party. This cruise completed the picture of ruined Hamburg, seen first from the air, then the ground and now the water. But neither bombs nor post-war demolition can alter the face of the water as it does of the land, and so it was that the docks, the giant cranes, the spacious warehouses, the shipyards, the Bloem & Voss flying-boat factory and the massive concrete U-boat pens, even in their dilapidated state, all served to give some idea of the importance of Hamburg as a port before and during the war. Indeed, the ships of many nationalities, loading and unloading, surrounded by barges and tankers, with the fussy little tugs darting hither and thither, gave the impression that Hamburg as a port was beginning to get into its stride again. The day was overcast and the wind was bitter, and it speaks well for the interest of the cruise—or the toughness of the cadets—that the snug and warm little wardroom was not more popular than it was.

The next item on the programme was somewhat of a surprise in that it sounded rather dull but wasn't. A few miles outside Hamburg is situated No. 5 Motor Transport Base Depot, housed in two old German factories, in one of which were made the precision instruments for V weapons. Here the party were treated to an excellent lunch, with many apologies from our hosts that it was not even better, and then shown round the depot. But this is no ordinary depot—it is run as a mass-production factory. At the receiving end come in the battered vehicles of assorted makes and sizes, far too many different types as we thought; so did they. And one needs to go to B.A.F.O. to know just how worn and battered a motor vehicle can become and still function, occasionally. The first process is to clean and strip the vehicles completely. All the parts are examined, and either passed as fit, repaired or replaced by new parts. After that the system is just like that of a factory, and at the delivery end come out what are virtually new vehicles, each one made up of the parts of maybe twenty or more of the battered vehicles that come in. It is a grand example of good planning and organization. The Commanding Officer, Wing Commander G. S. J. Gibbs, M.B.E., and his staff won our admiration for their efficiency in management, as well as our lasting gratitude for the enthusiasm and courtesy with which they acted as our personal guides—and for their hospitality at lunch.

The live show on the camp in the evening was not so efficient.

The next morning, Saturday, the party bade farewell to Uetersen, and, after the now-familiar ride by motor-coach into Hamburg, embarked on their first train journey in Germany. This was another pleasant surprise. Five and a half hours on a slow train through the least interesting parts of Germany did not hold out any pleasing prospects, but the seats were comfortable and provided an excellent opportunity for making up for lost sleep, "break time" in the N.A.A.F.I. van lasted rather longer than from 1020 to 1040 hrs., and there was even some secret satisfaction in being able to walk through the station barriers and board a train without ticket or warrant—nothing more than a nominal roll of the party, to which the R.T.O. had affixed his stamp. It really did make one feel that these were indeed our railways.

The journey was in a southward direction and took us by way of Celle and Hanover. Here the railway track is elevated through the centre of the city, and the view obtained from the train is one of utter desolation, perhaps even more so than at Hamburg. It was almost with a sigh of relief that we found in Buckeburg, where the party detrained, the



first glimpse of a German town as it was before the war. After a short bus ride the party enjoyed the hospitality of B.A.F.O. Headquarters at their Mess at Bad Eilsen.

The afternoon drive of fifty miles in an old German bus, with a somewhat daring German driver, was shaking—in more senses than one. Our nerves might well have been shattered had it not been for the pleasant scenery on our route, through “Hamelin town in Brunswick”—of Pied Piper fame—from Headquarters to the Gliding and Rest Centre of Scharfoldendorf. The journey ended with a climb up the ridge to the very solid-looking “camp,” consisting of the airmen’s quarters, a massive building right on top of the ridge and visible from miles around in every direction, the officers’ quarters in the form of a Swiss chalet, hangars for the gliders, swimming bath and tennis courts. Here, quite apart from the gliding, all ranks in B.A.F.O. can come to spend a week-end or a longer period of leave. And what a pleasant change it must be from Hamburg, Hanover or the Ruhr! It was even to our party, who had spent but two days among the ruins.

As for the gliding, here surely is a paradise for the sailplane enthusiast. Here are all the thermals and standing waves that he dreams of; here are the ridge soaring and all the gliders and equipment as only the Germans could design them; here, too, the advice of German experts and the help of two of the most enthusiastic and skilled of R.A.F. instructors. Here in suitable weather one can take off with the prospect of staying in the air not for two minutes but for two or more hours. Little wonder that our party felt more than a twinge of envy for the other Cranwell party who had elected to spend all their eight days at this haven of rest.

Sunday was spent quickly, eating and drinking, gliding and soaring, walking through the woods and climbing the rocks which abound on the ridge; in the afternoon there was a boar hunt—but no boars. A quiet and restful day, but all too short.

On Monday off again, regretting our departure and regretting most of all that we were unable to express personal thanks to the Officer Commanding the Gliding Club, Group Captain G. T. C. Paul, D.F.C., who had made the arrangements for both our parties but who was unfortunately unable to be present during our visit. To the Camp Commandant, Flight Lieutenant Owen, and to the gliding instructors, Flight Lieutenants Herold and Mallett, we were also particularly indebted.

It was eighty miles or more from Scharfoldendorf to Guterslöh, our next stop. To those who were not with us it might as well be left at that, for what words could describe that journey in that bus with that driver? For ourselves there is no need to attempt a description—we shall remember! However, all things, good or bad, come to an end—and so did that journey. We sighed with relief that we had come through safely, and so no doubt did many others whom we passed on the road.

At R.A.F. Station, Guterslöh, the party was welcomed by the O.C. Flying, Wing Commander F. R. Carey, D.F.C., A.F.C., D.F.M., who, after lunch, showed us round the station. Here indeed was the R.A.F. in action, squadrons of Tempests going about their jobs of patrolling the countryside, “showing the flag” and the strength of the R.A.F., still with something of that spirit of enthusiasm that was so evident under war conditions—not so evident everywhere today. Here, too, was noticed, as indeed throughout B.A.F.O., real co-operation between the Army and the R.A.F., something that was far more than mere lip service to liaison. Our party showed special interest in the Tempest aircraft, in the automatic German compass base, recently inspected and described by representatives of E.A.N.S., and the way in which the station had



formed their own gliding club and were building gliders out of an odd assortment of scrapped German sailplanes and gliders.

On the Tuesday co-operation with the Army took a very practical form so far as our party was concerned in that our guide for the day was an Army officer, Captain Whitfield. The day, in fact, was spent with the Army, and the only thing that went wrong was the R.A.F. transport. This caused us to arrive very late at the Army School of Infantry at Paderborn, but, even so, they contrived to make our visit most interesting and instructive. First there was the tank museum, where British, American, German and Russian tanks were inspected inside and out; then our party got inside some modern British tanks, and it was all we could do to get them out again; then demonstrations of novel and interesting methods of teaching range firing, grenade throwing (round a grenade golf course) and finally of war dogs detecting mines, catching escaped prisoners, and generally showing more kindness and consideration to friend than foe.

In the afternoon Tempests from Guterslöh gave a display of attacks with cannon and rockets on ground targets—the whole operation forming another excellent example of Army-R.A.F. co-operation.

That night we left by train after a stay at Guterslöh that was far too short but none the less packed full of interest and value, and for this our thanks are due not only to our R.A.F. and Army guides but to many others who offered us hospitality, in the bar and elsewhere, and particularly to the Commanding Officer, Group Captain L. F. Sinclair, G.C., C.B., C.B.E., D.S.O., A.D.C.

The train journey was again comfortable, this time travelling westwards to Cologne, and finally Wahn, close to the boundary between the British and American zones. An excellent dinner was provided on the train—free—and as dusk fell we began to pass through a long succession of stations with such well-known names as Hamm, Dortmund, Essen, Duisburg, Dusseldorf and Koln. It was too dark to see from the train anything of the effect of bombing on these Ruhr towns, but the ill-lit skeletons of stations and the occasional glare from a factory chimney or blast furnace gave the whole district an eerie appearance.

It was after midnight when we arrived at the last stopping place of the tour—the R.A.F. Station, Wahn, with its squadrons of Mosquitoes. Late as it was, we were met at the station by Flying Officer Fielding, who acted as our guide for the next two days. We found, as throughout the tour, that plans had been made for us in advance, and both the Station Commander, Group Captain J. C. MacDonald, D.F.C., A.F.C., and the Station Administrative Officer, Wing Commander D. Michell, were helpful in every way during our stay.

On the first day at Wahn we had a comfortable coach to take us the fifteen miles into Cologne, where we paused to look at the ruined bridges and buildings, and the extraordinary sight of the Cathedral with its twin spires standing, almost unscathed and with added stature owing to the flattened buildings around. Thence along the autobahn to Dusseldorf, and back through Wuppertal, after which we had again had our fill of ruins and appreciated the hilly and picturesque scenery on the route to Wahn.

Thursday, the last full day of the tour, opened unfortunately, with the news that the comfortable motor-coach had been sabotaged during the night. As a result of this, the party were committed to a journey of 130 miles in an open lorry on a cold and windy day. It must be admitted that this ride tested to the full the stamina of Cranwell cadets and their interest in what they were seeing. For much of the journey they stood huddled



together in the front of the lorry seeking any kind of shelter or warmth. A N.A.A.F.I. van by the roadside proved as attractive as a first-class hotel might have done in other circumstances, and when the lorry, now boiling in its fore-quarters though freezing behind, halted beside the twisted girders of the Krupp factory, or outside the Hauptbahnhof at Essen, or in a square in Dortmund, it was not easy to distinguish between the bus and the ruins, and the party themselves looked somewhat in keeping with the scene and would hardly have passed muster on a ceremonial parade. However, one can hardly expect to find comfort in the Ruhr, and maybe it was appropriate that it should have been seen in such conditions. There was, too, one particularly bright spot in this rather drab day—the hospitality given to us at lunch time in the Mess of the 2nd Battalion The Royal Scots Fusiliers at Dortmund.

Friday was our last day, and most of it was spent in more or less thumbing our way back to various destinations in the United Kingdom. One doesn't travel in B.A.F.O. as a matter of course: one has to use gentle persuasion; and it was only with the intervention of the Station Commander at Wahn that the pilot of a freight-carrying Dakota was persuaded to leave behind his load and to take our party instead. And so to Uetersen once again, still little nearer to England, but back among old friends, and with time for lunch before resuming the journey, in another Dakota, to Oakington. This time there was a door, there were no storms of hail or rain, and splendid views were obtained of the North German ports, the Zuider Zee and East Anglia from Lowestoft to Cambridge. But most of the party spent the journey in a blissful sleep, dreaming maybe of rubble and ruins, or skittles, of good food and good drinks at reasonable prices, of the amazing currency in cigarettes and coffee, of that German bus driver—oh, and lots of other memories—tired out but happy to have had such experience and to have gained more real knowledge of the problems of Germany today, and of the part the Army and R.A.F. are playing in solving these problems, than could ever have been obtained from lectures or books.

We have mentioned the names of a few of the many officers who helped us on our way, but we cannot end this account without expressing our appreciation to Transport Command for getting us there and back, and to Headquarters at B.A.F.O. for arranging the tour. We are indeed grateful to the Air Officer Commanding-in-Chief, B.A.F.O., for making this tour possible, and to his staff, especially Wing Commander G. H. White, O.B.E., and his branch, for their hard and considerate work on our behalf. We hope that the tour may be the first of many, for surely no cadet during his stay at Cranwell can afford to miss such an opportunity.

A. C. K.



### GLIDING

During the Easter leave period seventeen members of the College Gliding Club visited Scharfoldendorf. They are indebted to the A.H.Q., B.A.F.O., Gliding Club for an extremely enjoyable and instructive week at the most advanced gliding site in B.A.F.O.

On the whole the weather was kind except for the first day. The total time flown by the seventeen members was 74 hours 22 minutes, and the record flying time for one day with good thermals was sixteen and a half hours. In all, 416 launches were made, 103 of them on the last day. The centre-of-gravity launch was the one mainly used. The types of glider used were Grunau IB, Kranich (dual) and Meise.

J. H. G. White did his five-hour endurance test on a ridge wind in the rain of the first day. Lang managed to obtain his Silver "C" height of one kilometre above the point of release. Tuke, Sanderson and Skinner very nearly reached Silver "C" heights. Fifteen "C's" were achieved.

When the thermals gave out towards the evening, loops, stall-turns and accidental "Little Joes" (tail slides) were performed. Spot-landing competitions were also held; the winners were Flight Cadets Lang and Lamb and Flying Officer Williamson.

Mishaps during the course were few. One skid was torn off, and a foot was put through the bottom of a Grunau. Pendry performed a circuit with a thousand feet of cable on tow. He released the cable over the woods before landing; it was retrieved later, but not before a boar had chased Sanderson.

We are very grateful to Flight Lieutenant Owen, the Camp Commandant, for the comfort and enjoyment of our stay at Scharfoldendorf. We thank him, too, for arranging a boar shoot for us before breakfast; but we still want to know where the boars roam during the early hours of the morning before they are tempted by isolated flight cadets.

Our sincerest thanks are offered to Flight Lieutenant Herold for his enthusiastic instructing. We wish him and his highly polished car great success in the gliding world, and we hope that we shall see him again in the summer.

J. H. G. W.

### R.A.F. COLLEGE MOUNTAINEERING CLUB

#### EASTER MEET

The Easter meet, our second, was held at "Helyg," the Climbers' Club hut near Llyn Ogwen, in North Wales. We left Cranwell on 7th April and dispersed from Helyg on the 13th after a week of thoroughly satisfactory climbing in excellent weather.

Attending the meet were Squadron Leader Coleman, Flight Lieutenant Johnson, Flight Cadet Under-Officer Le Poer Trench, Flight Cadet Sergeants Crowley and Finch, and Flight Cadets Worthington, Williams, A. Wright, Parkinson and Bull. We travelled overnight from Euston to Bethesda and collected the week's provisions there early the next morning. We were thus able to reach Helyg at lunch time and commence climbing that afternoon.

We began with an introduction to Milestone, the nearest crag to Helyg, and climbed the ordinary route in gale and snow. Later the weather cleared and with few lapses remained fine for the rest of our stay.



During the days that followed we turned our attention largely to the magnificent east face of Tryfan, and between us climbed most of the recognized climbs up to the "Very Difficult" standard.

Only once did anyone come off, proving yet again that it can be very much more difficult to climb down than to climb up. Let us hope, too, that all have learned to give loud and timely warning of rocks dislodged. Passing anger can easily turn to embittered enmity when the warning comes not at all or when the unhappy climber is already mopping a bloody pate.

All our beginners took to the rope with enthusiasm and in a few days were leading climbers themselves. Indeed, the enthusiasm was such that it may be necessary another time to insist upon a "basic climbing test" with a Q.C.I. before a learner can risk his own and others' necks.

Memories of the week will inevitably recall the weary slogs up the Heather Terrace, leaps from Adam to Eve, late lunches on the mountain, tea at Ogwen Cottage and, a chapter in itself, messing at Helyg featuring in a very big way "Pom," the all-filling, all-thickening, all-pervading dehydrated potato powder.

We shared Helyg with Sandhurst, staggered our meals, and rubbed smoothly together. Thanks are due to the Climbers' Club for the use of their excellent hut, and we hope to visit it again many times in the future.

W. J. O. C.

#### R.A.F. COLLEGE SAILING CLUB

Plans were made for those Flight Cadets who wished to sail during the Easter vacation to do so in a yacht kindly offered to the Club by Colonel Shore. The rival attractions of gliding, mountaineering and the visit to B.A.F.O., however, removed the demand for organized sailing, but we welcome this opportunity to express our thanks and appreciation to Colonel Shore for his offer and for his constant help to the Club.

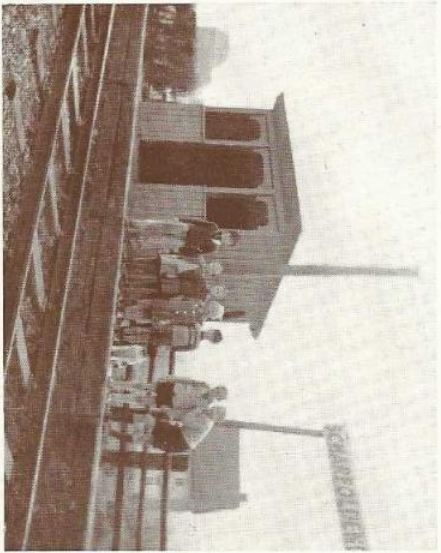
Towards the end of the Spring Term the College became the proud possessors of an ex-German yacht, the *Kormoran*, for which our thanks are due to the A.O.C.-in-C., Fighter Command. The College Society made a generous initial grant to refit her; nevertheless, to prevent costs becoming prohibitive, most of the necessary work will have to be done by flight cadets. A start was made during the Easter vacation.

At the first meeting of the Summer Term plans for the term and the summer vacation were made. The College fleet consists at present of two ex-German dinghies and two airborne lifeboats, with a further dinghy on the stocks for the *Kormoran*. All this equipment will be available shortly for sailing on the Trent by members of the Club on Wednesdays and at week-ends. In addition, Squadron Leader Kelly has kindly offered the Club the use of his dinghy for sailing on the Trent.

For the summer vacation, provided that the *Kormoran* could be made ready, it was decided to make two cruises in her, each of a fortnight's duration. Colonel Shore has again kindly offered us a cruising yacht and day-sailing dinghies to provide sailing for those members who cannot be accommodated on the *Kormoran*. Every member of the Club who wishes to sail will be able to do so this summer.

A voluntary Maintenance Committee for the Club's property has been recruited and great things are expected from them. With fair winds, co-operative fish and deeper sea,





RECEPTION COMMITTEE

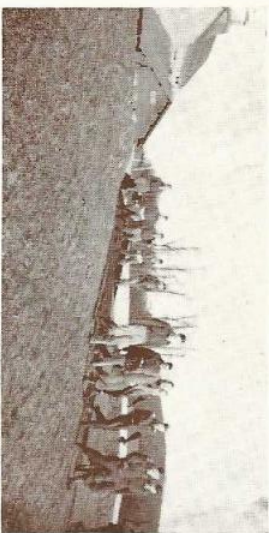


"... AT LAST HIS SAIL-BROAD VANES  
HE SPREADS FOR FLIGHT!"



"AFTER THE TOYLE OF BATTEL TO REPOSE  
YOUR WEARIED VERTUE..."

WITH THE A.H.Q., B.A.F.O., GLIDING CLUB, SCHARFOLDENDORF



BOAR HUNT



this season should prove even more successful than the last, and it is sincerely hoped that the previous best of Hamble to Weymouth in five days will be improved upon considerably.

A. B. S.

### RIDING

In April, 1947, after a lapse of nearly eight years, riding was once again in progress at the College. Flight Lieutenant Clause organized a small but efficient Riding Section. Mr. Penfold, the pre-war Riding Instructor, returned to instruct Flight Cadets on the five available horses. There were about twenty-five flight cadets riding out of the fifty then at the College.

Squadron Leader Steventon became the Officer i/c Riding at the beginning of the Christmas Term, 1947, with Flight Lieutenant Clause as deputy, and Flight Cadet Harben as Cadet Captain of Riding. With No. 47 Entry now in the College the number of riders rose to about fifty, and it became necessary to reorganize. Flight cadets were divided in groups of four to enable the same cadets to ride together every time they went out, and a weekly riding programme was made.

Three new horses were added to the stable. Squadron Leader Steventon kindly lent his horse, "Cæsar." The other two were "Lady," a mare who had previously been in foal, and "Snowball," a new purchase. Flight cadets were now getting three rides a fortnight. In November Flight Lieutenant Fothergill became a temporary Riding Instructor until a new permanent instructor was available.

In the Spring Term of 1948 there were fifty Nos. 46 and 47 Entries cadets and twenty-five No. 48 Entry cadets wishing to ride. In order to deal with the larger numbers, a morning ride was introduced. Hitherto there had been only two rides every afternoon with the exception of one rest day a week. Cadets of Nos. 46 and 47 Entries still had three rides a fortnight, and No. 48 Entry one ride in three weeks. Later, a meeting decided that owing to the cost of feed a small charge for each ride should be introduced.

Mr. Faulkner, late 11th Hussars, became the Riding Instructor in March. A jumping lane was erected in Bristol Wood, and cadets were able to have serious instruction in jumping. By the end of the term there was also a *manège* situated just outside the wood.

In the Summer Term we were again faced with an increase in numbers with the addition of No. 49 Entry. Group Captain Oliver came to the rescue by kindly lending his horse "Sammy" to the stables. The increase enabled cadets to ride in groups of five instead of four, and sixty cadets could now be given three rides a fortnight.

A general meeting of the College was held to elect officials and a committee. Major Osborn became Officer in charge of Riding, Squadron Leader Wenham his deputy, and Flight Lieutenant Okely Treasurer. Squadron Leader Steventon volunteered to devote himself to the administrative interests. Flight Cadet Worthington was elected Vice-Captain and three representatives of each entry were chosen for the Committee. It was decided at this meeting that the cost of riding must be raised to 3s. an hour, an amount within the reach of the keen rider and remarkably small in comparison with outside rates.

The Blankney have very kindly allowed the College to represent them in the Inter-Hunt Section Jumping at the Lincolnshire Agricultural Show in June. The teams are:



*A Team.*—Flight Cadet Harben, Flight Cadet Corporal J. H. G. White and Flight Cadet Worthington.

*B Team.*—Flight Cadet Under-Officer Le Poer Trench, Flight Cadet Corporal Burns and Flight Cadet Shore.

N. B. H.

### HUNTING

During the Spring Term of 1948 a few cadets went hunting. On 12th February Group Captain Oliver, Squadron Leader Steventon and Flight Cadets Harben and Dickson went to the Blankney meet at Metheringham. It was not a very good day, but both cadets thoroughly enjoyed it.

On 6th March the Blankney met at the College, and there was a large turn-out from Cranwell—Air Commodore Atcherley, Group Captain Oliver, Squadron Leader Steventon, Flight Lieutenant Fothergill and Flight Cadets Harben, Dickson, Burns, Le Poer Trench and Shore. It was an extremely foggy morning and the first cover was not drawn until about 12 o'clock. We were lucky and found, but the scent was later foiled by a field of sheep. Another was found in the vale at Wellbourne, and we had the best chase of the day, although it did not result in a kill. But luck was with us, as the huntsman saw a fox run along a hedge and after a short run over two or three fields there was a kill in the Navenby low fields. The Master very kindly presented the mask to the College, and it is now in the process of being mounted. All the cadets came home happy but tired; it had been for some their first day out hunting.

N. B. H.

### FALCONRY

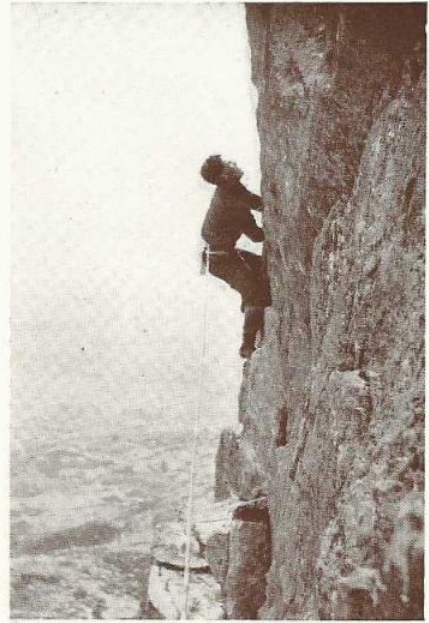
It seems that the second-oldest field sport in the world has its followers in the College and that they will soon be enjoying to the full its devious pleasures. Soon the cold, grey light of dawn will see one of these enthusiasts making his way to the falconry (still incongruously labelled "W.A.A.F. Only") bearing the gory remains of some unfortunate rat, mouse or small bird whose capture he has encompassed. A psychiatrist would probably deduce horrible things about the falconer's childhood.

A member of the staff, they say, was responsible for encouraging these acts of fratricide against our feathered friends. He has gathered about him a group of followers easily led by his eloquence, and their preparations for the arrival of their first hawk, a kestrel, are now well advanced.

Even in these austere days the falcon continues to ignore the facts of the food situation. Fresh meat alone will satisfy her, and the efforts of her keepers to supply her meals will be prodigious and probably illegal. The sparrow-trap is now legendary. It must have provided a large number of them with some very satisfactory meals. Then, too, there were the lesser-known brick traps, which were guaranteed to stand up under the weight of a whole flock of small birds, but which would collapse in the slightest breeze. The scraped knuckles and bad language which they caused in resetting had a very poor effect on morale. Ratting was successful for a short time, and is to be resumed. No mice have yet been victims, but plans are afoot for enticing susceptible young ones away from their homes to meet an untimely fate. An arsenal of airguns has been assembled, a modern weapon being used to sustain one that it replaced.

Our stumbling and red-handed falconer must take his grisly burden and feed it to





THE R.A.F. COLLEGE SOCIETY

- 1-2. MOUNTAINEERING SECTION AT LLYN OGWEN
3. ON THE B.A.F.O. TOUR, HAMBURG
4. MEET OF THE BLANKNEY HUNT AT DIGBY, FEBRUARY



his pet, uttering weird shrieks, cries and whistles and stroking it at the same time. The hawk is kept blindfolded, to prevent it from being frightened to death. After this the keeper must walk about with the bird on his fist for a few hours, by which time he will no doubt have acquired a reasonable appetite for breakfast. The rest of the day is spent in walking about with the bird, hunting for its food, and feeding it, and the day ends with the falconer sitting with the bird, keeping it awake until the small hours in order to tame it. After his few minutes of well-earned rest, the sportsman must be up and about to begin the routine all over again.

In return for his exertions, the falcon's master has the privilege of following his bird over all country at top speed, either on foot or clinging desperately to a horse, with his eyes turned constantly skyward. Only those who have tried this can appreciate the abiding peace of mind which it engenders.

D. G.

## THE BLANKNEY AND CRANWELL

THE Blankney met, as a friend neatly said, all over the parade ground. To be exact, one must further say that the human element did reach the ante-room, since there the bar held sway more and more literally as time passed and a persistent mist persisted. The Cranwell element, being in reasonable training, managed to eat as well.

After an hour or more of being entertained by one's fellow-cadets at the College's expense, the crowd began to move with some purpose, a strong contrast, since up to now it had merely moved because it could not keep still, and we debouched.

A stupefying sight met the eyes: hundreds of horses, 170 we are told, were milling around and dragging cadets with them. The average man had no hope, since not only did all the horses look the same but so did the cadets. I was confident. I knew which cadet I had left in use as a sea anchor for my mount. To my surprise my dusky George had become a grey and I found myself reduced to the ranks of average men.

The hunt set off; we rode such horses as seemed most to resemble those that we had brought with us. A covert was drawn at the open range and someone must have smelt something, for we careered westwards for a mile or two, to end up staring at a handful of sheep. General annoyance was evident, hounds being particularly disconcerted by such a chase after unworthy opponents.

After a morning of exhilarating chases of red herrings we finally killed. The four harder-riding members of Cranwell expressed much annoyance at their nameless companion who, having fallen back for reasons which they perfectly understood, found himself in the midst of howling hounds engaged in disassembling the fox. His subsequent boast of being in at the kill which he occasionally makes to junior entries rings a little false.

The rest of the day was painful and uneventful; as we continued westwards we wondered how our exhausted horses and pain-racked bodies could stand the journey home.

It is no coincidence that every one of our mounts seemed to get a second wind and fresh stores of energy as soon as his nose turned to the east. Our bodies, it is regretted, remained pain-racked as before, and we returned stiff and strained to see a squad of airmen with shovels cleaning from the parade ground the consequences of the morning's meet.

J. G. B.



## SPORT

WE can look back on a most interesting and often exciting winter season, of which the bright lights were the Sandhurst matches, especially the rugger match and the victories of the fencing and soccer teams; the hard-fought boxing contest against the Academy which ended in a draw; the rugger match against L'Ecole de l'Air at Salon, which was a unique experience for the XV in many ways; the consistently high standard of hockey played throughout the season; and B Squadron's winning of the Chimay Cup.

Rugger is the most popular winter game, with hockey a very close second favourite. Soccer seems to have little following, though there is no doubting the enthusiasm of the cadets who do play. If we are to field a good XI more players are wanted. Squash is our big weakness, as we are not able to take on any matches yet.

Prospects for the Summer Term seem good. Already the Rowing Club has given a sample of its form with a win at the R.A.F. Regatta, while the shooting team cleared the board at Bisley in the Flying Training Command competitions. The high standard of swimming in the Inter-Squadron Match shows fine promise for the College team, which has already defeated O.C.T.U., Newark, in the opening match of the term. Cricket has a good following, particularly in the junior flights, though we must not neglect the art of good-length bowling if we are to win matches. The batting looks very strong.

## THE CHIMAY CUP

Before the war the Chimay (Athletics and Games) Cup was awarded annually to the winning squadron, and was last held by C Squadron in 1938 and 1939. Since 1920 B Squadron has won the cup eight times, A Squadron seven and C Squadron five. The rules governing the award of the Chimay Cup have been altered considerably. It is now awarded each term, although the whole year's games are counted, starting afresh at the beginning of each Autumn Term; instead of a knock-out system there is a triangular tournament; golf is included, the different games played now totalling fourteen.

B Squadron won the first post-war competition at the end of the Spring Term. At the time of going to press it is still in the lead for the Summer Term, though C Squadron is closing the gap very rapidly, and the result will probably be in the balance until the end of the term.

## RESULTS OF INTER-SQUADRON MATCHES

## RUGBY

5th November, 1947.—A Squadron, 11 points; B Squadron, 29 points.

26th November, 1947.—C Squadron, 6 points; A Squadron, 8 points.

17th December, 1947.—B Squadron, 6 points; C Squadron, 10 points.

	P.	W.	L.	D.	Points		Pts.*
					For	Agst.	
B Squadron	2	1	1	0	35	22	1.6
C Squadron	2	1	1	0	16	14	1.2
A Squadron	2	1	1	0	19	35	0.5

\*In all games, 2 points for a win, 1 for a draw, and 0 for a lost match.

B Squadron won on points average, and counts 5 marks for the Chimay Cup.



**SOCCER**

8th November, 1947.—A Squadron 4 goals; B Squadron, 2 goals.

15th November, 1947.—A Squadron, 1 goal; C Squadron, 6 goals.

29th November, 1947.—B Squadron, 5 goals; C Squadron, 0 goals.

	P.	W.	L.	D.	Goals		Goal Avege.	Pts.
					For	Agst.		
B Squadron ..	2	1	1	0	7	4	1.75	2
C Squadron ..	2	1	1	0	6	6	1.00	2
A Squadron ..	2	1	1	0	5	8	0.63	2

B Squadron won on goal average, and counts 4 points for the Chimay Cup.

**HOCKEY**

6th March, 1948.—A Squadron, 1 goal; B Squadron, 9 goals.

31st March, 1948.—B Squadron, 2 goals; C Squadron, 3 goals.

3rd April, 1948.—A Squadron, 1 goal; C Squadron, 6 goals.

	P.	W.	L.	D.	Goals		Goal Avege.	Pts.
					For	Agst.		
C Squadron ..	2	2	1	0	9	3	—	4
B Squadron ..	2	1	1	0	11	4	—	2
A Squadron ..	2	0	2	0	2	15	—	0

C Squadron counts 4 points for the Chimay Cup.

**CROSS-COUNTRY RUNNING**

10th March, 1948

1. B Squadron .. .. . 1,138 points
2. C Squadron .. .. . 1,354 points
3. A Squadron .. .. . 1,399 points

B Squadron counts 3 points for the Chimay Cup.

**BOXING**

In the first post-war match against the Royal Military Academy on 13th March, 1948, C Squadron was represented by two flight cadets in the College team. A Squadron and B Squadron had no representatives.

C Squadron therefore counts 3 points for the Chimay Cup.

Game	Won by	Points to count for Chimay Cup.		
		A	B	C
Soccer .. .. .	B Squadron	0	4	0
Rugby .. .. .	B Squadron	0	5	0
Hockey .. .. .	C Squadron	0	0	4
Boxing .. .. .	C Squadron	0	0	3
Cross-Country ..	B Squadron	0	3	0
<b>Totals</b>			<b>12</b>	<b>7</b>

The Chimay Cup was awarded to B Squadron on 7th April, 1948, for the Spring Term competition.

In the Summer Term C Squadron has won the swimming, therefore counting a further 3 points for the cup, and is now only 2 points behind B Squadron.

F. R. B.



## OFFICIALS IN CHARGE OF GAMES

*President, Cadets' Games* . . Squadron Leader F. R. Bird, D.S.O., D.F.C.  
*Sports Secretary* . . . . . Flight Lieutenant R. B. Cole, D.F.C.

## ATHLETICS

*Officer-in-charge* . . . . Squadron Leader K. Ritchley.  
*Deputy* . . . . . Flight Lieutenant R. Crouch, D.F.C.  
*Coaches* . . . . . Warrant Officer W. J. Warder; Squadron Leader K. Ritchley.  
*Captain* . . . . . Flight Cadet Corporal A. B. Stinchcombe.  
*Vice-Captain* . . . . . Flight Cadet G. K. Mossman.  
*Secretary* . . . . . Flight Cadet H. T. Price.

## CRICKET

*Officer-in-charge* . . . . Flight Lieutenant R. G. Wakeford.  
*Deputy* . . . . . Flight Lieutenant G. C. Lamb, A.F.C.  
*Coach* . . . . . Squadron Leader G. G. Edwards.  
*Captain* . . . . . Flight Cadet Under-Officer P. V. Pledger.  
*Vice-Captain* . . . . . Flight Cadet M. D. Fenner.  
*Secretary* . . . . . Flight Cadet A. Lang.

## ROWING

*Officer-in-charge* . . . . Flight Lieutenant E. K. P. Ince, D.F.C.  
*Deputy* . . . . . Squadron Leader J. A. R. M. Reid.  
*Coach* . . . . . Patrick Johnson, Esq., O.B.E., M.A.  
*Captain* . . . . . Flight Cadet Sergeant R. A. Pendry.  
*Secretary* . . . . . Flight Cadet A. R. K. Fletcher.

## TENNIS

*Officer-in-charge* . . . . Squadron Leader D. W. Steventon, D.S.O., D.F.C.  
*Deputy* . . . . . Flight Lieutenant A. Speake.  
*Coach* . . . . . Lieutenant-Commander R. W. B. Lacon, D.S.C., R.N.  
*Captain and Secretary* . . . . Flight Cadet Sergeant E. D. Finch.

## SHOOTING

*Officer-in-charge* . . . . Squadron Leader J. M. O. Dyer, D.F.C., A.F.C.  
*Captain* . . . . . Flight Cadet H. T. Price.  
*Vice-Captain* . . . . . Flight Cadet Sergeant J. M. Robertson.  
*Secretary* . . . . . Flight Cadet Corporal P. R. Sanderson.

## SWIMMING

*Officer-in-charge* . . . . Flight Lieutenant D. J. Garland.  
*Deputy* . . . . . Flight Lieutenant F. Okely.  
*Captain* . . . . . Flight Cadet Sergeant J. M. Crowley.  
*Vice-Captain* . . . . . Flight Cadet R. M. Raw.  
*Secretary* . . . . . Flight Cadet C. H. Walker.

## GOLF

*Officer-in-charge* . . . . Lieutenant-Commander R. W. B. Lacon, D.S.C., R.N.  
*Deputy* . . . . . Lieutenant-Colonel R. A. N. Lowther, M.C. (ret.).  
*Captain* . . . . . Flight Cadet Sergeant J. M. Robertson.

## SKILL-AT-ARMS

*Officer-in-charge* . . . . Flight Lieutenant R. W. G. Freer.  
*Coach* . . . . . Warrant Officer W. J. Warder.  
*Captain* . . . . . Flight Cadet Under-Officer Le Poer Trench.  
*Vice-Captain* . . . . . Flight Cadet C. P. Francis.  
*Secretary* . . . . . Flight Cadet Corporal J. A. Burns.

## SQUASH RACKETS

*Officer-in-charge* . . . . Flight Lieutenant J. N. Quick.  
*Deputy* . . . . . Flight Lieutenant R. W. G. Freer.  
*Captain* . . . . . Flight Cadet A. J. L. McFarlane.  
*Secretary* . . . . . Flight Cadet Corporal L. G. Dickson.



**BOXING**

<i>Officer-in-charge</i>	.. ..	Flight Lieutenant R. B. Cole, D.F.C.
<i>Deputy</i>	.. ..	Flight Lieutenant D. O. Brown.
<i>Coaches</i>	.. ..	Warrant Officer W. J. Warder; Mr. J. E. Hodkinson.
<i>Captain</i>	.. ..	Flight Cadet R. F. Read.
<i>Secretary</i>	.. ..	Flight Cadet I. Gordon-Johnson.

**ASSOCIATION FOOTBALL**

<i>Officer-in-charge</i>	.. ..	Flight Lieutenant R. C. P. Thompson.
<i>Deputy</i>	.. ..	Flying Officer J. W. Valentine.
<i>Coaches</i>	.. ..	Warrant Officer D. J. Mills; Flight Lieutenant R. W. G. Freer.
<i>Captain</i>	.. ..	Flight Cadet W. J. Herrington.
<i>Vice-Captain</i>	.. ..	Flight Cadet Corporal K. E. Richardson.
<i>Secretary</i>	.. ..	Flight Cadet Corporal D. J. Muff.

**HOCKEY**

<i>Officer-in-charge</i>	.. ..	Squadron Leader W. J. O. Coleman, D.F.C.
<i>Deputy</i>	.. ..	Flight Lieutenant I. L. Scott.
<i>Coach</i>	.. ..	Squadron Leader Reverend L. Ainsworth.
<i>Captain</i>	.. ..	Flight Cadet Corporal J. H. G. White.
<i>Vice-Captain</i>	.. ..	Flight Cadet A. J. L. McFarlane.
<i>Secretary</i>	.. ..	Flight Cadet C. P. Francis.

**RUGBY FOOTBALL**

<i>Officer-in-charge</i>	.. ..	Squadron Leader I. N. MacDougall, D.F.C.
<i>Deputy</i>	.. ..	Squadron Leader H. H. Mayoh.
<i>Coaches</i>	.. ..	Flying Officer I. J. Lumsden; Squadron Leader H. H. Mayoh.
<i>Captain</i>	.. ..	Flight Cadet Under-Officer P. V. Pledger.
<i>Secretary</i>	.. ..	Flight Cadet G. K. Mossman.

**CROSS-COUNTRY RUNNING**

<i>Officer-in-charge</i>	.. ..	Flight Lieutenant J. F. Powell.
<i>Coach</i>	.. ..	Warrant Officer W. J. Warder.
<i>Captain</i>	.. ..	Flight Cadet W. D. R. Lamb.
<i>Secretary</i>	.. ..	Flight Cadet M. C. B. Mitchell.

**ATHLETICS**

Athletics trials were held for all entries during the Spring Term and a large number of flight cadets were noted as having latent talent. By the time, however, that the other sports had made their claim the remaining athletes were mainly the members of last year's team with a few additions from the junior entries. Injuries to the few prominent athletes of last year have weakened the team and counteracted the strengthening produced by greater numbers. But the prospects for this season should be much better than they were for the last, and Dawes may prove unbeatable in the long jump and discus. This year we are including hurdles in our events, and MacMullen, of the Junior Flights, shows considerable promise.

Our first match of the season was against a combined Apprentice Wing and Station team. For the College team it was in the nature of a special practice, and as many cadets as possible were entered for the events. The College was beaten, but valuable information was obtained. Particularly creditable was D. S. White's 440 yards, which he ran in 55.3 seconds, a very good time for the beginning of the season.

A. B. S.



## RUGBY

## R.A.F. COLLEGE v. R.M.A. SANDHURST

The first post-war match between the College and the new Royal Military Academy Sandhurst was played in perfect weather on Saturday, 13th December. Speculation on the result led to research on previous Sandhurst and Woolwich matches, which showed that Cranwell had won one out of every three:

Versus R.M.C. (Sandhurst): R.A.F. College won 5; R.M.C. won 12; one match drawn.

Versus R.M.A. (Woolwich): R.A.F. College won 7; R.M.A. won 10.

For this match we were very hopeful, but knew that ninety flight cadets gave infinitely less scope than 900 officer cadets from whom to build a first-class team.

In the first few minutes of the game Sandhurst gave us a sample of the quickness off the mark and clean handling which characterized all their play. From an excellent movement Greystone scored in the first three minutes. This try was not converted, but Hardy, the Academy's captain, made no mistake with the second try, scored after ten minutes by Phipps, a very thrustful centre.

After this shaky start, Cranwell recovered very well indeed against an obviously heavier and faster side. For the next quarter of an hour the College pressed continuously, but could not force an opening against hard, low tackling. Sandhurst were penalized in their "25" and George kicked a good goal. A little later he failed with another penalty kick in an easy position.

Sandhurst at once resumed the offensive and carried the game to the Cranwell line. A close struggle lasting five minutes was relieved by some superb tackling by George and Strover, and play was again mainly at the Sandhurst end for the final minutes of a half that ended with a struggle on their line.

In the second half Cranwell never looked like scoring. We were getting a share of the ball from the set scrums, but the heeling was scrappy so that our half-backs had little chance to get the three-quarters moving. For nearly ten minutes Sandhurst put up a steady pressure which ended in a second try by Greystone in the corner. Hardy kicked a splendid goal, which feat he repeated three minutes later after Evans had fought his way over from a loose Maul on our line.

For a short time Cranwell brought the game back into the Sandhurst half, but never looked dangerous. The pressure was resumed and Hardy dropped a perfect goal to make the score 22—3. Cranwell continued to fight back against many dangerous-looking attacks in a game which by now was a certain victory for Sandhurst. A few minutes before the end Phipps scored another try for Sandhurst, which was converted by Hardy. The score now was 27—3 and remained so until the end of the match.

It was unfortunate that Vallance, the captain, was injured a week before the game and was not able to play. The vital position of fly-half was found difficult to fill and it is certain that Vallance would have made a difference to the score. The three-quarters were excellent in defence and saved several tries, particularly George, who sent his winger crashing to the ground every time he got the ball. The forwards played a hard game and fought very well. However, they did lack the art of packing quickly in the loose and heeling at once. Had they possessed it Cranwell might have scored a few more points. Chamberlain at full-back tackled very well.



Before the game both teams were introduced to the Commander-in-Chief, Air Marshal The Hon. Sir Ralph Cochrane. The match was watched by the Commandant of the Royal Military Academy Sandhurst and by the Commandant of the Ecole Militaire de l'Armée de l'Air at Salon, who invited the College XV to go to France to play the French College.

#### R.A.F. COLLEGE v. ECOLE MILITAIRE

Colonel de Maricourt's invitation was gratefully accepted. The match was played on 3rd April and brought the season to a most interesting and enjoyable end. Weather conditions were more suited to English training than French; for the first half it rained hard and this worried the French team considerably. Fortunately the College built up a half-time lead of 17—6. Then the weather cleared, and the heat and the angle of the sun began to tell on English physique. The Ecole scored 8 more points to the College's 3 and nearly scored many more. It might be said that the College was saved by the whistle.

The whole visit was a unique experience for the College XV and was acclaimed as the best week-end for years. An impression of it is recorded elsewhere in the JOURNAL. We look forward to a visit from the Ecole's team at Cranwell next year.

#### SUMMARY

During the season the College team has shown that on occasions it could play good rugby, but lack of competition for places in the team led to a slackening of effort when the match proved easy. This is not likely to be the case next year.

The forwards were good individually as far as backing up was concerned, but when called upon to pack together in the loose they did not seem to be able to work together.

On the whole, the backs combined well and some excellent runs were seen during the season, but at times their handling left much to be desired.

Colours were awarded to the following:

P. V. Pledger, I. D. Meredith, P. C. Skinner, G. K. Mossman, R. B. George, M. B. Le Poer Trench, L. G. Ludgate, K. J. Manning, N. R. W. Morris and C. M. A. Vallance.

#### RESULTS SINCE THE PUBLICATION OF THE LAST "JOURNAL"

- 8/11/47.—v. R.A.F., Cranwell, lost 3—8.
- 12/11/47.—v. R.A.F., Kirton Lindsey, won 12—0.
- 13/12/47.—v. R.M.A. Sandhurst, lost 3—27.

#### EASTER TERM: "A" XV

- 17/ 1/48.—v. King's School, Grantham, won 53—0.
- 24/ 1/48.—v. D Squadron, won 19—5.
- 28/ 1/48.—v. Queens' College, Cambridge, lost 3—35.
- 31/ 1/48.—v. Spalding R.F.C., won 22—11.
- 3/ 2/48.—v. R.A.F., Cranwell, lost 18—20.
- 7/ 2/48.—v. Grimsby R.F.C., won 36—0.
- 14/ 2/48.—v. Oundle School "A," won 19—8.
- 18/ 2/48.—v. Apprentices' Wing, won 24—0.
- 6/ 3/48.—v. Lincoln R.F.C., won 31—3.
- 13/ 3/48.—v. Peterborough "A," won 36—0.
- 17/ 3/48.—v. Apprentices' Wing, won 42—0.
- 24/ 3/48.—v. D Squadron, won 39—10.
- 3/ 4/48.—v. L'Ecole de l'Air, Salon, won 20—14.

P. V. P.



**CRICKET, 1948**

The cricket season opened with portents similar to those of last year. It seemed that once again the College would be forced to field an eleven that lacked attacking bowlers. The batting division seemed reasonably strong, but bowlers were scarce.

This was apparent in our first two matches, against the Station XI and Sleaford. In both games the batsmen performed admirably, but the bowlers were not aggressive enough and the opposition was able to score freely. Edmondson-Jones was the only successful bowler; he took four wickets in each game. We managed to draw with the Station, but Sleaford was stronger and we lost by 5 wickets. We were well reported in the local Press. Fenner's wicket-keeping (he caught two and stumped two out of the five wickets taken) came in for much praise, but in the headline "Hit for Six over R.A.F. College Flagpole" the joke was against us.

In our next match, against Emmanuel College, neither batsmen nor bowlers performed satisfactorily. We reached a new all-time low with a score of 22, and lost by 9 wickets.

In our first away game, against Queens' College, however, a rosier future became apparent. This was the first game in which Junior Flight Cadets and Digby Cadets played for the College, and of these Saunders proved himself a very steady bowler. Also Carver, our leg-spinner, showed a certain steadiness, with one or two really excellent balls. The game was drawn, but the standard of cricket was much higher and showed considerable promise.

Thus we look forward to the rest of the season with greater hope than we had at the beginning of term. With a capable batting division, in which Fenner, Edmondson-Jones, Pavey and Everett have so far shown themselves to be on form, and now with a definite bowling potential, we hope for greater things from the team.

A. L.

**HOCKEY**

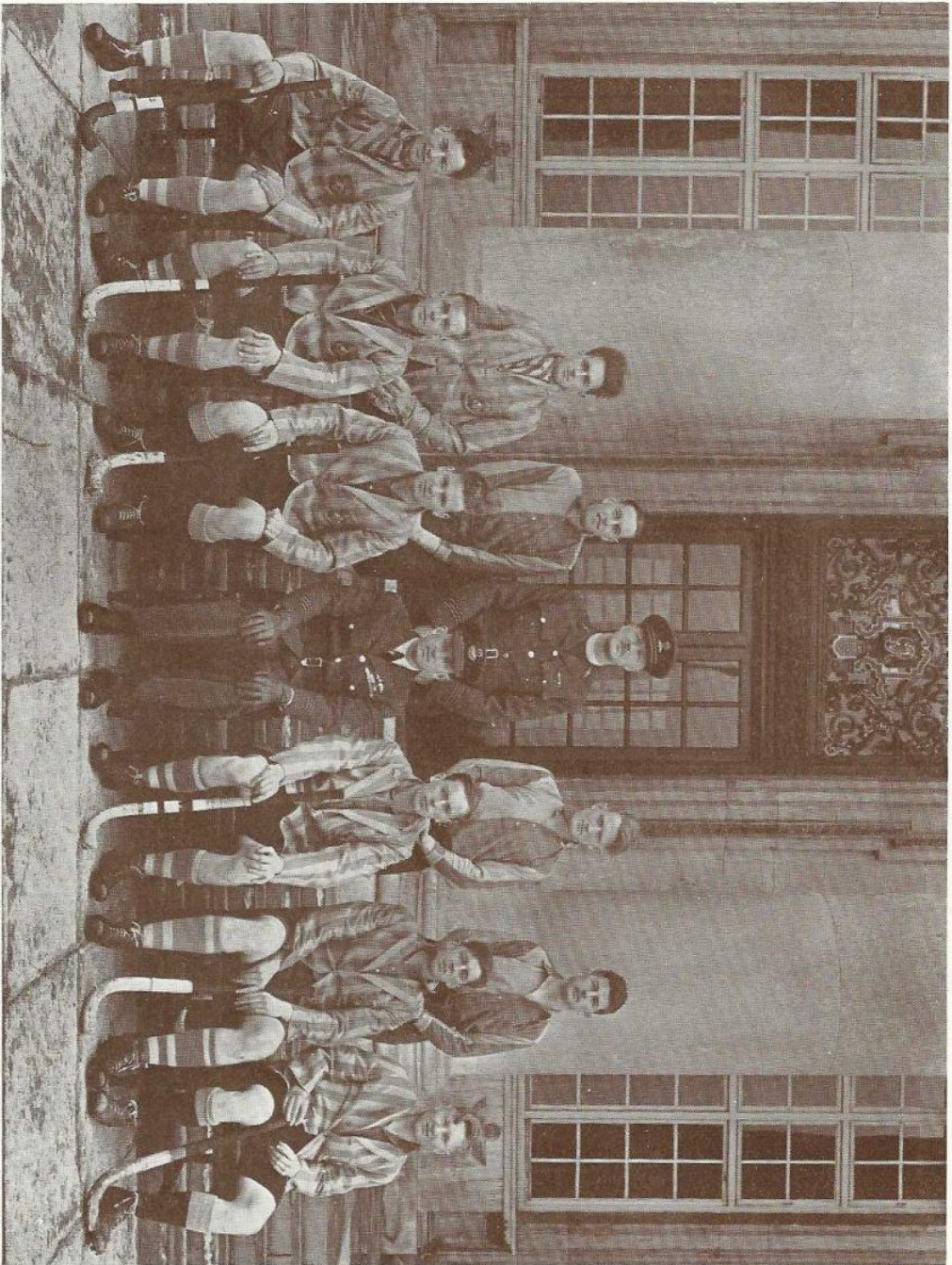
Throughout the winter we played an "A" XI with considerable success, winning eleven matches out of fourteen played, and there were signs that we might be able to produce a reasonably strong side for the Spring Term.

The side was ably led by Flight Cadet Under-Officer Smith, who inspired the forwards with some of his scoring shots from different angles. All the forwards had their share of goals and they scored a total of 70 in the term. Robinson, J. H. G. White and Petheram were sound halves, though the last-named was at times a little hesitant.

Our first match in the Spring Term was against Bourne, who are recognized as one of the strongest sides in the county, and, though it was lost, it was the best game of the season, the side playing with excellent co-operation. We had at last found a reliable goalkeeper in Williams, who had kept for the soccer XI the previous term. McFarlane and Wright were both playing well at back, but the halves were still being changed, as Vallance was showing good form.

At the beginning of March the forward line was fixed with Francis on the left wing and George, a rucker colour, coming in at inside right. Everett had been playing well throughout the season and often began, as well as finished, many scoring movements. Smith at inside right was a most constructive forward and Price at centre, though he lost his form during the latter half of the term, was top scorer for the season with 48 goals.



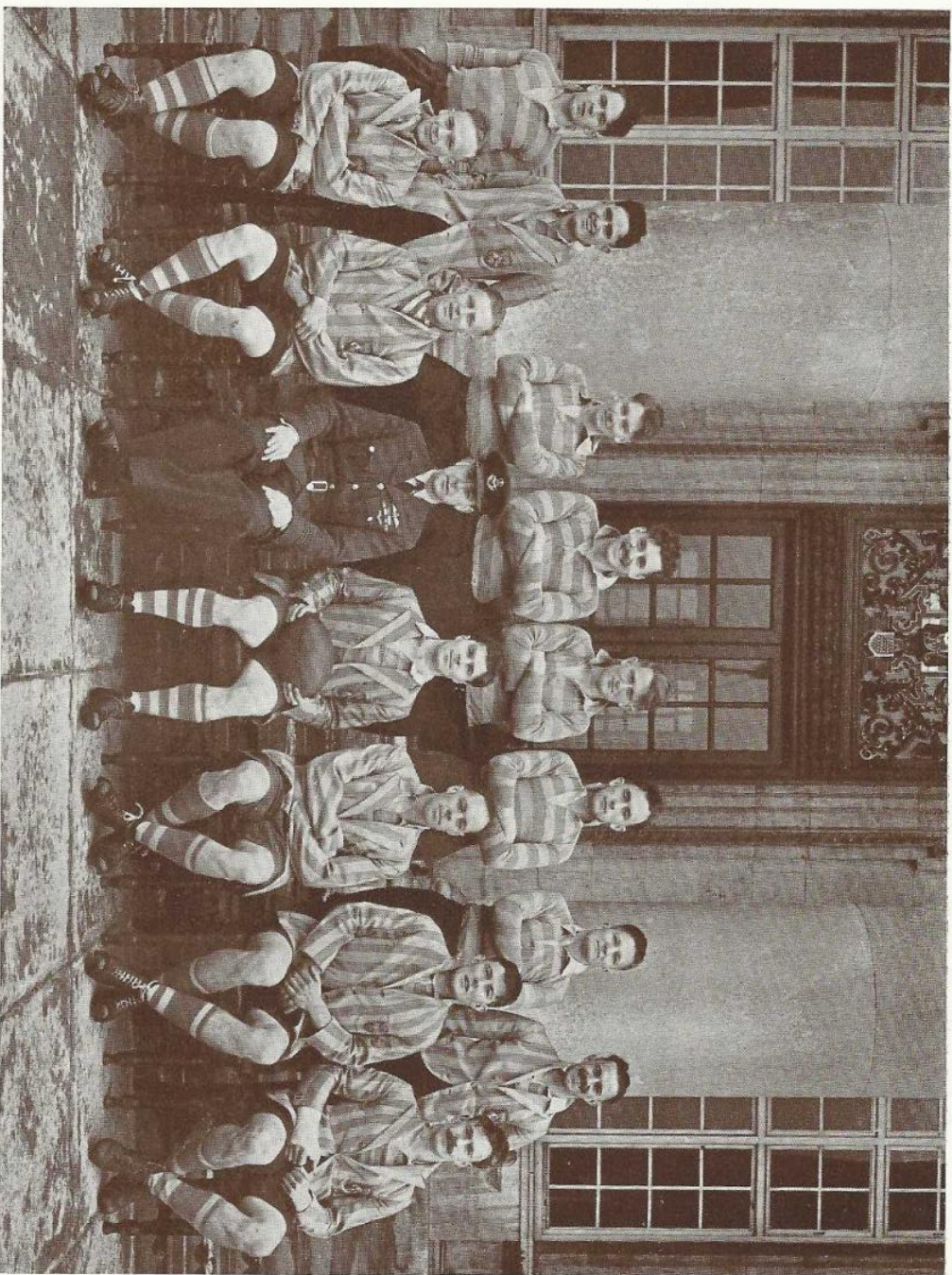


[Photo by Gale & Polden Ltd.]

### HOCKEY XI, MARCH, 1948

*Standing:* D. H. Williams, A. J. L. Macdunn, Squ. Ldr. Rev. Ainsworth, F.Cs. R. B. W. A. George, C. J. Petheram.  
*Seated:* F.Cs. C. P. Francis, J. H. G. White, F.C. U.O. L. S. R. Smith, Squ. Ldr. W. J. O. Coleman, D.F.C., F.Cs. M. M. J. Robinson, R. G. Price, R. H. Everett.





[Photo by Gale & Polden Ltd.]

### RUGBY XV, DECEMBER, 1947

*Back Row:* F. Cs. I. S. Macpherson, M. P. Le Peur Trench, R. M. Raw, R. M. Fuzze, R. B. W. A. George, T. L. Kennedy, N. Chamberlain, L. G. Ludgate.  
*Seated:* F. Cs. G. K. Mossman, I. D. Meredith, Sqn. Ldr. F. R. Bird, D.S.O., D.F.C., F.C. Sgt. C. M. A. Vallance (Capt.), F. C. P. V. Pledger, F. C. Corp. H. R. W. Morris, F. C. Skinner.



The season ended with the Sandhurst match, in which Wright and Francis were outstanding. Throughout the season Wright has played brilliant hockey and is amazingly accurate with his stopping and long passes.

It was unfortunate that we could not find our form at the end of the season, but it was difficult to keep the side together with the senior-entry members of the team at practice camp.

v. R.M.A. SANDHURST: LOST 2—8

On Saturday, 20th March, we revived our annual fixture with the R.M.A. Sandhurst. It was a fine day and the ground was very hard, but was not quite as true as it might have been.

The game started calmly, but within ten minutes the College forwards had fumbled a possible scoring chance, from which Sandhurst broke away to score their first goal. By half-time Sandhurst had scored three more goals, two off excellent forward movements and the other from a short corner which was teamwork in the extreme and a movement which we would do well to practise.

The College played a good defensive game, but everyone tended to hang on to the ball too long, a fatal mistake against a side of this calibre.

The second half was similar to the first and Sandhurst added four more goals to their score, but Francis twice broke through their defence to score two goals. The first was a solo run from forty yards out and the second a first-time shot from the back of the circle.

The game was enjoyed by all the players and was played with extreme keenness. We were beaten by a vastly superior side.

The following flight cadets received full colours :

Flight Cadet Under-Officers L. S. R. Smith and M. M. J. Robinson and Flight Cadets J. H. G. White, R. G. Price, A. T. L. MacFarlane, D. Wright, D. H. Williams and R. H. Everett.

HOCKEY RESULTS FOR 1947-48

Played, 26; won, 17; drew, 3; lost, 6.

- 27/ 9/47.—v. College Officers, won 11—0.
- 1/ 10/47.—v. R.A.F., Scampton, won 3—1.
- 8/ 10/47.—v. Apprentices' XI, won 9—1.
- 11/ 10/47.—v. College Officers, drew 3—3.
- 15/ 10/47.—v. Wisbech, won 6—5.
- 18/ 10/47.—v. University College, Nottingham, won 2—1.
- 29/ 10/47.—v. R.A.F., Cranwell, lost 0—3.
- 5/ 11/47.—v. R.A.F., Scampton, won 3—2.
- 8/ 11/47.—v. Bourne, lost 1—5.
- 12/ 11/47.—v. Apprentices, won 5—2.
- 19/ 11/47.—v. Corporals' Club, won 6—1.
- 29/ 11/47.—v. Scunthorpe, won 5—3.
- 3/ 12/47.—v. D Squadron Cadets, won 11—2.
- 10/ 12/47.—v. Wisbech, won 5—3.
- 17/ 1/48.—v. Bourne, lost 3—4.
- 24/ 1/48.—v. College Officers, won 6—2.
- 28/ 1/48.—v. Downing College, Cambridge, won 5—2.
- 4/ 2/48.—v. R.A.F., Cranwell, won 4—3.
- 7/ 2/48.—v. University College, Nottingham, drew 2—2.
- 14/ 2/48.—v. Queens' College, Cambridge, lost 1—7.
- 25/ 2/48.—v. Pembroke College, Cambridge, lost 0—7.
- 28/ 2/48.—v. R.E. O.C.T.U., Newark, won 6—0.
- 3/ 3/48.—v. University College, Leicester, won 4—2.
- 13/ 3/48.—v. Uppingham 2nd XI, won 7—0.
- 17/ 3/48.—v. Worksop, drew 2—2.
- 20/ 3/48.—v. R.M.A. Sandhurst, lost 2—8.



### ROWING

The Rowing Club started the season with a setback. Newark R.C., our benefactors, were using the winter months to prepare the boats for the season. After one outing early in the Easter Term rowing was discontinued until the beginning of March. It was fairly obvious even to the captain that no rowing could be possible for some weeks. A series of training walks were planned, since the walking action gives the muscle movement closest akin to rowing. In this way some suppleness was gained which allowed speedier results from the later rowing training.

Statistics prove that a total of 500 miles was walked per month and more than sixty eggs added to the training diet, and that no pubs open in Lincolnshire between 2 p.m. and 6 p.m. In March rowing started. After a few weeks two Junior fours were rowing between six and eight miles a week, and a trial "maiden" four was proving that these were not the only oars in the Club. It was at this time that Caillard made his appearance as a submersible sculler. He has since obtained a boat without leaks and is likely to prove our entry in the "maiden" sculls.

During this training period the equipment gradually built up. Eight new oars appeared and, after a sub-zero journey, the newly acquired shell four arrived from Leicester. It is at present undergoing overhaul and will be ready for use by Half-Term. We are indebted to the Old Cranwellian Association, whose members have provided the funds for this new equipment.

On 15th May the College entered two Junior clinker fours in the Royal Air Force Regatta at Kingston. Despite the shortage of training time, both crews won their heats and rowed against one another in the finals. "A" Crew won the finals by six lengths and thus gained the Brady Trophy. The heats were won by four or five lengths against Henlow and a substitute crew rowing instead of the Staff College crew. These results were achieved more by sheer effort than by style. The boats were new to the crews and fixed pins were not available. Considering the difficulties, the result was very satisfying.

Complete success was denied us when the two fours, joined in a scratch eight, were beaten by one length at the close of the regatta. Despite this understandable setback, the Club cherishes the hope of some success at future regattas this season.

In the social sphere the Boat Club attended Newark Rowing Club's dance and enjoyed the usual good hospitality. We are very grateful to Mr. Conolly for his untiring assistance, and hope to see more of the Newark crews at regattas and the subsequent celebrations.

#### Crews at the R.A.F. Regatta :

"A" Crew.—Bow, Flight Cadet Sergeant Robertson; 2, Flight Cadet Corporal Robinson; 3, Flight Cadet Sergeant Pendry; stroke, Flight Cadet Bardon; cox, Flight Cadet Fletcher. Coach, Squadron Leader Reid.

"B" Crew.—Bow, Flight Cadet Corporal Richardson; 2, Flight Cadet Hemming; 3, Flight Cadet Corporal Slater; stroke, Flight Cadet Corporal Dickson; cox, Flight Cadet Corporal Stephenson. Coach, Squadron Leader Ainsworth.

R. A. P.



**BOXING**

During the Spring Term boxing suffered through shortage of numbers. The College was unable to support a large team, but the results promised well for the future.

Training took place each Tuesday and Thursday evening. Enthusiasts who found themselves not required for other games were also able to train on Wednesday and Saturday afternoons. The embryo team progressed steadily under the careful guidance of Mr. Hodkinson.

There have been two matches :

*26th February.*—v. Loughborough College, lost 7—8.

*20th March.*—v. R.M.A. Sandhurst, drew 9—9.

The results have shown promise for the first season's boxing, and we look forward to a long series of equally enjoyable and closely contested fixtures.

Full colours were awarded to Flight Cadet Read.

Half-colours were awarded to Cadets Gordon-Johnson, Knapper, Skipp and Robertson.

**MATCH AT LOUGHBOROUGH COLLEGE**

*Light Heavy-weight.*—Hurst (Loughborough) beat Gordon-Johnson (College).

*Middle-weight.*—Read (College) beat Tidey (Loughborough).

*Middle-weight.*—Burnette (Loughborough) beat Chamberlain (College).

*Welter-weight.*—Skipp (College) beat Ellis (Loughborough).

*Light-weight.*—Tanner (Loughborough) beat Armour (College).

This was the College's first post-war boxing match. The team had very little experience and the few hours preceding the match were something of a trial. Unfortunately a poisoned foot prevented Cadet Robertson from boxing. Flight Cadet Chamberlain took his place.

Cadet Gordon-Johnson found himself against a formidable opponent with considerable experience. He put up an extremely good fight, but was unable to continue in the third round.

In the first round of the middle-weight contest there was little difference in points. During the second round Read won the bout by a powerful right-hand knock-out.

Flight Cadet Chamberlain decided to "mix it." The fight showed no lack of action, but J. Burnette managed to build up a comfortable lead with more careful boxing.

The opposing welter-weights provided a contrast in build but were evenly matched. Skipp carried the fight to his opponent until a cut eye prevented Ellis from continuing.

In the light-weight contest Cadet Armour found himself matched against a more experienced opponent. The fight was awarded to Tanner in the first round.

**HOME MATCH v. R.M.A. SANDHURST**

*Heavy-weight.*—Knapper (College) beat Homan (R.M.A.).

*Light Heavy-weight.*—Gordon-Johnson (College) beat Fidler (R.M.A.).

*Middle-weight.*—Read (College) beat Downes (R.M.A.).

*Middle-weight.*—Hall (R.M.A.) beat Robertson (College).

*Welter-weight.*—Rodmell (R.M.A.) beat Skipp (College).

*Light-weight.*—Taylor (R.M.A.) beat Harvey (College).



The defeat at Loughborough had done nothing to discourage the team. It was felt that we had obtained valuable experience and the Sandhurst match was anticipated with confidence.

Cadet Armour was unable to box, his place in the team being taken by Flight Cadet Harvey.

The heavy-weights, Knapper and Homan, fought hard in the first round. Knapper was aggressive and delivered a series of blows through which he was able to maintain the initiative. In the last round Knapper pressed hard while Homan found himself cornered. The referee awarded the fight to Knapper.

The light heavy-weight bout was one of the most evenly matched fights of the evening. There were no decisive blows which might have swayed the fight in either direction. Gordon-Johnson assumed a fierce expression and seemed determined to undermine his opponent's morale. Fidler was able to withstand a number of spirited attacks, but the fight was awarded to Gordon-Johnson.

Cadets Robertson and Hall were able to teach most of us a lesson in ease and style. It was a close fight, but in the third round Hall acquired the initiative with a hard right, and built up a lead which carried the fight in his favour.

A good and interesting fight was expected between Read and Downes, both boxers having won their recent fights. However, Read started hitting the moment the bell went and within a few seconds won by a knock-out.

Cadet Skipp had the shorter reach of the two welter-weights. However, he tried hard to come to grips with Rodmell, who used his left to good advantage. In the second round Rodmell allowed himself to be cornered. Skipp pressed hard, but his opponent eluded him and with careful boxing built up a lead in points which won him the bout.

The light-weight contest started well and everyone looked forward to a good bout. Shortly after the beginning of the round Taylor took his opponent by surprise and delivered a right cross from which Harvey was unable to recover in time.

R. F. R.

## TENNIS

The tennis prospect is far more promising than it was a year ago. Instead of having eight flight cadets from whom to choose a team we now have thirty-five, and sixteen cadets from the Junior Flights. Two fixtures have been played so far, against Emmanuel College and Queens' College, Cambridge. Unfortunately our opponents—mostly ex-Service men with great experience of the game—proved too strong for us and we lost both matches.

The standard of play all over the country has suffered owing to the war years, and this is most apparent in our present players. As the season progresses, however, we hope that our practice will bring greater success.

The fixture list includes matches against the Royal Military Academy Sandhurst and the Royal Naval College, Greenwich.

E. D. F.



## ASSOCIATION FOOTBALL

During this season there has been a steady improvement in the standard of play. In the autumn, with only limited numbers of soccer enthusiasts from whom to choose an eleven, the team suffered defeats from college and Service sides alike. Despite these reverses, the spirit of the team did not fail, and at the end of the term we had a useful side.

The new term brought more talent, and its first matches gave promise of a successful term. Notable among our victories were those against an R.M.A. Sandhurst XI and an Aircraft Apprentice XI. Though the Senior Term were unable to play during the latter part of the term, the team maintained a good proportion of wins.

It is confidently hoped that with more soccer players available to fill the gaps in the team College soccer may enjoy more successes this autumn.

The team wish to record their thanks to Major Steele, Flight Lieutenants Ince, Freer and Thompson, Flying Officer Valentine and Warrant Officer Millis for their help, advice and support.

## Results:

## AUTUMN TERM

- v. King's College, Cambridge, won 4—0.
- v. R.A.F., Kirton-in-Lindsay, lost 3—8.
- v. Repton School, lost 0—5.
- v. University College, Leicester, drew 3—3.

## SPRING TERM

- v. College Staff, won 3—2.
- v. Downing College, Cambridge, match abandoned.
- v. Aircraft Apprentices 2nd XI, won 6—2.
- v. Queens' College, Cambridge, lost 0—4.
- v. R.M.A. Sandhurst, won 4—1.
- v. D Squadron, lost 2—3.
- v. D Squadron, won 4—0.
- v. University College, Leicester, lost 3—5.
- v. D Squadron, won 3—2.

This season colours have been awarded to Flight Cadet Sergeant Curtis, Flight Cadet Corporals Hermitage, Morris, Muff and Richardson, and Flight Cadets Bennett, Lovell, Herrington, D. Williams and Lang.

The Inter-Squadron Soccer Competition was won by B Squadron on goal average.

## Results:

- A Squadron, 4; B Squadron, 2.
- A Squadron, 1; C Squadron, 6.
- B Squadron, 5; C Squadron, 0.

W. J. H.



### SHOOTING

During the Winter and Spring Terms the VIII concentrated on .22 shooting. Two weeks from the end of term we discovered that we had numerous competitions to fire off. A Squadron won the Maori Cup and the College won the Station Challenge Cup. Flight Cadet Sergeant Curtis, after a prodigious effort during his last week-end as a flight cadet, won the Richardson Tyro and the Longcroft Aggregate Cups. His average of 98.5 for eight cards was a remarkable achievement.

During March we started training on the 30-yard range in readiness for the serious work ahead during the Summer Term. Thanks to the unflagging energy of Squadron Leader Dyer, we had, by the end of the Spring Term, the nucleus of a promising VIII.

On our return from leave we heard that we were to send a team to Bisley for the Flying Training Command competitions the following Wednesday. We set to work, and on the Tuesday night two teams of four, under the guidance of Squadron Leader Dyer, arrived at Bisley. After a doubtful night under canvas we tried our luck in the sweepstakes, but without success.

During the afternoon we surprised ourselves and our opponents by winning the Cadets' Championships with a score of 339 out of 420.

#### Scores (possible points, 105):

Flight Cadet Corporal Sanderson .. .. .	91
Flight Cadet Price .. .. .	87
Flight Cadet Corporal Burns .. .. .	83
Flight Cadet Danton .. .. .	78

Flight Cadet Sergeant Crowley, who had occupied a precarious place in our second team, won a medal for the highest individual score. His score, 96 out of 105, was five points above that of the runner-up, Flight Cadet Corporal Sanderson.

The challenge cup naming us runners-up for the Inter-Station Championship, together with a plaque and numerous medals, was presented on 10th May at the College by the Air Officer Commanding-in-Chief.

On 5th June we are to shoot against Sandhurst at Cranwell, and a few days later we go to Bisley for the R.A.F. Meeting.

P. R. S.

### SWIMMING

Swimming has started in earnest this term, and now that new entries have arrived a strong team can be put into the water.

The Inter-Squadron Swimming Championships, held on 15th May, had some close events. C Squadron was champion squadron with 22 points, against A Squadron's 16 and B Squadron's 9. The 110 Yards Free Style was won by Flight Cadet Raw, A Squadron's one-man team, in 70 sec. Flight Cadet Under-Officer Le Poer Trench and Flight Cadet Meredith were close competitors in the Diving, but the former was finally judged to be the better. Flight Cadet Sergeant Crowley swam very strongly to win the 110 Yards Breast-stroke in 89 4-5 sec. Flight Cadet Raw again won the Two Lengths Free Style, in 24 2-5 sec. In the Plunge the battle was between the mysterious Dr. Caillard, who had a lead of a foot over the other competitors to begin with, and Flight Cadet Meredith. The former won by staying to 46 ft. 6 in. in his first plunge. In his



second his lateral stability was not high enough and he did an involuntary slow roll. Flight Cadet Mossman's attempt to reduce drag by discarding his bathing costume, although sound in theory, lacked the practical experience necessary to such a manoeuvre. A Squadron won the Medley Relay Race in 1 min. 31.4-5 sec., and with the water-polo match as the only remaining event it was a toss-up whether A or C Squadron would win. C Squadron, with Flight Cadet Sergeant Crowley and Cadet Walsh as its most dangerous (literally) members, won by 4 goals to 1.

On 22nd May a swimming match against R.E. O.C.T.U., Newark, was won by Cranwell with 22 points against Newark's 16. The outstanding performance of the day was Flight Cadet Clements's time of 23 sec. for the Two Lengths Free Style (45 yards).

At the time of going to press we are looking forward to fixtures with the R.M.A. Sandhurst, Oundle and Stowe in swimming, and a further water-polo fixture with Grantham S.C.

D. J. G.

### FENCING

After a debacle against University College, Nottingham, the team steadily improved the quality of its fencing until, by orthodoxy and determination, we were able to achieve a win in two weapons of three against Cambridge University. We attempt to use teams in which each cadet fights only one weapon; this ensures that as many fencers as possible receive match experience. Matches against teams such as Cambridge, who used only four men to fight three in three weapons, always leave the danger that weaker members will fall a prey to the other side, a contingency which would not arise if smaller numbers were used.

The most spectacular result of the team was the match against Sandhurst which the College won by 38—30; the first time that the R.M.A. has been defeated in fencing by the College and Sandhurst's first games defeat at Cranwell's hands since the College reopened. The match arranged with the Ecole de l'Armée de l'Air fell through when we arrived at Salon; a few fights were fought *en gage d'amitié*.

We thoroughly enjoyed our short visit, and our hosts did all they could to give us a really marvellous time.

The fencing team members, with their individual results, are as follows:

	Weapon usually used	Won	Lost	Colours
Francis	ES	5	1	Full
Burns	FES	6	3	Full
Trench	E	3	3	Full
Meredith	FE	3	6	Half
Ludgate	F	1	5	Half
Kennedy	S	3	3	Full
White, J.	FE	1	2	Half
Palmer	S	1	2	
Chester	F	1	5	
Bruce	EB	3	0	Full (capt.)
Herrington	EB	3	0	Full
Furze	B	2	1	



Flight Cadet Under-Officer Le Poer Trench will be captain for the next three terms, with Flight Cadet Corporal Burns as secretary.

Full colours have now been awarded to:

Le Poer Trench (previously half), Kennedy, Bruce, Burns and Francis. Meredith was awarded half-colours.

J. R. B.

### CROSS-COUNTRY RUNNING

The season was not very successful, mainly because of the high casualty rate amongst the few members; we never had a full team running. However, a good foundation has been laid for next season, and we have profited much from our experiences and defeats.

Our successes included two home matches, against the R.E. O.C.T.U., Newark, and Worksop College, the latter being run over a short course of three and three-quarter miles. We also beat University College, Nottingham, on their own ground, on a course of five miles.

At Sandhurst against the R.M.A. we suffered the worst defeat when six of the R.M.A. side came in together before the first College runner. In spite of this, the team ran well, and in most cases individual times were below average. The team average was 30 min. 27 sec. for a stiff five miles, which is our best yet. We stand a chance of avenging ourselves on our own ground next year.

Of the school matches, a half-strength team was beaten at Oundle, where the running conditions were very bad because of heavy rain. In two triangular matches in which Repton participated we were just beaten.

The Inter-Squadron Cross-Country Race, won by B Squadron, was held near the end of term, a field of 174 and a tortoise being started by Very pistol. The new look was presented in various styles.

The College course leaves much to be desired, but it is difficult to improve it without the co-operation of local farmers. It is hoped that the rotation of crops will leave some more fields fallow next year.

Lamb, Mitchell, Webster and McGrath were awarded full colours for the season, and Lamb and Mitchell elected captain and secretary respectively for next season.

The season's results are as follows:

- 31/1/48.—(H) 1 R.S., 49 points; Repton, 58 points; R.A.F. College, 65 points.  
 14/2/48.—(A) Oundle, 32 points; R.A.F. College, 56 points.  
 18/2/48.—(A) R.M.A., 21 points; R.A.F. College, 70 points.  
 28/2/48.—(H) 1 R.S., 35 points; R.A.F. College, 45 points; R.E. O.C.T.U., 117 points.  
 13/3/48.—(A) Repton, 47 points; R.A.F. College, 49 points; University College, Nottingham, 85 points.  
 23/3/48.—(H) R.A.F. College, 25 points; Worksop, 49 points.

H. C. B. M.

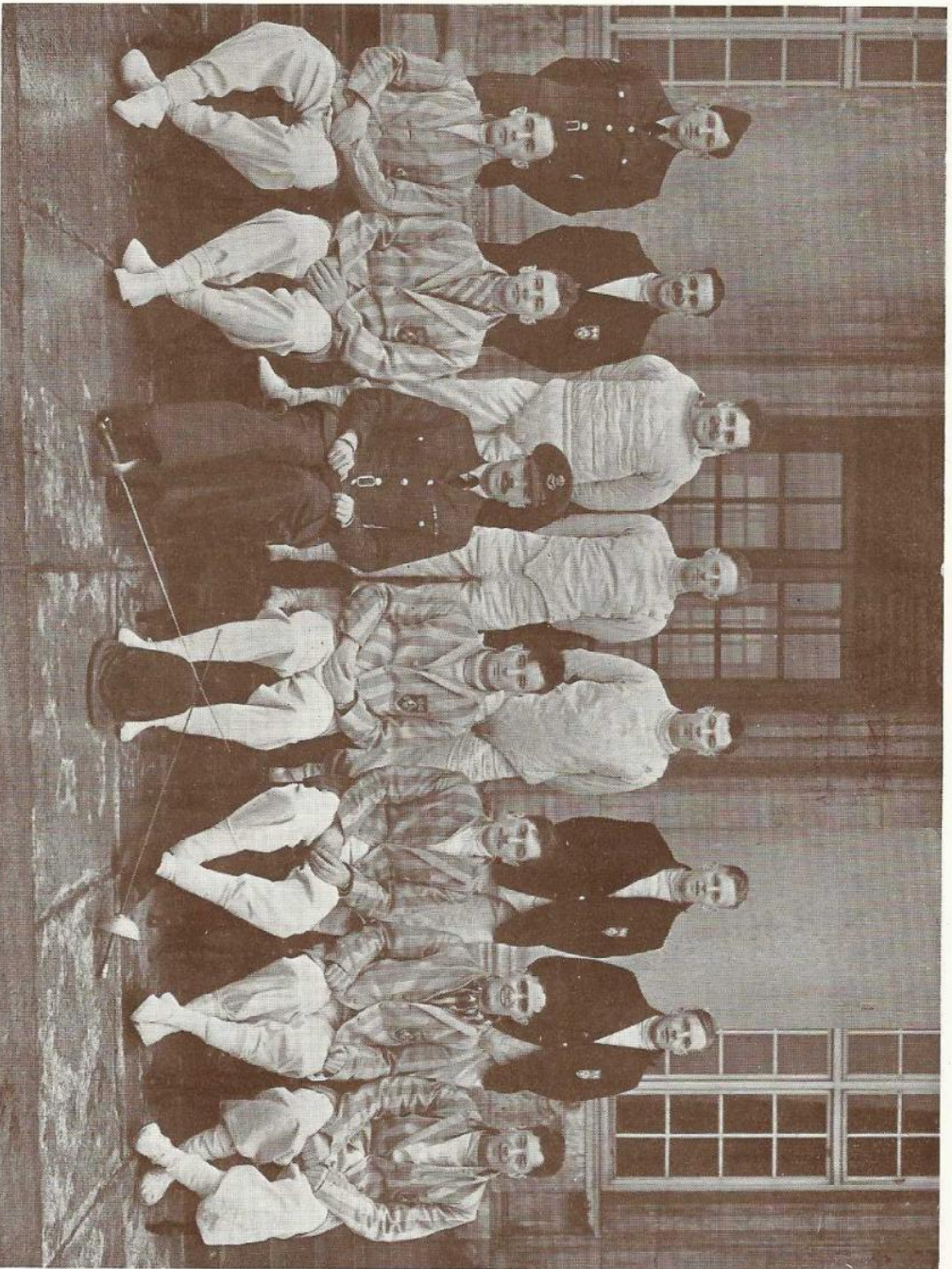
### GOLF

With the arrival of new entries the interest in golf has increased, and it is hoped that as many cadets as possible will become members of the Sleaford Golf Club this year.

A Knock-out Golf Competition has been arranged this term in which twenty cadets have entered. The Inter-Squadron Golf Competition will be played at Raunceby towards the end of this term, a team of four players entering from each squadron.

J. M. R.



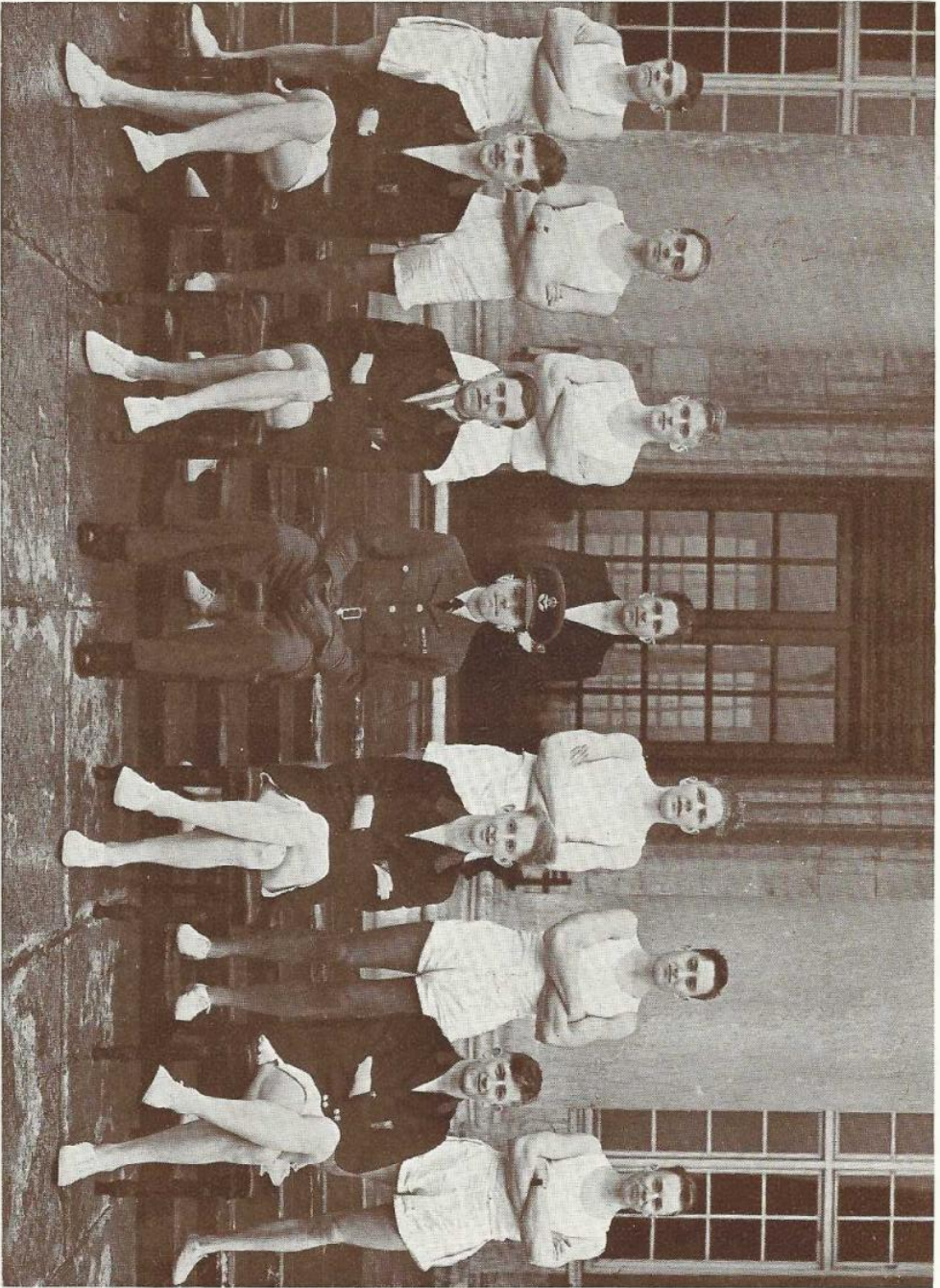


**SKILL-AT-ARMS TEAM, MARCH, 1948**

*[Photo by Gale & Polden Ltd.]*

*Standing:* Sgt. Beere, F.C. Corpl. L. G. Ludgate, F.Cs. R. M. Furre, A. R. I. Chester, J. H. Palmer, I. D. Meredith, J. H. G. White.  
*Satd:* F.C. Corpl. T. L. Kennedy, F.C. W. J. Herrington, Sqn. Ldr. H. C. Thompson, F.C. Corpls. C. M. Bruce, J. G. Burns, M. B. Le Poer Trench, F.C. C. P. Francis.





[Photo by Gale & Polden Ltd.]

**CROSS-COUNTRY RUNNING TEAM, MARCH, 1948**

*Standing:* F.C. P. A. Law, Cadet P. E. Keeling, F.C. D. S. White, Cadet P. J. M. McGrath, F.C. Corpl. E. D. Finch, F.Cs. M. G. Waudby, P. M. Worthington.  
*Satled:* F.C. M. C. B. Mitchell, F.C. Corpl. McOrrigor, Flt. Lt. J. F. Powell, F.Cs. W. D. R. Lamb, R. E. Webster.

[To face page 97]



## STOP PRESS

The summaries in this series were written early in the term. As final corrections of proofs go to the printers it is possible to add some further results of matches:

## CRICKET

5th and 6th June.—v. R.M.A. Sandhurst. Match drawn. Scores: R.A.F. College, 122 (Barr-Sim, 50) and 179 for 8 (Pavey, 50; Bates, 42); R.M.A., 203 for 6 dec. (Edmondson-Jones, 4 for 43).

## ATHLETICS

16th June.—v. Milocarians. Result: Milocarians, 76 points; R.A.F. College, 41 points.

## FENCING

22nd May.—v. Cambridge University. Result: Cambridge University, 15 points; R.A.F. College, 11 points.

## SWIMMING

5th June.—v. R.M.A. Sandhurst. Result: R.M.A., 40 points; R.A.F. College, 30 points.

## SHOOTING

5th June.—v. R.M.A. Sandhurst. Result: R.M.A., 817 points; R.A.F. College, 700 points.



## DIGBY NOTES

THE Equipment and Secretarial Wing of the Royal Air Force College which opened last September with eleven cadets, now has a complement of thirty-three flight cadets and cadets. There are eleven flight cadets in No. 1 Entry and twenty-two cadets in No. 2 Entry. Fifteen are Secretarial and eighteen Equipment.

In spite of the lack of numbers, especially during the first two terms, the Wing has plunged whole-heartedly into the activities of the College Society. Our first venture was to remedy our astonishing lack of dancing knowledge. Music and drama and play-reading came next, and are still flourishing; the Drama Section is at the moment rehearsing for a production which it hopes to present this term both here and at Cranwell. Also one of our earliest activities, the Photographic Section, has devoted much spare time to producing (much to everyone's curiosity and not a little amusement) numerous portraits of members themselves and innumerable ones of our Drill Instructor. The Falconry and Ornithology Section, though in existence for some time, has been able to start its activities only with the coming of summer, but plans to obtain some hawks and accomplish something tangible this summer. Recently inaugurated are the Cycling and Engineering and Modelling Sections, which are still busy planning future programmes. Several flight cadets are interested in riding, and hope to establish a Riding Section.

Sport is of prime interest at Digby, especially so because most of the work is done in the classroom and flying is so far very rare. Last term the hockey team of No. 1 Entry, which, as will be seen by the numbers in residence, never gave the selectors any worry, put up a good effort. Although five had never played before, the team maintained an unbeaten home record. In the seven-a-side rugger the team won one game and drew the other, but the rugger activities of the Wing were mainly devoted to the Station side, half of which consisted of cadets. At soccer the Wing team reached the final of the Station Medals Competition. Squash was popular, and two cadets played for the Station team.

It is too early yet to give an account of our summer sport, but already cricket, tennis and athletics are in full swing. Several flight cadets and cadets have played for either the College or the Station at the first two, and Sports Day for the Wing is being planned to take place early in June. Swimmers have had little practice, but several are hoping to have a trial.

Several visits, for purposes both of education and relaxation, have been arranged. Some were for one branch only, such as the Equipment cadets' visit to an M.U. at Stafford and the Secretarial cadets' visit to the Lincoln Assizes. The more ambitious visits were for all cadets and were to Stewart & Lloyd's tube works at Corby, a colliery at Mansfield, and the British Industries Fair at Castle Bromwich, Birmingham. The Fair displayed nearly all the multifarious branches of British industry, emphasizing in particular the great progress made as a result of war-time research.

As the activities mentioned above have been started with a nucleus of eleven cadets it will be seen that the Wing is not letting the grass grow under its feet. As we build up and our numbers increase, we look forward to playing a prominent part in the various activities of the College.

G. C.



## PRIVATE FLYING IN FRANCE

## THE COLOURS

ON 6th July His Majesty The King is to present a Colour to the Royal Air Force College—a signal honour, and a unique occasion in the history of the R.A.F., for it will be the first Colour ever to be carried by a unit of the R.A.F. It is, perhaps, fitting therefore to recall the history and significance of “The Colours.”

From times immemorial, flags and banners have always been carried to serve as rallying points in battle. The Legions of Rome had their eagles, and Harold of England was defended to the last by a little group of Saxons rallying round the banner set upon a mound. In the days of chivalry and the Middle Ages the warring knight or baron carried his own standard bearing his personal coat of arms.

In the reign of Charles II the Standing Army was finally established, and many new regiments were raised. At this time each company of the regiment carried its own captain's standard with his own armorial bearings—in addition, there were those of the colonels and seconds-in-command.

However, the professional leader began to oust the nobleman from command of the drilled and organized companies of foot. In many cases, not possessing coats of arms, they had to resort to flags of distinctive colour—hence the term “Colours.”

In 1707 Colours took on a new significance. All Colours were discontinued in regiments by Royal Order with the exception of those of the colonels and seconds-in-command, and a little later these two Colours became the King's Colour and Regimental Colour as they are today.

Thus they became the symbol of loyalty to one's King and regiment and the expression of the corporate life and unity of the regiment as a whole. The old soldier rallied to the Colour as a matter of habit in the confusion of the battle, and the capture of the enemy's Colours or the loss of one's own was a special event of honour on the one hand and a disgrace on the other. It was therefore a great honour to carry the Colours in battle, albeit a dangerous one, and down the years regiments have gained undying glory defending their Colours to the last man.

Although Colours are now no longer carried in battle, but are banished to the parade ground, they have lost none of their glory and are still held in deep reverence. It is still an officer's privilege and an honour to carry the Colour on parade, and it is still incumbent on all of us, whether Service man or civilian, irrespective of rank, to salute or doff our hats to the uncased Colour.

Now the Royal Air Force is to be presented with Colours with all their great tradition of service by fighting men. The Colour will be a living symbol of loyalty to King and country and a fitting reminder of glorious battles as imperishable as those of bygone days.

M. A. C. O.



## PRIVATE FLYING IN FRANCE

I WAS fortunate enough, during the Easter break, to fly with a French civilian flying club. If you want to obtain your "A" licence without swotting up the Air Navigation Act and Notices to Airmen, just take a trip to France.

All that matters is the flying test. The technical examination was over in five minutes. My reaction to Cranwell lectures was a conviction that technical examinations were beyond my capability; but not so in France. For France is generous to the foreigner: it is part of her plan to attract foreign tourists. The airfield commander asked me a few questions about Customs clearance and the identity papers required in any civilian aircraft. The questions were beyond me, but he most obligingly told me the answers and certified that I had passed the technical examination.

Civilian flying in France is quite different from what we are used to at Cranwell. The standard overshooting procedure, for instance, if anyone happens to be landing in front of you, is to do a couple of steep turns on the second down-wind leg and wait for the other fellow to get out of the way. Flying on Sundays, when there are at least twenty aircraft in the circuit, has its terrifying moments. And it was a Sunday when I went to the aerodrome near Paris and met the pilot who was to be my instructor. He was an ex-R.A.F. pilot, a pleasant individual, but a little crazy. In his young days he had looped Goliaths, an aircraft similar to the Vickers Virginia; he tried it at night once, but the aircraft broke up under the strain and he had to use his parachute. The aircraft we were to fly was a Caudron-Renault Luciole, which is similar to a Tiger Moth.

I had doubts of the value of all the airmanship I ever knew when, although no brakes were fitted, a mechanic merrily swung my propeller without even bothering to put chocks in front of the wheel. I mentioned the point to him, but he said it was all right. So off we went. I dared not ask my instructor about vital actions; I do not suppose he had ever heard of such things. We turned across wind and carried out a circuit at 300 feet in order not to use too much petrol.

I soon realized that the A.S.I. was not working; so my instructor had to shout from the back cockpit when the air speed was approximately correct. It was then that I fully appreciated the meaning of the expression "flying by the seat of one's pants." For the first circuit I felt a bit uncomfortable, but then I began to enjoy it and ended by wondering why I had ever bothered about such a thing as air speed.

For the flying test you have to do five figures-of-eight without losing more than fifty metres, climb to 600 metres, throttle back and land within 150 metres of a given point without using your engine. They check your height with a barograph. My figures-of-eight looked more like a roller coaster than a straight line.

If some of you are tired of flying accurately and feel that you would like a complete rest from vital actions and to forget all your airmanship for a few weeks, just go to France this summer. Flying is not too expensive: you can get a Piper Cub for thirty shillings an hour. And, believe me, you will get your money's worth of thrills.

M. G. W.



## SONG OF SEPTEMBER

Breathe no word,  
Nor any sound be heard  
As, cap in hand,  
We stand.

Turn back the folds of memory through the years  
Of toil and tears,  
When common cause a common sorrow bred;  
Husbands and lovers dead.

Time is not far removed  
Since those we loved,  
Cleaving a cloud,  
Meeting their glorious end with head unbowed,  
On steely wings of hate  
Flew to their fate.

These, the historic Few,  
Soared in the blue,  
Faced the full fury of an alien wrath,  
And aftermath.  
They sought the highest, and, with hand outstretched,  
They plucked their star, and fetched  
The truth to man, and ere it was denied,  
Died.

Better it should be so,  
That they should go,  
Than see the things man, through them, should have learnt  
Flung at the feet of Science, and burnt.

Far better they should keep  
The tryst they pledged with Death, than weep  
The death of chivalry, and noble war.  
They will come no more.

Science has triumphed over all;  
When next they call  
None will step forward, with uplifted head,  
For they are dead.

Breathe no sound,  
For they are in the ground,  
Mourning for us; they weep our sorry lot,  
For we forgot.

---

M. S.



## AIRCRAFT FUNERAL

CONSIDER the death of an aircraft. Imagination paints visions of startling explosions and dramatic dives. But how few end their duties in such headlines! Most die naturally. Their last days are ignominious; they are not encased in odorous wood and hidden beneath the ground while Nature reduces putrefaction to white bones; they are not cremated and dispersed in ashes over their favourite fields.

The aircraft dies gradually in bare publicity. The engines are removed and no more can the machine play with clouds and laugh with the sun. The body, heart missing, is dumped in horrible nakedness, not alone but in a field lined with hulks and stacked high with stark death. The ship dies and fades in the creek, rotting into its element, the sea. The plane does not merge picturesquely with the sky. Its broken outline stares the green fields to submission. Is there anything so sad as a graveyard of flying things? The inventiveness of man finished and forgotten, as sorrowful as time itself—a playground of cynicism and disillusionment.

The frames are not decently stripped as they were delicately assembled. No craftsman's hand removes the shapely skin. The axe and pick tear terribly through the shining metal. It is not broken and stacked in neat similarity. Chunks of intestinal aluminium are heaped indecently. The function, the shape, the memory, gone as the metal flows with white heat merging all into silver pools of primeval mass.

Then order once more, simple, harmonious order. Metal bars stacked in orderly thatchery. And now the same process repeated in different shade; metal, metal and man, then only metal. The life-circle of the machine is the life-circle of man. When the axe falls on weary duralumin there ends a life more symbolic of man than his own.

R. A. P.

## THOUGHTS ON AN ANNIVERSARY

Oh that my spirit had ethereal shape,  
 This human form is but encumbrance  
 God! must I slowly live and slowly die  
 Within this shell of mere mortality?  
 Day follows day; I watch the fleeting hours  
 That gave me the sweet pain of false delight,  
 Humiliation, sorrow, ecstasy,  
 And see the shallow dusk fade into night.

I grasp at shadows, but they will not stay,  
 My voice in agony cries: "Give me light!"  
 Thus scribe some stone when I am passed away,  
 Laid in some cold, dark, granite tomb afar:  
 "He, unto others, was but common clay,  
 Unto himself alone, a shining star!"

B. J. L.





[Official Photo

THE ROYAL AIR FORCE COLLEGE, CRANWELL

[To face page 102]



## IMPRESSIONS OF ATHENS

THE Athens of yesterday was the seat of civilization. There men gathered in the shadow of the Acropolis to hear the wisdom of Socrates and Plato. Two thousand years later the Acropolis still stands, a sorrowful reminder of the former greatness of Athens. No longer is she the hub of the world, no longer has she the wisdom of the great philosophers to guide her. But she has still a life of her own, not entirely dimmed by the distracted politics of Hellas that have filled the world's newspapers for four years or more.

Trade conditions, compared with the provinces, are very good; for any article can be purchased at a price. However, the well-stocked shops convey a misleading impression of prosperity, because the majority of Athenians cannot afford the fantastic prices. The average Athenian is dull-witted, lazy and, in spite of the blatantly unbalanced situation, eternally optimistic. He does not comprehend the fact that he is living in a fool's paradise on borrowed money which must eventually cease. Like a child, he refuses to give thought to tomorrow, and prefers to enjoy himself while he can. The night life of this superficially gay city is only just beginning when London night clubs are closing. The Athenian sleeps during the siesta, lives at night and does as little work as possible between the twilight hours of recreation and sleeping.

Such an outlook leads to inevitable decay in the public services. Greek roads outside the city are besprinkled with pot-holes so that it is impossible to average more than ten miles per hour, even in a jeep, which is the fastest mode of transport. The drainage systems of Middle East towns are notoriously bad, and Athens is no exception. In some districts it is difficult to say whether the cause lies in the drains or the people's taste for garlic. The Greek police force is diminutive, both in size and effect. The colourful Evzones are the most efficient upholders of the law, but unfortunately their influence is confined to the precincts of the Royal Palace. Public transport is a battleground. Three Greeks will sit where the English bus would seat two. Where England allows one standing passenger for every eight in seats, in Greece as many stand as are seated. Where the Englishman forms an orderly queue, the Greek stands untidily about with apparent unconcern until the vehicle arrives: then his nonchalance vanishes, and a knowledge of rigger proves most useful.

Despite its disadvantages, Athens has many attractions. The Greek house built in classical style out of white marble is infinitely more beautiful than its English counterpart. Owing to space shortage, the Athenian's garden is his rooftop. Here, under mosquito netting, he will most likely sleep during the summer months, or he may prefer to occupy one of the numerous balconies surrounding the house.

For entertainment there is the inevitable cinema, but with a big difference. In summer the cinemas are all open-air. This embodies an important hygienic principle which the British cinema lacks. There are two performances, the "matinee," which begins at 8.30 p.m., and the "evening," at 10.30. The picturesque "Taverna," sprawling over the pavement, replaces the English public-house, and Retsina, a resin-flavoured drink brewed from grapes, is the Greek equivalent of beer. During the winter months the enthusiast may watch exquisite Greek ballet-dancing. For the athlete there is the East Sports Stadium, said to have the finest acoustics in the world. Here a crowd of 30,000 can hear a normal voice unaided by loud-speakers. A few miles outside Athens, this city hemmed in on three sides by mountains and on the fourth by sea, one can sun-bathe on silvery sands, or refresh oneself in the clear waters of the Mediterranean, and from the distance wonder if the city's ancient story will ever return.

K. V. E. G.



## CALL THE ROLL

Terribly rushed,  
Hair all unbrushed,  
Bloodily faced  
From shaving in haste  
To our bacon and egg  
Or we'll be on a peg:

For we have a breakfast roll call.

Eat up the toast, gulp down the tea,  
Out of the mess as fast as can be.  
To our room for a minute;  
No loitering in it;  
Then to the square.  
On time we are there:

For we have a first-parade roll call.

Quite near to five  
No time to skive,  
Put down our books,  
Tend to our looks,  
Everything set?  
We may make it yet:

For we have a fire-picquet roll call.

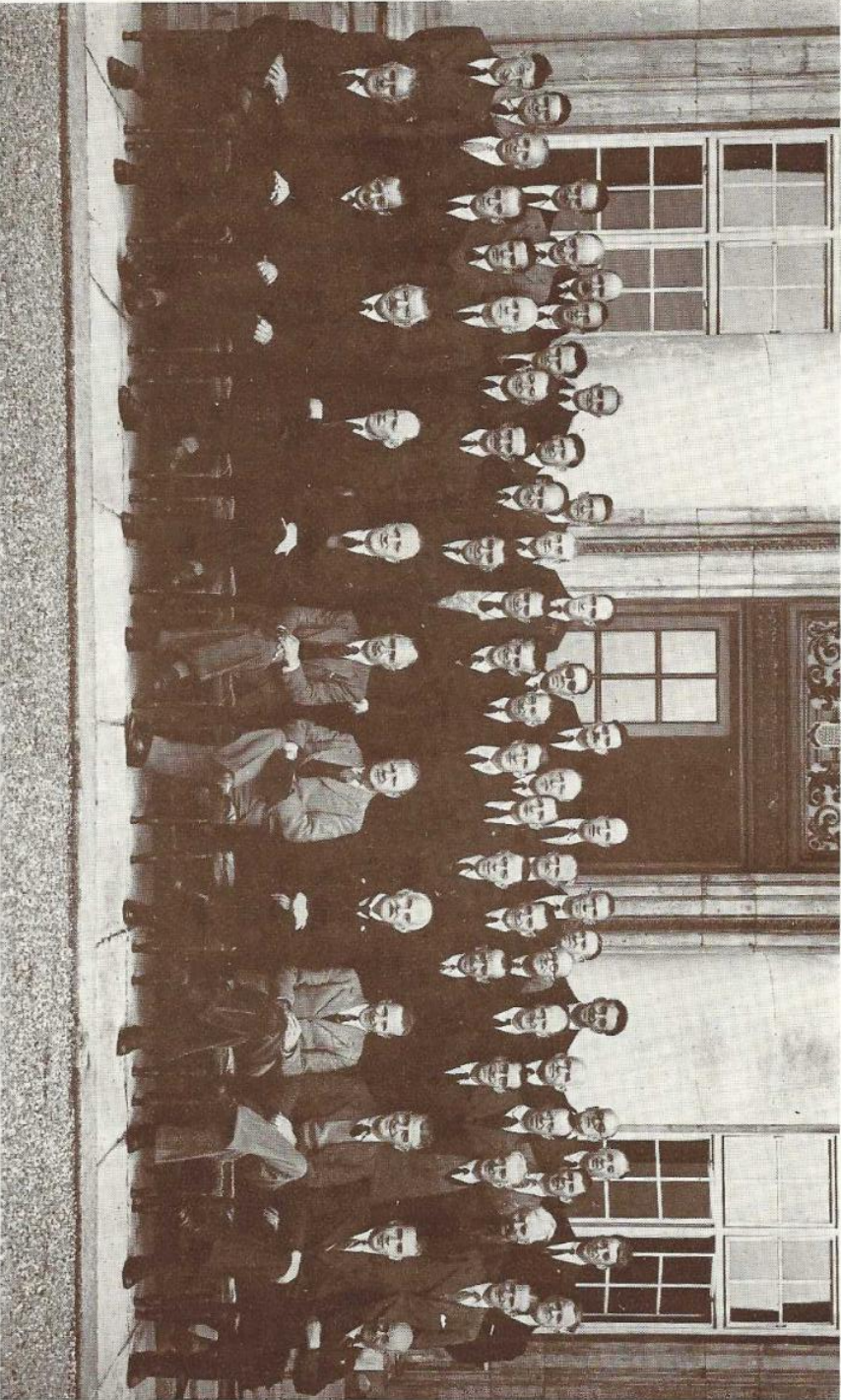
A bath and a soak,  
Like most other folk,  
Shining like new,  
We're in our best blue.  
Together we all  
Must wait in the hall:

For we have a dinner-time roll call.

No rush now; instead  
We creep into bed.  
It's been a long day,  
But worth while in a way.  
"Lights out" is the theme,  
So we lie back to dream:

But we have a lights-out roll call.





CIVILIAN STAFF OF THE R.A.F. COLLEGE, 1948

To face page 107]

[Official Photograph



Up in a flash,  
 Another quick dash!  
 No time to dress,  
 A minute or less,  
 To get out. Just a scare,  
 Or a fire? We don't care:

For we have a fire-practice roll call.

R. V. S.

## IN PRAISE OF CAMPANOLOGY

THE ancient and subtle art of campanology has nothing in common with tentpegs or Primus stoves; it is the art of ringing bells. Campanologists feel affronted if "ringing" is confused with "chiming." The latter is a bastard art with one person operating hammers to chime a tune. This cannot be likened to ringing, which requires one ringer for each bell-rope, while the bells themselves move through a full circle on each stroke.

The ringers' "music" consists not of crotchets and quavers but in lines of numbers arranged according to set rules. Each bell has a number, which increases with the weight of the bell. The lightest is 1 (the treble) and the heaviest 8 (the tenor). The numbers run clockwise around the circle of ropes.

Each line of numbers is an arrangement of the order in which the bells ring, and each line is called a "change." A composer cannot sit down and write haphazardly a whole list of changes and call it a "peal." He must make sure that each bell changes only one place from one change to the next. If a bell was rung second in change number one, it could not be rung fourth in change number two: it must either ring first or third. Bell music is a permutation on a set number of bells—and any number of changes over 5,000 is called a peal—provided that no change appears more than once.

A newcomer will notice at once how each ringer watches the other bells and rings his bell at a given time. He will notice, too, how the whole band is completely under the control of the conductor, who seems to possess an extremely hasty temper if a mistake is made. He is an artist. He will from time to time call out "Single," not to warn neighbouring spinsters of his unwed state, but to rearrange the bells in a certain way. "Bob" is not a jovial greeting to a friend, but means another arrangement of the changes. When the conductor calls "Stand" the bells ring once more, in order, and then stop: unless Johnny has pulled his rope too hard or not hard enough, and that is where knack makes its appearance.

Although it seems complicated, difficulties begin to disappear after a time. The beginner is soon proficient enough to become a member of his county association or his diocesan guild of bell-ringers, and will develop a thirst for knowledge of more and more of the fascinating "methods." Such odd titles as "Grandsire Doubles" or "London Surprise" will become music in his ears, and another campanologist will have been made.

M. G. S.



## OLD CRANWELLIAN NOTES

THE Editor regrets that very little news of Old Cranwellians has reached him since publication of the last notes and admits that under present conditions the compilation of these notes is a difficult task for an officer stationed at Cranwell.

It has been suggested that the JOURNAL might be represented by an Old Cranwellian at Group and Command levels and also, perhaps, at Air Ministry. Information about Old Cranwellians would then be available on a much wider scale and could be periodically fed to the Editor for future inclusion in these notes. The Editor would be pleased to co-operate with such representatives and would be grateful to hear from volunteers.

Many Old Cranwellians are known to be holding some of the most interesting overseas posts. News from them would be particularly welcome and articles describing their work or their lighter moments would make valuable matter for the news pages of the JOURNAL.

Two errors have been reported from the list of Old Cranwellians published in the last issue of the JOURNAL. We apologize to Squadron Leader K. P. MacKenzie, Empire Air Navigation School, Shawbury, for a printing error, and to Wing Commander L. R. Stewart, Empire Air Armament School, Manby, for omitting him.

Mr. W. M. Maris, for over twenty-one years a well-known and liked College figure, retired in April at the age of 75. His departure was marked by several gifts, including one from the Old Cranwellians Association, and it is hoped that O.C.A. funds will provide him with a pension of £1 per week. His future address will be: Mareham Cottage, Threkingham, and we wish him many years of peaceful retirement.

The College was very sorry to lose at the end of last term Group Captain Peel, the first post-war Assistant Commandant. He had worked tirelessly and with tremendous energy to restart the College. We wish him every success in his farming venture.

Group Captain Oliver succeeded Group Captain Peel as Assistant Commandant; we wish him good luck and happiness during his tour at the College.

Our good wishes go also to another retiring Old Cranwellian, Group Captain H. W. Pearson-Rogers, who as Station Commander contributed much to the reopening of the College. And we welcome his successor, Group Captain Corbally, who was at Cranwell as a cadet and again as a flying instructor.

Congratulations to Mr. J. H. Lager on a very well-earned M.B.E. in the New Year Honours List. All Old Cranwellians who know what the Association owes to his work will have read the announcement with pleasure.



Congratulations to Squadron Leader and Mrs. Bird on the birth of a son. "Dickie" will be leaving the College in July and is looking forward to a tour in Malta.

Squadron Leader I. N. MacDougall has joined the College staff and has recently completed the Camberley Staff College Course.

Squadron Leader J. H. Lapsley has left the Air Ministry and is commanding No. 74 Squadron and Horsham St. Faith. He writes that his loss of rank on leaving the Air Ministry is well compensated for by his posting.

Squadron Leader P. B. Balean's tour of duty as the first post-war College Adjutant ended with his promotion. He has been posted to command the Reserve Centre at Derby.

The Old Cranwellian Reunion will be held at the College on 24th July. It is to be hoped that the weather will for once be kind and that the full arranged programme can be carried through.

The College is fuller by a year's intake than it was last summer and it will not be easy to find accommodation for all who must depend for it upon the College. Members can help by declaring their needs as early as possible.

It is notable that, after six years of tragic depletion, the Association has been able to add new names to its roll once more. We welcome and congratulate the thirteen officers of the entry that passed out in April and we look forward to the time, a year hence, when a regular flow of new members will begin.

## CIVILIAN STAFF OF THE R.A.F. COLLEGE

THE following are shown in the photograph opposite. From left to right:

*Seated.*—Curt, Harmston, Young, Mayhew, Green, Broughton, Group Captain R. Cleverly, Maris, Bird, Bennett, Ety and T. Johnson.

*Standing—Front Row.*—Brown, Gordon, Fletcher, Woods, Geeson, Hobson, F. Collishaw, Borrill (standing back), Capps, Hobbins, Dunn, Pell, Priestley, G. R. Copping, Harker, Rasdall, Allen-Lyne, Osborn, J. Johnson, Coxall and Carolan.

*Standing—Behind Front Row.*—Burlton, Bonner, Inkley, G. Copping, George, W. Collishaw, Lyon, Muxlow, Wright, Jeffries, Bristow, Hearn, Brakespear, Carr, Richardson, C. Collishaw, Dean, Jackson, Knowles, Lewiston, Doughty, Clay, Morbey, Creek, Mayfield, Oldham, Woods and Owen.



## STAFF APPOINTMENTS

THE following appointments have been made since the last issue of the JOURNAL :

### COLLEGE HEADQUARTERS

*Assistant Commandant* . . . . . Group Captain J. O. W. Oliver, D.S.O., D.F.C.  
*Administrative Officer* . . . . . Flight Lieutenant R. W. Freer.

### CADET WING

*Adjutant, Junior Flight* . . . . . Flight Lieutenant R. B. Cole, D.F.C.  
*Cadet Wing Officers:*  
*A Squadron* . . . . . Flight Lieutenant R. C. P. Thompson.  
*B Squadron* . . . . . Flight Lieutenant A. R. Gordon-Cumming.  
*C Squadron* . . . . . Flight Lieutenant R. Verdon-Roe, R.A.F. Regiment.

### INSTRUCTIONAL STAFF

*Army Instructor* . . . . . Major M. A. C. Osborn, D.S.O., O.B.E., M.C., West Yorkshire Regiment.  
*Air Staff Instructor* . . . . . Squadron Leader I. N. MacDonald, D.F.C.  
*Chief Engineer Instructor* . . . . . Squadron Leader L. Kelly.  
*Tutors (A.S.E.):*  
*Aerodynamics* . . . . . Flight Lieutenant B. P. G. Gladstone.  
*Armament* . . . . . Flight Lieutenant A. W. Bower, D.F.C.  
*Navigation* . . . . . Flight Lieutenant E. Tooke.  
*Tutor (H.)* . . . . . Flight Lieutenant F. Okely.  
*Senior Ground Combat Training Instructor* . . . . . Squadron Leader D. H. Wenham, M.C., R.A.F. Regiment.  
*G.C.T. Instructor* . . . . . Flight Lieutenant R. Verdon-Roe, R.A.F. Regiment.

### FLYING WING

*Squadron Commander* . . . . . Squadron Leader J. S. Owen.  
*Flight Commanders:*  
*C Flight* . . . . . Flight Lieutenant R. Crouch, D.F.C.  
*D Flight* . . . . . Flight Lieutenant C. P. H. Kunkler.  
*Flying Instructors* . . . . . Flight Lieutenant T. H. Blackham, D.F.C.  
 Flight Lieutenant I. D. Bourne.  
 Flight Lieutenant H. G. Davies.  
 Flight Lieutenant E. Gillies, D.F.C.  
 Flight Lieutenant A. J. Houston.  
 Flight Lieutenant J. Niven, D.F.C.  
 Flight Lieutenant H. E. White, D.F.C.

### EQUIPMENT AND SECRETARIAL WING

*Deputy Director of Studies* . . . . . Wing Commander D. G. O'Shea.  
*Chief Instructor, Equipment* . . . . . Wing Commander W. J. Maggs, O.B.E.  
*O.C. Flight Cadet Squadron and Instructor G.C.T.* . . . . . Flight Lieutenant D. W. Smith, R.A.F. Regiment.  
*Wing Adjutant and O.C. Cadet Squadron* . . . . . Flight Lieutenant D. C. Lowe, D.F.C., A.F.C.



## SQUADRON LISTS

THESE lists are complementary to those published in our last number, in which will be found the squadron distribution and schools of Nos. 46 and 47 Entries, the schools of Nos. 48 and 49 Entries, and the names and schools of the First Entry of the Equipment and Secretarial Wing.

### A SQUADRON

#### FLIGHT CADET NON-COMMISSIONED OFFICERS

Flight Cadet Under-Officer M. B. Le Poer Trench.	Flight Cadet Sergeant J. M. Robertson.
Flight Cadet Sergeant R. A. Pendry.	Flight Cadet Corporal K. E. Richardson.
	Flight Cadet Corporal R. V. Stephenson.

#### No. 48 ENTRY—FLIGHT CADETS

I. D. S. Cunningham.	A. N. Heap.	R. J. Spiers.
I. R. B. Edmondson-Jones.	R. W. Jenkins.	L. C. Swalwell.
D. A. Hawley.	C. F. Pickard.	R. E. Webster.

#### No. 49 ENTRY—FLIGHT CADETS

A. Armour.	I. Gordon-Johnson.	J. A. Ruane.
G. H. Gidman.	D. J. Hunt.	M. Short.
K. V. M. Gilbert.	P. J. M. McGrath.	M. G. Skipp.
G. S. Goodsell.	R. Pavey.	

#### No. 50 ENTRY—CADETS

D. A. Arnott, W. Monmouth.	J. L. Howell, Beverley G.S.
A. M. Burgon, Fort William G.S.	K. E. Lee, Cotham School, Bristol.
O. M. Cruikshank, Dunedin, New Zealand.	D. Nursaw, Cedars, Leighton Buzzard.
A. Hickox, Steyning School.	I. H. F. Walmsley, Bradfield.

#### No. 51 ENTRY—CADETS

J. R. Carding-Wells, King Edward VII, Sheffield.	R. T. MacMullen, Wellington.
J. F. H. Chick, Blundell's.	W. G. Milne, Halton.
R. E. Gamble, Tadcaster G.S.	L. J. Russell, Marlborough.
R. D. Jones, Cranwell.	V. A. Southon, Cranwell.
D. C. Luck, Wellington.	D. Watson, Halton.

### B SQUADRON

#### FLIGHT CADET NON-COMMISSIONED OFFICERS

Flight Cadet Under-Officer T. L. Kennedy.	Flight Cadet Corporal A. B. Stinchcombe.
Flight Cadet Sergeant E. D. Finch.	Flight Cadet Corporal L. L. Tuke.
Flight Cadet Sergeant P. C. Skinner.	Flight Cadet Corporal J. H. G. White.
Flight Cadet Corporal W. A. Slater.	

#### No. 48 ENTRY—FLIGHT CADETS

P. J. Bardon.	J. J. Guntrip.	J. E. Williams.
H. E. Clements.	A. I. Le Gresley.	C. J. S. Wood.
M. D. Fenner.	D. Parratt.	

#### No. 49 ENTRY—FLIGHT CADETS

B. P. M. Bayliss.	P. F. Keeling.	G. J. Ward.
J. N. Bennett.	W. F. Knapper.	I. A. N. Worby.
A. S. H. Black.	A. C. Smith.	
R. Dyson.	A. Turner.	

#### No. 50 ENTRY—CADETS

R. D. Cumbers, Gravesend G.S.	J. A. Mansell, Felsted.
P. Gilliatt, Hampton G.S.	E. V. Mellor, Wembley G.S.
W. D. Heard, Shrewsbury.	R. G. Perry, St. Albans C.G.S.
A. S. Lee, Hampton G.S.	H. R. Radford, Mundella, Nottingham.



**No. 51 ENTRY—CADETS**

B. A. Cochrane, Falmouth G.S.  
 C. Copping, Cranwell.  
 S. H. R. L. D'Arcy, Ampleforth.  
 R. J. Littlejohn, Maidstone G.S.  
 R. S. May, Gresham's.

J. L. Price, Owen's.  
 S. B. Smart, Kelly.  
 R. V. Staley, Halton.  
 D. C. Walker, N. Polytechnic.  
 O. W. Wilkins, Portsmouth G.S.

**C SQUADRON****FLIGHT CADET NON-COMMISSIONED OFFICERS**

Flight Cadet Under-Officer P. V. Pledger.  
 Flight Cadet Sergeant H. A. Caillard.  
 Flight Cadet Sergeant J. M. Crowley.  
 Flight Cadet Corporal J. G. Burns.

Flight Cadet Corporal D. B. Robinson.  
 Flight Cadet Corporal P. R. Sanderson.  
 Flight Cadet Corporal L. G. Ludgate.

**No. 48 ENTRY—FLIGHT CADETS**

E. N. Barrington-Reinganum.  
 A. K. I. Chester.  
 R. G. Claridge.

R. W. M. Dixon.  
 M. M. D. Harvey.  
 P. A. Law.

I. S. Macpherson.  
 G. H. Parkinson.  
 A. Wright.

**No. 49 ENTRY—FLIGHT CADETS**

B. J. Ball.  
 W. L. Bull.  
 R. W. Burgess.  
 H. S. Carver.

W. T. G. Dawson.  
 J. E. Elliott.  
 J. S. Henderson.  
 D. Mullarkey.

P. G. Nicholl.  
 A. W. Powell.  
 J. R. Rogers.

**No. 50 ENTRY—CADETS**

G. W. F. Charles, Oswestry T.S.  
 P. J. G. Elton, Chard.  
 P. L. Evening, Portsmouth M.C.  
 W. E. Kelly, St. Ignatius.

F. R. Lockyer, Monmouth.  
 G. W. Payne, Raynes Park G.G.S.  
 I. W. Price, Lade Lane, Solihull.  
 G. M. Scarrott, Stowe.

**No. 51 ENTRY—CADETS**

I. E. Barr-Simm, Dover.  
 J. F. Gale, Watford G.S.  
 W. F. Jacobs, Newport C.G.S.  
 J. Meadows, Halton.  
 J. N. Murphy, Cranwell.

P. J. C. Phillips, Marlborough.  
 N. R. L. Saunders, Charterhouse.  
 G. B. Stockman, St. Albans.  
 M. E. Walsh, Barnard Castle.  
 K. A. Williamson, Cranwell.

**EQUIPMENT AND SECRETARIAL WING****CADET SQUADRON****No. 2 ENTRY—CADETS**

L. P. Adams,\* Worcester R.G.S.  
 G. L. Askew, John Lyon, Harrow.  
 P. J. Broad, Halton.  
 A. W. F. Cartledge, Colyton G.S.  
 M. L. Cann, Harrow G.S.  
 A. E. Chandler, Portsmouth Southern G.S.  
 B. G. Cooper,\* City of Bath.  
 H. N. Costello, Tenisons G.S.  
 M. G. Cottingham, Wellingborough.  
 B. P. Eastmead, Heversham G.S.  
 H. D. Furness, Rossall.

V. D. Goodsell, Sidcup G.S.  
 P. J. Hardwick,\* King's College School.  
 T. N. N. Grose, Halton.  
 T. W. J. Hopkins, Harrow G.S.  
 R. I. Jones, Swansea G.S.  
 J. A. Kiely, Rockwell.  
 D. W. Lowes,\* Gateshead G.S.  
 A. S. Loveland, Worthing H.S.  
 J. R. Thirnbeck, Hitchin G.S.  
 J. E. Tundall, Whitchurch G.S.  
 B. L. A. Wall, Collier School, Reading.

\*Joined with No. 50 Entry, Cranwell.



THE JOURNAL OF



THE  
ROYAL AIR FORCE  
COLLEGE

VOL. XXI No. 1  
WINTER, 1948

CRANWELL  
LINCOLNSHIRE



# THE JOURNAL OF



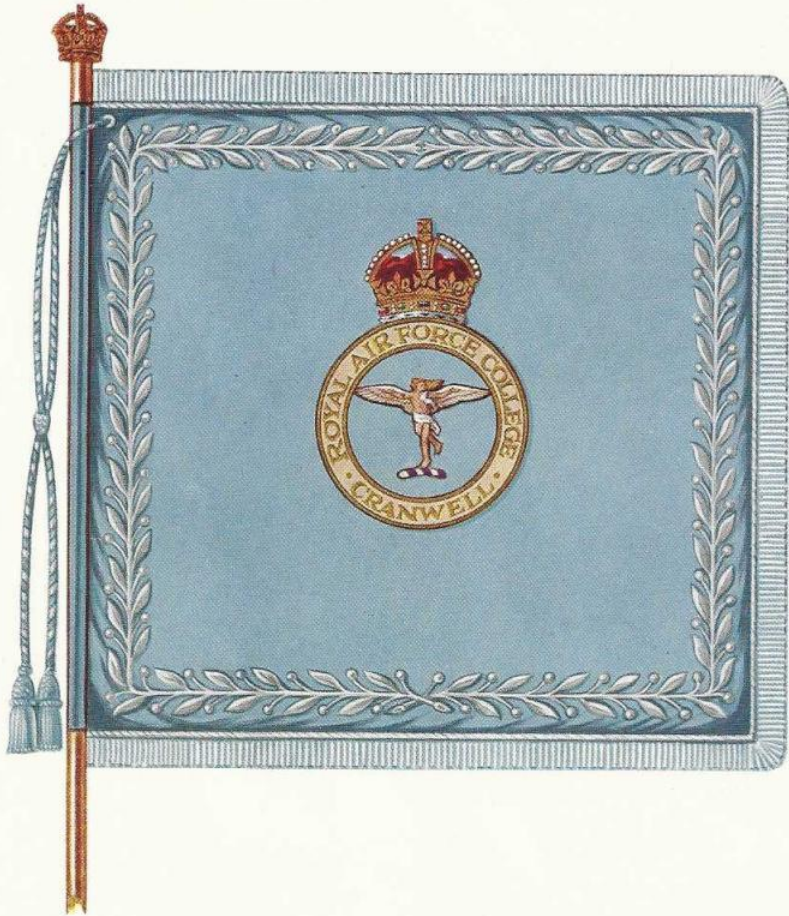
# THE ROYAL AIR FORCE COLLEGE

PRINTED BY

GALE & POLDEN LTD.

LONDON : ALDERSHOT : PORTSMOUTH







# The Journal of the Royal Air Force College

VOL. XXI

WINTER, 1948

No. 1

## CONTENTS

	PAGE		PAGE
THE KING'S SPEECH ... ..	2	SPORT AT DIGBY ... ..	33
COLLEGE NOTES ... ..	3	THE R.A.F. COLLEGE SOCIETY ... ..	35
THE ROYAL VISIT ... ..	8	ACTIVITIES AT DIGBY ... ..	49
LINES TO A FLIER ... ..	21	OLD CRANWELLIAN NOTES ... ..	50
VACATION LIAISON VISITS ... ..	22	STAFF APPOINTMENTS ... ..	52
R.A.F. COLLEGE SPORTS ... ..	26	SQUADRON LISTS ... ..	53

## LIST OF ILLUSTRATIONS

THE COLOUR ... ..	<i>Frontispiece</i>
	FACING PAGE
THE KING SPEAKING ... ..	2
THE COMMANDANT AT THE MICROPHONE ... ..	6
THE CADET WING IN LINE ... ..	14
THE KING RETURNING FROM THE INSPECTION ... ..	14
THE COLOUR CARRIED TO THE CADET WING ... ..	16
THE CADET WING MARCHING PAST ... ..	16
THE PRESENTATION OF THE COLOUR ... ..	20
THE GROUP AT THE GATE ... ..	24
THE ROYAL ARRIVAL ... ..	24
THE ROYAL APPROACH ... ..	26
THE INSPECTION ... ..	26
THE COLOUR MARCHING PAST ... ..	30
THREE CHEERS ... ..	30
THE INSPECTION OF AIRCRAFT ... ..	38
THE ROYAL DEPARTURE ... ..	38
SUMMER VACATION ACTIVITIES ... ..	42



*"Flight Cadets of the Royal Air Force College,*

*"I am very glad to be here today to see you on parade and to present to you this new Colour, the first ever to be borne by the Royal Air Force. I want to tell you what it stands for, before it is carried back to its place in the centre of your parade.*

*"First, it is The King's Colour, and therefore the symbol of the loyalty which you owe to your country.*

*"Secondly, as the Colour of your Service, it enshrines the history, embodies the traditions and represents the ideals of the Royal Air Force.*

*"Finally, it belongs to this College and commemorates the leaders who have gone out from Cranwell and especially those who have laid down their lives.*

*"Just as this Colour has been consecrated, so, too, you yourselves in saluting it are dedicating yourselves to the service of all that it represents. Look upon it, then, as your standard of honour and uphold it by your loyal and unstinting service.*

*"You are now at the beginning of your careers in the Royal Air Force. Yours is a calling both arduous and daring. It will demand courage, initiative and a readiness to meet danger in a spirit of adventure. It will demand, also, what for many is more difficult to achieve—the zealous and conscientious performance of your daily tasks and duties.*

*"The way to the stars is not easy, and it is only by application, hard work and devotion to duty, that you will reach the heights. By its daring, for its efficiency and through its sacrifice, the Royal Air Force has won renown throughout the world. It has proved itself our shield and spearhead in war. It stands today as a guardian of peace.*

*"I am glad to honour the Royal Air Force and you by giving you this Colour. I commit it to your faithful keeping, in the sure confidence that you will hand it on with added honours to your successors.*

*"GEORGE R."*

*"6th July, 1948."*





*[Photograph by the Air Ministry Photographic and Reproductions Branch*

**THE KING SPEAKING**



## COLLEGE NOTES

THE event of 6th July, 1948, possessed the thoughts of Cranwell and dominated its activity throughout the Summer Term. On that day His Majesty The King, accompanied by Her Majesty The Queen and Her Royal Highness The Princess Margaret, honoured Cranwell with their presence, and the College received at the King's own hand the unprecedented distinction of the first King's Colour ever presented to the Royal Air Force.

This issue of the JOURNAL seeks to put on record the impressions and some of the incidents of that high occasion. With the day still fresh in our memory a record may seem superfluous. But time will obscure the picture of weeks of preparation, of the anticipatory excitement on the day itself, and of much that made this Royal event a pleasure and a unique moment of experience. It can never erase the impression of inspired climax that came to us when the perfectly-set parade, under the eyes of a company that held the past and the present and the future of the Royal Air Force in its hands, heard the King's voice tell us of the meaning of the Colour that he had himself entrusted to our keeping. Nor can time dim the pride of Service and of inspiration which His Majesty's act kindled and his Colour symbolizes in our midst.

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The aura of the Royal visit was still around us when the Summer Term ended three weeks later and flight cadets dispersed for a busy vacation. The range of plans for vacation activities was wide, including originally tours in Germany, France and Switzerland, liaison with the French cadet colleges of Salon and Coetquidan, gliding, mountaineering, sailing, and detachments to the Home Fleet and the submarine depot establishment.

It was unfortunate that the task of the Royal Air Force in Germany made it necessary to cancel the tour and the gliding in the B.A.F.O. area. Nevertheless, a very full programme showed the vigour that the R.A.F. College Society had attained in time for the College's second long vacation, and gave us cause to offer our sincere thanks to many hosts and helpers in many different spheres.

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The Autumn Term finds the College nearing its normal complement of entries. There are now seven terms under training, and next term the course will have gone its full cycle. The strength at Cranwell is 148 flight cadets and sixty-nine cadets, and at Digby a new entry of fifteen brings the total of the Equipment and Secretarial Wing to forty-eight. There are now more flight cadets resident in College than there were at any time before the war.

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With the arrival of No. 3 Entry, the Equipment and Secretarial Wing is at long last assuming reasonable proportions. However, as the full strength of the Wing will be in the region of 136, and the number of cadets at present is forty-eight, there is still a long way to go. The course has been extended by three terms, making eight terms in all.

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With the new term have come inevitable changes in the staff. The promotion to Group Captain of Wing Commander A. C. Kermode, O.B.E., B.A., F.R.Ae.S.,



M.I.Ae.E., Senior Tutor, Aeronautical Science and Engineering, brings to the College feelings sadly mixed; for his new rank, on which it is the greatest pleasure to congratulate Group Captain Kermode, takes him from the College.

Cranwell first knew Group Captain Kermode when, in 1916, he was trained in H.M.S. *Daedalus* and passed out as a pilot in the R.N.A.S. In his gallant and distinguished service in the First World War he sustained severe wounds, and after the war he joined the Royal Air Force Educational Service, which offered scope both for his genius for teaching and for his passionate enthusiasm for contact with flying. He returned to Cranwell as an instructor in the Technical Training School in the early days of the Apprentice Scheme. Then, after Henlow and Halton, he came to the College in 1937. Meanwhile his name had become as well known in the world of aeronautical science as is his incomparable presentation of the subject, in his "Principles of Flight," among aspiring pilots.

At the outbreak of war he became Chief Ground Instructor at the Empire Central Flying School, and every student and instructor of the war years of the E.C.F.S. knows what he meant to that School. But he never ceased to plan for Cranwell and to hope to return. It was a discriminating choice that made him responsible in 1946 for co-ordinating the syllabus and the whole instructional plan for the reopening of the College. At that reopening he returned as Acting Director of Studies and Senior Tutor (A.S.E.), happy in the opportunity to guide the application of his own doctrine, of which the chief theme is the indissoluble unity of every aspect—flying, academic, disciplinary, athletic, recreational—of the training that the College can give.

In his talent and devotion and personality the College loses something irreplaceable but his imprint will always be on its progress. Gratefully we wish Group Captain Kermode success and enjoyment of his new appointment, and to Mrs. Kermode and Peter with him all happiness in the future.

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The last issue of the JOURNAL made an error of rank in congratulating, on the occasion of his marriage, Lieutenant-Commander Lacon. Their Lordships had already seen fit to take him one step on the road to the Flag rank that the College had always accorded him, and we renew our congratulations to Commander R. W. B. Lacon, D.S.C., R.N. But he also has been posted on promotion and will be greatly missed.

Commander Lacon, the College's first "resident Admiral," identified himself entirely with the College while he taught it truly what the Royal Navy means, and he did a pioneer work for which both Services as well as the College will always have reason to be grateful. He goes to the Joint Services Staff College, and he takes with him our thanks. We wish happiness to him and to Mrs. Lacon, who was too briefly with us, and we welcome his successor, Lieutenant-Commander A. C. D. Leach, D.S.C., R.N.

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Squadron Leader F. R. Bird, D.S.O., D.F.C., who has been Squadron Commander of A Squadron since the College reopened, has been posted to A.H.Q., Malta. Squadron Leader Bird was also President of Cadets' Games, another post with a heavy pioneering task in these initial years. Before being appointed to the College he had been here for a year in command of a squadron of No. 19 F.T.S. Squadron Leader and Mrs. Bird will be greatly missed and we hope that they will enjoy Malta. Squadron Leader M. M. Stephens, D.S.O., D.F.C., has taken over command of A Squadron.



Wing Commander D. H. Wenham, M.C., R.A.F. Regiment, has been posted on promotion, on which we warmly congratulate him. To him falls much of the credit for the Cadet Wing's standard of drill on the Royal parade. We shall remember, too, his many impersonations of majesty in rehearsal. His place is taken by Squadron Leader J. A. Kemp, R.A.F. Regiment.

The College suffers another loss in the transfer to B.A.F.O. of Mr. R. K. Williams, Section Officer, A.M.W.D. We are grateful not only to Mr. Williams for what his direction of "Works and Bricks" has meant to us in these formative years, and especially this year, but also to Mrs. Williams for her patience in rehearsal and sure skill in performance at successive productions of the Dramatic Section. We offer to both our thanks and good wishes.

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We congratulate Squadron Leader R. B. Cole, D.F.C., and Squadron Leader J. F. Powell on their promotion.

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The list of the College's visitors, even apart from the impressive ceremony that attended the King's presentation of the Colour, has been long and interesting. We take this opportunity to thank one of the most recent, Admiral The Earl Mountbatten of Burma, G.C.V.O., K.G., C.B., D.S.O., who came on 7th October and addressed the College on the transfer of power in India. It was a memorable privilege to hear the last Viceroy's own narrative of the dramatic encounter of personalities that brought the Dominions of India and Pakistan into being. Lord Mountbatten was received with a guard of honour and lunched in College.

The system of dining-in-night lectures was dropped for the Summer Term, except for one evening on which Group Captain H. I. Cozens, C.B., A.F.C., kindly showed and spoke his own commentary on the film of bomber operations which he himself created and which has become the official documentary film of Bomber Command.

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We were particularly glad to welcome in June the three-man debating team from the United States Military Academy at West Point, New York, together with Lieutenant-Colonel C. L. Johnson, of West Point. The members of the team were Cadets William F. Gorog, of Warren, Ohio, Richard A. Mackenzie, of Savanna, Illinois, and John F. McArdle, of San Bernardino, California.

These were formidable debaters, as their enviable record showed and as the broadcast of their debate in the Oxford Union had warned us, while our Debating Section is hardly fit as yet to go solo. On a motion "that science and invention constitute a menace to human progress," our visitors obligingly let themselves be divided, and their accomplished display of oratory was as instructive as it was entertaining.

At the end of the debate the team, on behalf of Major-General Maxwell D. Taylor, Commandant of the U.S. Military Academy, presented to the Commandant two copies of the interesting and elaborate descriptive book of the Academy. They bear an inscription of greeting in the General's hand and are now valued possessions of the College Library. It was a great pleasure to feel the close contact with West Point that this visit created, to welcome its charming representatives and to show them something of the life of the College in their short stay.







American visitors have been many. Soon after the B.29s arrived at Scampton and Waddington we were able to welcome some of their officers at a guest night, and a few days later a Super-Fortress risked Cranwell's grass runway and all cadets had the opportunity of studying the aircraft. The U.S.A.F. exchange officers of Flying Training Command and Fighter Command have also visited us. During the vacation the College became the place of a three-day meeting of the Inter-Allied Training Conference.

On 19th July our guests for a day and a night were sixteen Upper Yardsmen of H.M.S. *Hawke*, future naval officers whom it was a great pleasure to meet and entertain.

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Group Captain D. W. Kingwell, D.S.O., R.A.A.F., the Assistant Commandant Designate of the Royal Australian Air Force Cadet College, has made a long visit of liaison, and on a similar errand on behalf of India has come Group Captain Arjan Singh, D.F.C., an Old Cranwellian. The College was also visited by Lieutenant-Colonel Engvik, of the Royal Norwegian Air Force, and by Colonel Ming Tong Lai, the Chinese Air Attaché.

Many Headmasters are now accepting the standing invitation to visit the College for a day's tour. Among recent visitors have been the High Master of St. Paul's and the Headmasters of Felsted and Malvern. Six Headmasters braved the rigours of the earliest morning to join their cadets in the A.T.C. contingents that flew to Cranwell to watch the presentation of the Colour.

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As numbers in College approach their peak, the problem of accommodation begins to assert itself. Instruction is moving out of what is becoming simply a domestic building. The only instructional rooms in the College regularly used are the navigation rooms. The new instructional site that once was No. 8 Radio School is now in full use, with its pylons demolished to make it look less like an oil town.

The growing numbers at Digby also bring near the day when the Equipment and Secretarial Wing will be a formidable opponent to the squadrons at Cranwell in games and competitions and the championships in which these competitions are combined. The highest inter-squadron championship, the award of the status of King's Squadron, under present rules involves flying, which excludes the Digby Wing. But its award will normally be based on passing-out results. As there is no passing-out until April, it has been decided that for the present a combination of sports and training results alone shall determine this award, and the Digby Wing is therefore eligible to become the King's Squadron.

Meanwhile, on the Summer Term's results, the first award of the status of King's Squadron has gone to B Squadron. This was determined on the last day of the term when B Squadron won the Ferris Trophy for drill and the Knocker Cup for physical training. As the Chimay Cup had already fallen to them, B Squadron secured all the points for the Prince of Wales's Cup and the King's Squadron's privilege of carrying the Colour.

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Instructional visits have again included visits by successive second terms to our kindly hosts at Annesley and Newstead Collieries. An innovation last term was the visit of No. 46 Entry to the operations room of No. 12 Group, a visit which it is hoped



to make available to each entry in its sixth term. A few flight cadets of No. 46 Entry visited the School of Land/Air Warfare, and the Air/Sea Warfare Development Unit during the vacation. An account of the attachment of Nos. 47 and 48 Entries to units of the Home Fleet will be found elsewhere.

A Flying Training Command Staff Exercise held at Manby at the end of July was attended by the Assistant Commandant, the Chief Flying Instructor, Squadron Commanders, the Air Staff Instructor and seven other officers of the flying and instructional staff.

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Squadron Leader J. F. Powell has become officer-in-charge of the JOURNAL Section of the College Society. Flight Cadet Editors are Flight Cadet Sergeants J. M. Crowley and R. A. Pendry, Flight Cadet Corporal A. B. Stinchcombe and Flight Cadet D. Guthrie. Other officers on the committee are Wing Commander F. F. Fulton, O.B.E., Flight Lieutenants D. J. Garland and G. C. Lamb, A.F.C., for general purposes, and Squadron Leader D. W. Steventon, D.S.O., D.F.C., for Old Cranwellian Notes.

The Business Manager is Squadron Leader G. G. Edwards.

So bald a statement cannot be allowed to be the only mark of the end of Wing Commander Fulton's prime responsibility for the JOURNAL. All readers of the JOURNAL are indebted to him for its revival in accordance with its traditional standard of excellence and format—though still not the equal of pre-war numbers in size at today's increased costs; for his planning and contribution to this commemorative issue; and for his continued guidance to the policy of the JOURNAL.

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At the time of going to press we learn of the appointment of Lieutenant-Colonel Edward L. Hurlburt, United States Air Force, to the staff of the College. Lieutenant-Colonel Hurlburt comes to us from the 41st A.F.B.U., Maxwell Field, Ala., and is expected to arrive in November. In the hope that he will be with us when this issue is published, we offer a very warm welcome both to Lieutenant-Colonel Hurlburt and to the friendly understanding that his appointment betokens and will perpetuate.

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### CONTEMPORARIES

We gratefully acknowledge receipt of many contemporary Journals. Space does not permit a full acknowledgment, but special mention must be made of *The Wish Stream*, the Journal of the Royal Military Academy, and *The Pointer*, of the United States Military Academy.

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## THE ROYAL VISIT

### THE PRESENTATION OF THE COLOUR

*ὕστερον πρότερον* 'Ομηρικῶς. Chronological order may be logical, but pride of place in the narrative of an epic occasion must be given to the parade itself, the hour to which all the foregoing months of intensifying preparation were dedicated and to which the Royal tour of the College and the Station were an epilogue. And our starting point must be the moment when Their Majesties' car drove through the main gates.

The stage was admirably set. Its backcloth and wings were the College building, looking so much at its best in the July sunlight that even the unseemly scar inflicted on it by an aircraft crash in the early days of the war did not seem to matter. Every bed was flower-lit, for the gardeners had achieved a triumph, to say nothing of the massed decoration of flowers around the Royal dais. On the parade ground the principal actors stood waiting—the Cadet Wing in line in open order, as impressively perfect in its turn-out and bearing as ever a Royal parade has been. There were only two officers on parade, the Assistant Commandant and the College Adjutant; all other commands were held by flight cadets. Cadets of the Equipment and Secretarial Wing completed the parade, spaced at two-yard intervals on the kerb at the edge of the parade ground. The Band stood ready on the College steps.

Confronting this parade was the Royal dais and an array of 1,200 expectant and deeply-impressed spectators. The dais was colourful with sky-blue cloth, the gilt of the Royal arms and a triumphant mass of scarlet and blue flowers, while above it hung the ensign on the white flagstaff. The dais was already nearly filled with the principal guests of the Air Council. They filled also the special enclosure around the dais, and to right and left of them the rest of the privileged spectators stretched twenty rows deep to the edges of the Orange. Here were officers of the College and the Station with their wives, officers from all units responding to the invitation of the Air Council, about a hundred Old Cranwellians, the families of flight cadets on the parade, representative airmen and airwomen, and nearly two hundred A.T.C. Cadets from the whole country.

The focus of all this scene lay before the Royal dais, where the cased Colour rested upon the piled drums, awaiting the acts of consecration and presentation. The Chaplain-in-Chief, in scarlet robes and white surplice, stood beside it attended by the College chaplains. The green grass of the Orange spread itself behind the spectators, and across its breadth a broad green way, marked by white ropes and lined by guards of honour of chosen W.A.A.F. and apprentices and airmen, stretched from the dais to the main gate. Here the crowds pressed themselves against the railings, and beside the gate a small group waited to receive the King. It included the Secretary of State, Marshal of the Royal Air Force the Viscount Trenchard, founder of the R.A.F., the Chief of the Air Staff, Air Chief Marshal Sir John Slessor, the Director of Personal Services, the Commandant of the College and the Station Commander.

Into this setting, punctually at ten minutes to eleven, the Royal car passed slowly through the main gate and stopped. The Royal Standard was broken at the mast-head over the dais. The assembly stood, the parade and the guards of honour came to atten-



tion, and Princess Margaret, the Queen and then the King stepped from the car. The Secretary of State welcomed Their Majesties and presented the group at the gate, and the Royal party, escorted by the Very Important Personages who had greeted them, walked slowly up the wide grass lane across the Orange towards the dais.

That approach was a triumph. The Commandant walked with the King, the Secretary of State with the Queen, and Lord Tedder in animated conversation with the Princess, while the impressive retinue stretched behind them. The atmosphere was tense and expectant. As the procession advanced, the guards of honour in succession presented arms. When the King was half-way across, the silvery tones of massed trumpets in the Band broke out in a thrilling and moving fanfare that brought the King to the hushed throng around the dais and to the rigid parade.

The Queen, the Princess and their distinguished escort took their places on the dais and the King advanced to the saluting base. Then the Assistant Commandant's word of command lifted the tension, and there was satisfaction for full hearts in the notes of the National Anthem that followed the parade's flawless Royal Salute.

The King then inspected the Cadet Wing, each squadron and the file of cadets who surrounded the parade ground, while the Band played a composition of Warrant Officer Bangay's named "The College Colour," and the whole assembly could relax its emotions in anticipation of the moving ceremony that was to follow. When the King returned to the dais, two Squadron Commanders, flanking the cased Colour, uncased it, spread its brilliant blue and gold and silver over the drums, saluted the Colour and the King, and withdrew to the foot of the dais. Then the Commandant turned to the Chaplain-in-Chief with the request: "Reverend Sir, on behalf of the Royal Air Force College we ask you to bid God's blessing on this Colour."

The Chaplain-in-Chief advanced. After an exhortation and responses the Cadet Wing was called to attention and he laid his hand on the Colour, saying:

"To the Glory of God and as a symbol of our fellowship with Him and with each other, we consecrate this Colour in the name of the Father and of the Son and of the Holy Ghost."

The Lord's Prayer, some short prayers and responses and the Benediction followed. In the spirit of that preparation the ceremony of presentation began, a ceremony deeply stirring, for Colours hold the heart of all English pageantry.

The King and the Commandant came forward in front of the piled drums, and before them stood the fortunate flight cadet selected for the honour of receiving the Colour at His Majesty's hands. Flight Cadet Sergeant H. A. Caillard supported the honour well; his bearing and smartness were an outstanding feature of the parade. The Commandant took up the Colour from the drums and handed it to the King. As the Ensign knelt before His Majesty, the King placed the staff in the sling. The Ensign arose with the Colour, stood to attention and so remained before the King throughout His Majesty's address and the Commandant's reply.

The act of presentation was over. Yet this was not the emotional climax of the ceremony. That came when, through the loud-speakers then first switched on, the King's firm, full tones rang out in a speech which no one present will forget. We reproduce his words as a foreword to this JOURNAL. The King spoke movingly of all that the Colour symbolized, dedication to the country, the tradition of the Services, the honour and achievement of the Royal Air Force, the pride of the College. He made



his act of presentation personal, his contact with every cadet on parade intimate and inspiring.

The Commandant made reply:

“Your Majesty:

“This gracious presentation of your Colour to the College is an unprecedented honour which we all, past and present cadets and members of the staff, most deeply appreciate. Moreover, it is an honour which will be felt throughout the Service and in the home of all those who, through their sons, have been associated with Cranwell. This Colour will be to each one of us a constant source of pride; at once a symbol of the confidence which you repose in this College and a tribute to the valour and the devotion to duty on which your confidence is founded. It will be a reminder of the past and an inspiration for the future.

“Presented as it has been, in the presence of Her Majesty The Queen and Her Royal Highness The Princess Margaret, this Colour will serve also to keep in memory the great occasion of Your Majesties’ visit to Cranwell, the honour of which is felt not only by those of us who are present today, but also by every member of the Royal Air Force.

“We rejoice that Your Majesty has conferred this honour on the College in the presence of so many of our distinguished leaders and former Commandants and of the old cadets who founded our tradition and made our history. In each of us, this Colour and Your Majesty’s words, will inspire new pride of service and a determination to be worthy of the gracious honour you have done us this day.”

The addresses were over, and we could turn to the pomp of the reception of the Colour by the Cadet Wing and the College. The Ensign turned to the parade. The Assistant Commandant gave the order: “General Salute, Present Arms,” and again the drill was flawless. Then to the notes of the National Anthem the Ensign slow-marched proudly with the Colour to where its escort waited in the centre of the parade.

The march-past followed. This took the traditional form of a slow march, quick march and advance in review order, but something had been added to the formula so well known, so often rehearsed; The King’s Colour, a banner of sky-blue, silver-decked, with the gold-embroidered crest of the College in the centre, brought to this march-past a distinction hitherto unknown on the parade ground, and at the saluting base stood the King himself.

On this parade, even the sword made its reappearance in the hands of the Assistant Commandant and the College Adjutant. It may have been to solve for those not carrying rifles the Englishman’s problem of what to do with his hands, or perhaps it was that only the sword—the R.A.F. ceremonial sword, gilded of hilt and scabbard, with the blue and gold of the full-dress sword belt—was felt to have the *panache* to keep company with the Colour. Whatever the motive, the revival was so effective that without doubt the sword is here to stay for ceremonial parades. Disappointed as the cadets were that baratheia uniforms were not available for this occasion, the smartness of their appearance, offset by the white hat-bands and pipe-clayed belts and rifle-slings, was unexceptionable. And the standard of their drill throughout was superb and was praised in glowing terms by many to whom such ceremonial parades are commonplace.

The Cadet Wing halted as one man in the advance in review order. Again the Royal Salute was given and the National Anthem made its meaning felt. Then the Assistant



Commandant led three rousing cheers for His Majesty, nor was the standard of the Cadet Wing lowered in the remarkable hat-and-arms drill that accompanies that gesture.

The parade had paid its homage to the King. But there was still a moment of high ritual to come when, at the Assistant Commandant's order, the Colour was marched off. The drums beat "Point of War"; the parade presented arms.

Then, in a small ceremony of their own, brilliantly executed, the Colour Party stepped off to the tune of "The Lincolnshire Poacher," escorted the Colour up to the King, wheeled and marched proudly round the right flank of the parade to the rear, where they halted facing the steps and the escort presented arms. The Band parted and the Ensign slow-marched up the steps below the golden inscription, "Per Ardua ad Astra," and through the high doorway. The College had received its Colour.

For the last time the Assistant Commandant saluted His Majesty with his sword and asked permission to march off. To the strains of the Royal Air Force March the Cadet Wing marched away and, as a fitting end to an outstanding parade, gave an automatic "eyes left" and "eyes front" with the College's customary stamp of the foot.

Their Majesties and the Princess, with a few of the personages from the dais, moved slowly across the empty parade ground and followed where the Colour had led, up the steps and into the College. The parade was over.

F. F. F.

#### THE REST OF THE DAY

When the parade had marched away, Their Majesties and those in close attendance entered the College. Here the King, the Queen and the Princess signed the visitors' book and were then conducted around the V.C. Gallery and so to the Library. Inside the Library a small group of officers had collected and had the honour of being presented during ten minutes of delightful informality. The group included the Assistant Commandants, the Director of Studies, Senior Tutors, Squadron Commanders and three Under-Officers. The King lit a cigarette, sherry made its appearance, and the Royal Family chatted easily and pleasantly with the officers and cadets.

It was a brief interlude of ease before the strenuous tour of the Station. Soon the Royal party went down to the waiting cars at the main entrance and the tour began. During this time, released from parade, those cadets who were involved in the displays were hastening to take their posts on the tour's course, or to change their roles and their clothes to gymnastic or equestrian. Most of the spectators remained in their places until the cars had moved off on their round of the Station. Then the assembly dissolved. The majority moved in search of lunch, some in the Mess, many in the tents in the College grounds; or they moved to vantage points to watch some stage of the tour.

The Air Council's guests moved into the College, where sherry was served in the cadets' ante-room. This was no ordinary sherry party. The College has certainly never held so remarkable a gathering of guests, and this would be a fitting place to record in full the list of those who accepted the Air Council's invitation to visit Cranwell on this occasion:

#### *Air Council*

The Rt. Hon. Arthur Henderson, K.C., M.P.  
Geoffrey de Freitas Esq., M.P.



Marshal of the Royal Air Force The Lord Tedder, G.C.B., D.C.L., LL.D., and Lady Tedder.

Air Marshal Sir Hugh W. L. Saunders, K.B.E., C.B., M.C., D.F.C., M.M., and Lady Saunders.

Air Marshal Sir Leslie N. Hollinghurst, K.C.B., K.B.E., D.F.C.

Air Marshal Sir James M. Robb, K.B.E., C.B., D.S.O., D.F.C., A.F.C.

Air Marshal Sir W. Alec Coryton, K.B.E., C.B., M.V.O., D.F.C.

Sir James H. Barnes, K.C.B., K.B.E., and Lady Barnes.

*Deputy Lord-Lieutenant of Lincolnshire*

Colonel Oliver Sutton Nelthorpe, D.S.O., M.C., D.L., J.P.

*Marshals of The Royal Air Force*

Marshal of the Royal Air Force The Viscount Trenchard, G.C.B., G.C.V.O., D.S.O., D.C.L., LL.D., and Lady Trenchard.

Marshal of the Royal Air Force Sir John M. Salmond, G.C.B., C.M.G., C.V.O., D.S.O., D.C.L., LL.D.

*Air Officers Commanding-in-Chief*

Air Marshal A. B. Ellwood, C.B., D.S.C., and Mrs. Ellwood.

Air Marshal Sir William Elliot, K.B.E., C.B., D.F.C., and Lady Elliot.

Air Marshal Sir Leonard H. Slatter, K.B.E., C.B., D.S.C., D.F.C., and Lady Slatter.

Air Marshal The Hon. Sir Ralph A. Cochrane, K.C.B., K.B.E., A.F.C., and the Hon. Lady Cochrane.

Air Marshal Sir Cyril B. Cooke, K.C.B., C.B.E., and Lady Cooke.

Air Marshal Sir Ralph S. Sorley, K.C.B., O.B.E., D.S.C., D.F.C. and Lady Sorley.

Air Marshal Sir Brian E. Baker, K.B.E., C.B., D.S.O., M.C., A.F.C., and Lady Baker.

Air Vice-Marshal J. W. Baker, C.B., M.C., D.F.C., and Mrs. Baker.

*Former Commandants of the College*

Air Vice-Marshal Sir Charles A. H. Longcroft, K.C.B., C.M.G., D.S.O., A.F.C.

Air Vice-Marshal A. E. Borton, C.B., C.M.G., D.S.O., A.F.C., and Mrs. Borton.

Air Chief Marshal Sir Arthur M. Longmore, G.C.B., D.S.O., and Lady Longmore.

*Senior Royal Air Force Officers*

Air Chief Marshal Sir John C. Slessor, G.C.B., D.S.O., M.C., and Lady Slessor.

Air Marshal Sir Hugh S. P. Walmsley, K.C.I.E., C.B., C.B.E., M.C., D.F.C., and Lady Walmsley.

Air Marshal Sir R. Victor Goddard, K.C.B., C.B.E., and Lady Goddard.

*Representative of the Army Council*

Lieutenant-General G. W. R. Templer, C.B., C.M.G., O.B.E., D.S.O., and Mrs. Templer.

*Representative of the Board of Admiralty*

Rear-Admiral G. A. B. Hawkins, M.V.O., and Lady Margaret Hawkins.



*Commandant of the Royal Naval Cadet College*

Captain H. W. Faulkner, C.B.E., D.S.O., and Mrs. Faulkner.

*Senior Dominions Liaison Officers*

Air Commodore U. Ewart, R.A.A.F., and Mrs. Ewart.

Air Commodore H. W. Buckley, C.B.E., R.N.Z.A.F., and Mrs. Buckley.

Lieutenant-Colonel C. Gey van Pittius, S.A.A.F., and Mrs. van Pittius.

*Air Ministry*

Air Commodore A. S. Ellerton, C.B.E., A.D.C., and Mrs. Ellerton.

L. M. MacBride, Esq., O.B.E.

The Reverend J. A. Jagoe, C.B.E., D.D., K.H.C., and Mrs. Jagoe.

Mr. J. S. Orme, O.B.E.

*Other Guests*

Lady Mitchell

Lady Brownlow

Colonel The Earl of Limerick and Lady Limerick.

Air Vice-Marshal C. W. Weedon, C.B.E., and Mrs. Weedon.

Air Commodore Sir Frank Whittle, K.C.B., and Lady Whittle.

Major E. W. S. Ford, Assistant Private Secretary to His Majesty.

A few of this great company attended Their Majesties on the tour that was now in progress. On leaving the College the Royal party was taken by car to the Aircraft Display Hangar, on the north side of which a *manège* had been set up, and an exhibition of horsemanship was given by six flight cadets of the Riding Club. Major Osborn, the officer-in-charge of the Riding Club, was presented, and Their Majesties watched the cadets in excellent line-abreast formation take the jumps in sections of three. Unfortunately time dictated the departure of the Royal party before the finale of the display, in which the two sections joined and cantered up to a halt in close formation in front of the spectators.

The Royal party turned to enter the Guided Missiles Hangar, only to find Clarissa, the Falconry Club kestrel, strategically barring the way, sitting demurely on the arm of Flight Lieutenant Gordon-Cumming. Judging by the photographs taken, this late addition to the programme stole a large part of the limelight, and the Royal Family paused for some minutes to look at the hawk and ask about the pursuit of this ancient sport. Elated by this honour, Clarissa could bear captivity no longer and shortly after departed without leave from the College precincts.

Inside the hangar the display of enemy guided missiles, shining with new paint, confronted Their Majesties as they entered. A cadet briefed in the character and performance of the weapons stood by each exhibit, and the Royal Family showed a keen interest in the V1, V2, Rhinetochter, Japanese suicide bomb, and various other missiles on display.

From the hangar the Royal party walked to the church between lines of cheering and flag-waving children of the married families. Here Their Majesties showed their characteristic graciousness and affection for their subjects; they paused, here for a word to



one of the children, there for a word with one of the mothers, and clearly delighted in the joy and enthusiasm with which they were greeted. Miss Christine Oliver, aged 10, and Miss Margaret Weston, aged 8, presented bouquets to the Queen and Princess Margaret, who stopped to speak to them and to Mrs. Oliver, who escorted the two children. It is reported that Miss Christine Oliver, asked by the Queen what her father did on the Station, replied that he worked for the Commandant! Farther down the route the Queen stopped to talk to a mother holding up a small child; asking the King to break off a rose from her bouquet Her Majesty gave it to the baby before passing on, leaving behind her a memory and a gracious souvenir which will long be treasured.

At the church the Chaplain-in-Chief presented the College Chaplains as Their Majesties passed inside to view the interior.

Airmen of the Station, backed by cheering crowds, lined the route down which the cars slowly travelled to the gymnasium where a gymnastic and swimming display had been arranged. To the orders of Warrant Officer Warder, No. 51 Entry reacted in displays which were amusing in their novelty. The keynote throughout was speed of reaction and spirit rather than the more customary display of gymnastic and aquatic skill. Here was no exhibition of vaulting or of graceful swimming; under quickfire orders the cadets leaped from top wallbar to prone position with a speed and noise that were startling. In the swimming-baths, cadets somersaulted in quick succession from the spring-board, leaped wildly on top of one another from the top board and ended the show in a rough-and-tumble for possession of a rubber dinghy. Afterwards Warrant-Officer Warder was presented and congratulated on this excellent display.

Before returning to the College the Royal procession drove down the tarmac, where officers and men of the Flying Wing were drawn up in front of their highly-polished and carefully-aligned aircraft. In the July sunshine this was a proud sight, and it provided a fitting climax to the tour of College activities.

In the College in one of the cadets' ante-rooms, some of the many distinguished guests were presented before Their Majesties moved into the dining hall to take lunch with the cadets, the Air Council and its guests, and officers of the College staff. Now the dining-hall, in turn, presented an unforgettable sight. Across the head of the hall was the Royal table, and from it stretched the three squadron rows of tables at which all the other guests and cadets sat. Massed roses decorated every table, and behind the King's seat there hung the glory of the Colour, its staff held in the claws of the great bronze eagle presented by the late Sir Philip Sassoon.

The seating plan of the Royal table was as follows :

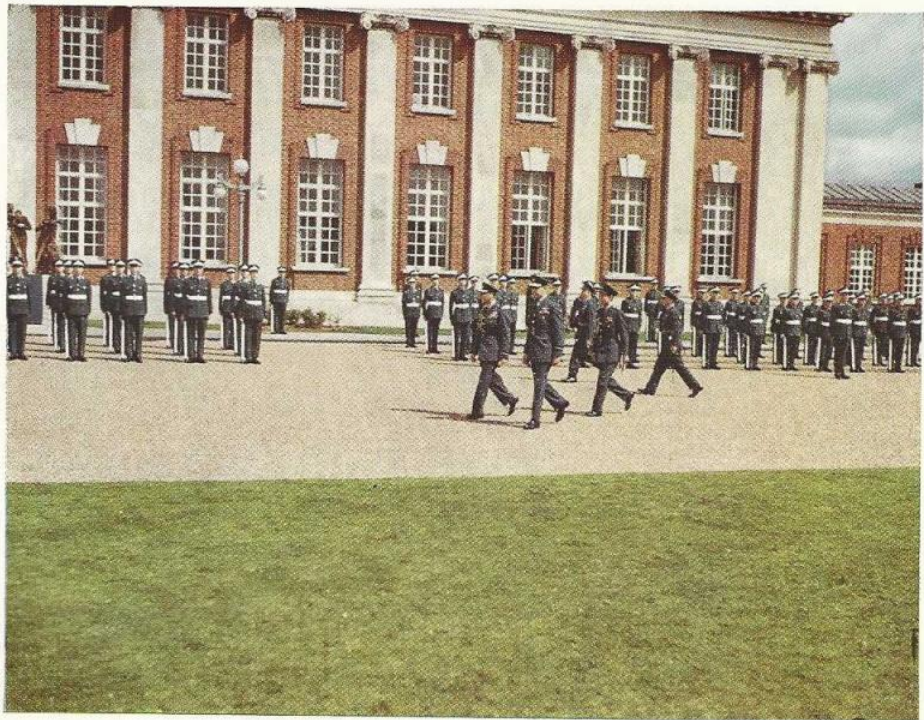
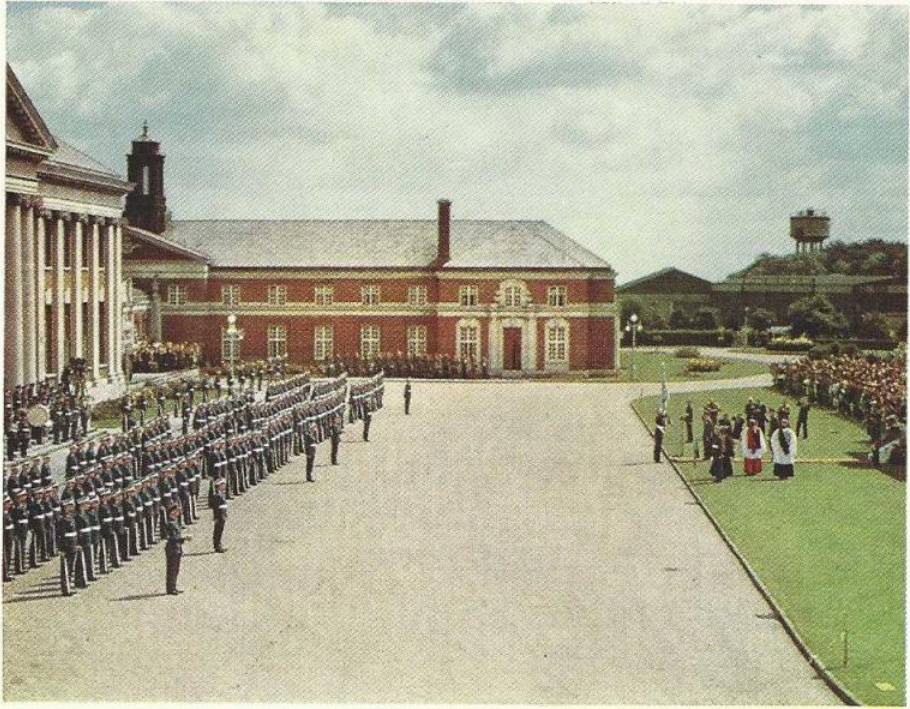
The Assistant Commandant.

Lady Jean Rankin.	Flight Cadet Sergeant Skinner.
Air Chief Marshal Sir John Slessor.	Lady Trenchard.
<b>H.R.H. PRINCESS MARGARET</b>	Air Marshal Sir Ralph Cochrane.
Flight Cadet Under-Officer Pledger.	Flight Cadet Sergeant Caillard.
<b>H.M. THE QUEEN</b>	Lady Cochrane.
The Commandant.	Marshal of the R.A.F. Lord Tedder.
<b>H.M. THE KING</b>	Flight Cadet Under-Officer Kennedy.
Flight Cadet Under-Officer Le Poer Trench.	Lady Tedder.
The Secretary of State for Air.	Marshal of the R.A.F. Viscount Trenchard.
Lady Harlech.	Flight Cadet Sergeant Robertson.
Deputy Lord-Lieutenant of Lincolnshire.	Lady Slessor.
	Air Vice-Marshal Sir Charles Longcroft.

Above—THE CADET WING IN LINE  
Below—THE KING RETURNING FROM THE INSPECTION →

[Photo by the Air Ministry Photographic and Reproductions Branch.







In the lunch itself and the service of it the College staff scored another triumph, and the Band in the gallery enlivened the air with its playing. The atmosphere had the gaiety that came of the knowledge that all had been well with the morning's great event. It was two o'clock when the company arose as Their Majesties withdrew, the Queen smiling her good-bye.

In the entrance hall before the departure, four senior College servants, Curt, Green, Young and Etty, had the honour of being presented. The King and Queen were shown the historic documents of the Second World War that are the newest additions to the collection on the walls of the College. They were greatly interested. But soon aircraft were heard outside, and Princess Margaret urged Their Majesties to come out and see the brilliant display over the Orange by three Meteor IVs of Fighter Command in "Hendon formation."

Then the cars stood ready. Cadets and guests lined or crowded the route from the College entrance to the gate. Farewells were said, and three cheers for the King were given by cadets and guests as the Royal party entered the cars. So through our cheers the King, the Queen and Princess Margaret drove away, while the formation of Meteors dipped low over the Royal car in salute before flashing upwards on a slanting ray of sunshine to disappear into the clouds. The cars passed through the gate and down the road, lined still with airmen and an enthusiastic crowd from many places around, towards the Royal train at Leadenham.

The Royal visit was over. Now the stands and the Royal dais, the flowers and the decorations, are gone, and the grass of the Orange has recovered its greenness. In the dining hall, however, there hangs the Colour, not only an honour graciously bestowed by His Majesty, but a constant reminder of a proud and brilliant day in the history of the Royal Air Force College.

I. N. MACD.

#### ANTECEDENTS

When Voltaire was asked how a long-projected book was progressing, he replied, "I have almost finished it. All I have left to do is write it." At dawn on 6th July the College and the Station might have felt the same about the Royal visit. Such results as they had to achieve are produced *non sine pulvere*, not without the dust of preparatory toil and even conflict over many months.

It was, in fact, on 14th February that Headquarters issued the first massive document on the formation of progress committees. It laid the burden of marking the progress of the progress committees largely on Group Captain Pearson-Rogers and Squadron Leader Scott-Malden, neither of whom was in fact still at Cranwell when the great day came. And to the committees it gave terms of reference under some forty-two headings that ranged from "Construction and Destruction" and "Equipment," through "Spit and Polish," "Refreshment" and "Press and Broadcasting," to "Parade and Presentation."

From that day onwards the impending visit became more and more the chief pre-occupation of the Station. When the day came, the limelight shone on the College. Admirably though the fortunate star acquitted itself, it is very gratefully aware of the months of hard stage-setting and scene-shifting on the part of other elements on the Station to which it owed its success. Everyone knows how great and how progressive a burden fell on each administrative branch. The Station Commanders, first Group Captain Pearson-Rogers and then Group Captain Corbally, bore the heaviest respon-



sibility of all, but the College is in no position to offer its due thanks to officers who in all their interests so completely identify themselves with the College.

Among those to whose charge the directive's forty-two headings were distributed there were some who helped by unobtrusive effort as programmes and routes were planned and unplanned and replanned, and others whose work we could not fail to see and appreciate. The Station Administrative Officer and his staff, and the Senior Equipment Officer and his, could tell us much. More visible were the products of the Section Officer, A.M.W.D., Mr. Williams, and of the Chief Technical Officer, Wing Commander Oldland. To the latter the day owed not only such technical "properties" as all the fittings of the dais and enclosure, but the triumphant display of flowers that decorated the College, the Royal enclosure and, indeed, every part of the Station.

Space does not permit even a summary of all that was done. The success of the day itself is all the evidence that is needed. The whole Station was immaculate and a delight to the eye. The bearing of its airmen and airwomen was a source of pride. In the area of the College and all along the Royal route everything gave the impression of perfect upkeep at its peak of perfection. Without a hitch in any plan, thousands of visitors and scores of visiting aircraft were received, routes were lined, enclosures were marked and filled, accommodation was found, meals were provided and, finally, the Royal programme was carried through.

While these months brought their growing load of effort to Cranwell, there were interesting ripples in farther reaches of the pool. Thus, as early as February, the Air Ministry and H.M. Stationery Office were beginning to be exercised about the souvenir programme, in the end a masterpiece of which O.S.2 may well be proud. The programme of music, however, was already causing misgivings in High Quarters. "We hear," said High Quarters, "that you propose to advance in review order to 'The British Grenadiers.' But the R.A.F. has its own tune for this advance." Compromise was achieved when High Quarters realized that a tune thirty-one paces long would not do when the parade ground's width allowed only ten paces of advance. It was not until May that the distant ripples appeared to grow really agitated and four or five long documents emerged to define the procedure under which a Royal Standard might be drawn by a R.A.F. Unit.

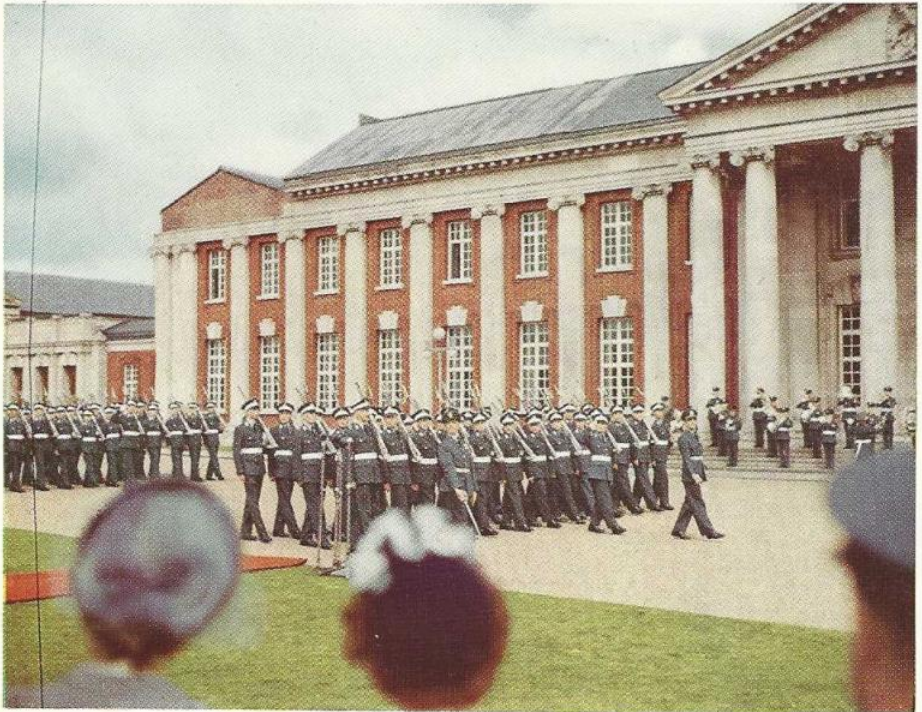
For the College, real intensity began with the Summer Term in April. The chief manifestations were painters and decorators, press and cinema representatives, and drill. The first progressed from the painting of the dimmer back premises to the laying of vast and sumptuous carpets that will benefit us for years. The second progressed from the first reconnaissances and requests for advance "write-ups" to the clamour of the final weeks for telephones, positions, accommodation, facilities for reporting, photographing, newsreels and television—but only Squadron Leader MacDougall, who bore the brunt of it, can tell that tale. And the third progressed to the perfection of 6th July. But the going was hard. Drill was the burden of the earliest morning, of the lunch interval, of the afternoon, of the evening. Even the officers of the tutorial staff were seen disappearing twice a week to a distant part of the camp where they could turn to the right by numbers, safe from the critical gaze of cadets.

By the early days of July we may not have felt ready, but the appearance on the Orange of the beginnings of the enclosures and a network of loud-speakers made it clear that we had to be. And on the Saturday before the 6th a complete rehearsal took

Above—THE COLOUR CARRIED TO THE CADET WING →  
Below—THE CADET WING MARCHING PAST

[Photo by the Air Ministry Photographic and Reproductions Branch







place. The Air Officer Commanding-in-Chief, Air Marshal Sir Ralph Cochrane, took the parade. He spoke warmly and we learned much.

The first hours of daylight on 6th July deserve description. Cranwell, awake early, viewed the weather, which on the previous day had been poor, and realized that the King, arriving overnight in the Royal train at Leadenham Station, had brought with him Royal weather. Despite carefully-prepared alternative plans, the success of the day depended largely on the weather, and our good fortune and relief may be gauged by the fact that, as soon as the Royal party had gone on its way, thunderclouds rolled up and the weather reverted to type.

The earliest load fell on air traffic control and the batmen. The faithful efforts of the latter continued up to those last touches of brush or duster after the cadets had fallen in on squadron parades, and the efforts were well rewarded in the result. Air traffic control started soon after dawn, dealing with the procession of sixty or seventy aircraft that brought our visitors. Gradually they built up to a great park east of Flying Control, from the Spitfire or even Tiger Moth that brought a visiting officer, through V.I.P. Ansons, to the Dakotas, Lincolns and Bristol Freighters that disgorged A.T.C. Cadets.

Their passengers flowed in a stream towards the College gates and soon the stream of road traffic joined it. They poured through the gates towards their enclosures; uniform in plenty, gay dresses, and here and there the Ascot look of a grey top hat.

Meanwhile formed bodies were moving up the roads as airmen and airwomen took up their positions lining the approach from Leadenham and each stretch of the Royal tour's route; and behind the College the cadets were falling in.

By half-past nine most of the assembly of guests were in their places. They had not long to wait before the Cadet Wing was marched on parade to the rousing strains of the Royal Air Force March. Cadets of the Equipment and Secretarial Wing marched on and lined the pavement of the parade ground. The picked guards of honour of airmen, apprentices and W.A.A.F., lined the Royal approach across the Orange, and despite all previous efforts to dislodge it the College Band maintained its tradition by occupying the College steps. Inconspicuously beside them stood Warrant Officer Millis with the cased Colour and its armed escort.

The gates were closed. The Assistant Commandant took over the parade and called it to attention while Warrant Officer Millis advanced and laid the cased Colour on the drums piled before the Royal dais. The parade stood at ease, and the guests settled themselves, with much waving of programmes from the enclosure where the flight cadets' own guests sat, to await the coming of the King.

F. F. F.

#### THE A.T.C. AND THE ROYAL VISIT

The Air Training Corps means much to Cranwell, both as a primary source of entrants and as a means whereby the College can make itself known beforehand to many who later aspire to entry. The Tuesday visits of two or three parties of half a dozen cadets of A.T.C. contingents have now become a regular feature of the Cranwell programme. But this sampling process was entirely eclipsed by the impressive and most welcome concentration of A.T.C. cadets which Reserve Command organized for the ceremony of the Colour on 6th July.

The ceremony began at 1100 hours and all arrivals at Cranwell had to be complete by 0930. Yet the organization created for this Operation "Uplift" punctually delivered



at Cranwell 230 cadets and 41 officers of the A.T.C. from thirty points of departure as diverse as Enniskillen, Kirkcudbright and Dover, and delivered them safely home at the end of the day.

Some of them started overnight and spent the night at an intermediate Royal Air Force Station. All of them must have found the dawn very grey when they broke their fast and took to their aircraft. But such discomforts seemed, when they arrived, to have done nothing to damp their enthusiasm. There were even six headmasters who decided to share their boys' experience and take chances of the journey with them. They and all the contingents were most welcome guests.

The influx of aircraft began at 0815 hours with the arrival of a contingent from Edinburgh. It was an inspiring sight to watch aircraft of every type that could be persuaded to take passengers stream in to the airfield, disgorge its load of young enthusiasm, and join the pack that gradually grew to over sixty. Until a few days before the event it had been hoped that Transport Command would produce the Dakotas and passenger aircraft necessary. Events in Berlin gave Transport Command a different preoccupation. Reserve Command fell back on its own resources and persuasive powers and achieved a triumph.

A list of the contingents who attended is given below. If some schools are identified only by their district, we must ask them to attribute it to their own entries in the register made in the enclosure.

Brighton C.	Lancing C.	Rugby S.
Cheltenham C.	Maidstone G.S.	Birmingham (788).
Douglas Ewart H.S.	Malvern C.	Edinburgh (1729).
Dover C.	Mill Hill S.	Gainsborough (203).
Edinburgh Academy.	Oldham G.S.	Grantham (47).
Glasgow, Allen Glen S.	Oundle S.	Heckington (2160).
Haileybury and I.S.C.	Portora Royal S., Ennis-	Kirkcudbright (1705).
Harrow S.	killen.	Lincoln (204).
High Wycombe S.	Radley C.	London (793).
K. Edward VII S., Lytham.	Rossall S.	Strathallan (1517).

The aircraft loads assembled by the Gymnasium and then in larger bodies marched through the gathering crowds to the College, and gave a fine impression by their bearing and smartness. A large enclosure on the right flank of the parade was reserved for them, and here they settled down to the long wait for eleven o'clock most cheerfully in spite of the hunger that must have been making itself felt after so early a breakfast. But the wait ended in a "stalls" view of the parade.

When the ceremony was over, food must have been welcome, and it was provided in a N.A.A.F.I. tent in the grounds, reserved for our A.T.C. guests. From beside this tent the cadets were able to cheer Their Majesties at their going. Then some found time to



visit the College and all in turn had to make their way to the airfield, and so this enterprising air assembly dispersed. Not even the contingents who had to wait for an aircraft to make a second trip lost their buoyancy of spirit.

These were very welcome guests, and we hope that their impressions were all as happy as those of the narrative for which we are indebted to Cadet Ian Young, of Wrekin College:

"We left on Monday afternoon, our destination being Honiley Aerodrome, where we were to stay the night. The party, including the headmaster, was in high spirits. We arrived at Honiley at about 7 p.m., and after a meal, prepared ourselves for bed. We were billeted with two other schools, Rugby and King Edward's, Birmingham.

"In the morning we were invited to the Mess for breakfast. We had to wait such a long time for this that we only just managed to get up to Flying Control at the scheduled time. We had to wait fifteen or twenty minutes before the plane appeared, and it was not until 8.25 that we were airborne. We later learnt that the R.T. communication between the aircraft and the ground had failed, and therefore all landing and taking-off signals had to be done by visual means.

"After a quiet and uneventful journey we landed at Cranwell at 9 a.m. and taxied in to the aircraft park which contained everything from Lancastrians to Spitfires and Harvards to Tiger Moths.

"We got out of the plane and fell in with the other schools which had arrived and marched up to the College and took our seats. The time was now about 9.30, and we settled ourselves down for an hour's wait. But there was always something or somebody who caught our attention and we were never bored. The time soon passed, and at 10.30 the squadrons to be inspected marched up and took up their position.

"The parade was spectacular and colourful and the drill movements were executed with such perfect precision and timing that the parade appeared to move as one man. We wondered afterwards how much previous practice had been done.

"While Their Majesties were inspecting the College and the many other organized activities, a few of us left the enclosure and after a little exploring found ourselves in a huge hangar containing a V2 and other remotely-controlled missiles. We found this most interesting as we had never seen anything like them before.

"We then made our way back to the lunch marquee where we had a very pleasant and well-organized lunch, which reflected the high standard of catering qualities of the N.A.A.F.I.

"After lunch we made our way over to the enclosures again and chose a fine spot from where we might view the departure of Their Majesties. When the time came, the visitors pressed forward to within ten yards of the steps of the College, from where we observed Their Majesties for about ten minutes before their departure. They took very great interest in an air display by three Meteors in tight formation which did breath-taking aerobatics over the College.

"Their Majesties departed at 2.30, and we made our way back to the airfield, where, after a short delay, we clambered aboard our Lancaster and took off for Honiley. We picked up our luggage and took off again for Shawbury, where we landed at 8.45.

"We felt ourselves highly honoured in being able to witness such an historic event, and we will always remember the occasion as one of the greatest experiences of our school and younger lives. The Royal visit to Cranwell will remain in our memories for many a day."



## EPILOGUE

**MESSAGE FROM H.M. THE KING**

"The Queen and I greatly enjoyed our visit to Cranwell yesterday and thank you for your hospitality. I am much impressed by the drill, turnout and bearing of the Cadet Wing Parade and the good spirit of all the College. Please convey my appreciation to all concerned.—GEORGE R."

**SIGNAL FROM THE AIR OFFICER COMMANDING-IN-CHIEF**

"C.-in-C./47. 6 Jul. 48. Following for Commandant from Commander in Chief: 'Today's ceremony made a deep impression upon me and I believe also upon all who saw it. It was a triumph of organization carried through with great sincerity and feeling. 'Please congratulate and thank all concerned and tell them that the day will long be remembered in the history, not only of Cranwell, but also of the Royal Air Force.'"

**CEREMONY FOR THE KING'S COLOUR**

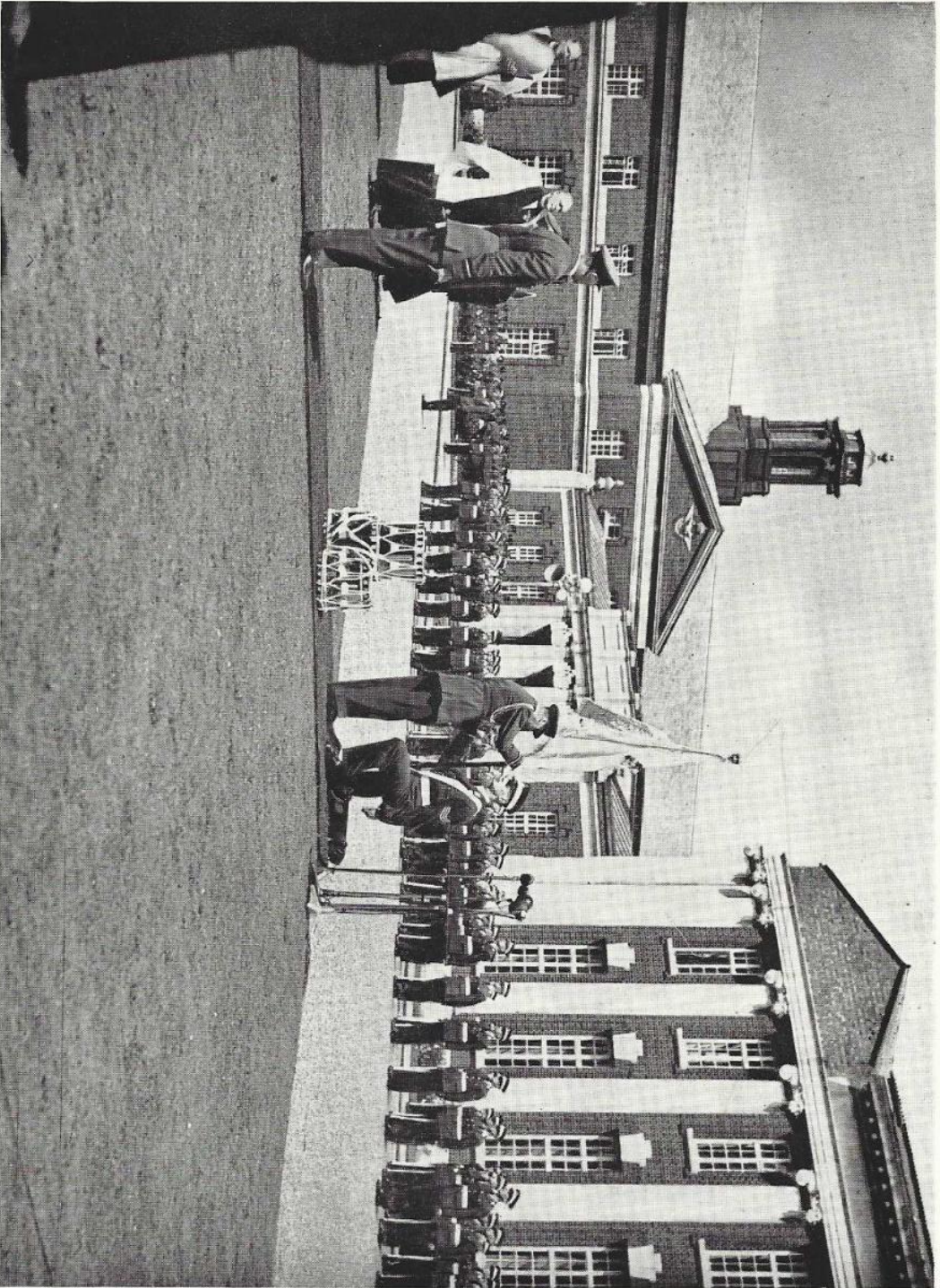
It is His Majesty's wish that the Colour should be carried as frequently as is practicable on ceremonial parades, that at all other times the Colour should remain unfurled in the Dining Hall, and that the honour of carrying the Colour should be awarded from time to time to different cadets whose personal qualities are consistent with the ideals to which His Majesty referred in his speech during the Presentation Ceremony.

The Colour will be carried on all church parades and on all full ceremonial parades. During the church service, the Colour will remain unfurled in the church.

The Ensign will be appointed from time to time from the ranks of the flight cadet sergeants of the Senior Term.

The Squadron which in the past has been known as the Champion Squadron is to be styled "The King's Squadron." It will be the King's Squadron's privilege to sit at the centre table in the Dining Hall with the Colour unfurled in its stand on the eagle behind the President's chair.





THE PRESENTATION OF THE COLOUR

*Photo: Gale & Polden Ltd., Aldershot*

[To face page 20]



## LINES TO A FLIER

No point in suppliant prayer  
To stay for ever whole;  
No snivelling favours beg, who dare  
To climb the clouds, and in defiance, share  
This last adventurous role.

Smile at the luckless throng  
Who cannot soar as you  
On wings of steel, and fling their song  
Joyously, freely down the wind, among  
Celestial fields of blue.

They cannot stretch their hand  
Above a silver steed,  
Lift the sky's roof, explore the land  
Of Gods, Olympian slopes, where heroes stand  
Marvelling at your speed.

They do not know the art  
That binds you to the sky,  
They know that you are strange, apart;  
They cannot sense the flame within your heart,  
The visions in your eye.

Smile, then, and smiling, shun  
Their safe, flat, pointless days.  
Your life is not as theirs, who run  
In terror from adventure: you are one  
Who follows nobler ways.

Swift death should hold no fear  
For you who ride the sky,  
Granted an hour for mirth and cheer,  
A laughing girl, a friendly pint of beer,  
And time to fly.

M. S.



## VACATION LIAISON VISITS

### SUBMARINERS

ON the whole it was an apprehensive party which gathered at Waterloo Station that day near the end of what had been an eventful leave for most of us. Exchanges of news and accounts of glorious weeks spent at home and abroad passed the two hours' journey to Portsmouth very pleasantly, but even the two officers in charge, Flight Lieutenants Lamb and Lowe, could not tell us exactly what we had let ourselves in for.

At the Docks Station we were greeted by some of our hosts and more Cranwellians who had arrived independently. The speedy efficiency which had impressed us last year on the aircraft carriers, *Vengeance* and *Illustrious*, was again evident at Portsmouth, and within a few minutes we were conveyed by bus and tender to the *Dolphin* pier which was to become our home port for the next three days.

Profuse apologies were made to us for the slightly unorthodox nature of our accommodation which took the form of a billiard-room, together with an adjoining ante-room furnished with camp beds sufficient for the thirty of us. As honorary members of the Mess, we had the use of a comfortable bar and dining hall during our stay.

The morning after our arrival the Navy once more displayed its admirable good taste by starting the day with a hearty breakfast. Two lectures followed; the first dealing with the underlying principles of the submarine, including how and why it floats or does not, as the case may be; the history of its development and much other improving information. The second lecture was devoted to the technique for using submarines in war, with several illustrations from actual engagements. The party was split up into two groups for the afternoon programme, the Digby cadets forming one and the Cranwellians the other. We were taken aboard the veteran, *Sportsman*, to be shown the intricacies of a typical submarine and also given some very able demonstrations in the use of the Davis Escape Apparatus.

Portsmouth town offered nothing outstanding in the way of entertainment for the remainder of the evening, but the bright lights and gaiety of Southsea Fair apparently had their appeal.

Hitting off the late boat from King's Pier proved to be trickier than some of us imagined, and had it not been for the compassion felt for us by the skipper who turned back to fetch us, we might have been faced with the alternatives of an eight-mile walk round to *Dolphin* by road, or a two-hour wait for the next boat.

The climax of the visit came the following day at the crack of dawn when, after some considerable bustle, we were taken aboard the submarine *Turpin*; within few minutes we were under way and preparing to pay the customary respects to Fort Blockhouse as we left the harbour. The tension rose as we sped on south-eastwards from Spithead, and despite confident assurances of the crew, grim recollections of the *Thetis* incident were not altogether absent from our minds. The great moment arrived at some point off Culver Cliff, Isle of Wight; the thumping of the diesels was replaced by the scarcely audible hum of the twin electric motors, a klaxon sounded, hatches were closed, and rather undramatically we slipped beneath the surface.

We spent some five hours submerged and since there had been so much interest taken in the "snort" device it was arranged that we should snort for a while. This did not



prove to be as pleasant an experience as we had expected, however, for although there was certainly more air in circulation than there had been, the rapid changes in pressure dealt cruelly with our ear drums.

Once on the surface again there was keen competition for a position in the restricted space of the conning tower. It was a glorious experience; ahead lay the grey confusion of Portsmouth, and, in contrast, only a few miles along the coast it was possible to pick out Chichester harbour looking its best in the warm light of the afternoon. Away on the port quarter the high cliffs of the Isle of Wight were losing their reassuring magnificence as they receded into just another blue-green coastline.

The same evening we prepared to leave H.M.S. *Dolphin*. It had been three days profitably and most enjoyably spent, and like the many other outstanding days we have spent with the Royal Navy, it will be remembered with sincere gratitude by all who took part.

M. W. R. S.

### H.M.S. *THESEUS*

At 7 p.m. on Friday, 27th August, No. 47 Entry met at Euston Station preparatory to catching the night train to Inverness. The cream of the College was off to join the Fleet.

We caught the wrong train.

Some will deny this, but I said it at the time and I maintain it now. The train was run in two parts. The restaurant car was in the other.

The journey was uneventful, though an enterprising future officer changed into pyjamas and overcoat. Great was his dismay on awakening in Scotland to discover a voracious fellow cadet had eaten his socks in the night.

We boarded H.M.S. *Theseus* at midday on Saturday. The passage from barge to gangplank was perilous in the extreme and proved too much for one cadet who lost his cap to the seas in the process.

We were housed forward in an unoccupied aircrew ratings' Mess. The remainder of Saturday and Sunday we devoted to finding our way about—no easy task in the complex maze of decks and companion-ways. Till the end of our stay, between-deck navigation was a very chancy business.

On Monday we weighed anchor and steamed out of Moray Firth. In the afternoon six Fireflies flew off and landed on—without mishap, much to the disappointment of the more morbid cadets. In the evening we anchored off Cromarty as on Tuesday, and on the next two evenings touched at St. Peter's Head and the mouth of the Forth respectively. Friday midday saw us ashore at Rosyth.

During this period the *Theseus* was on a "shake-down" cruise to accustom the freshly-joined among her crew to their new roles. Many of the deck-handling parties were inexperienced, and the operations of flying off and landing on were being done as yet inefficiently. In three weeks' time it would be very different. That's what we were told. It looked pretty good to us as it was.

Our programme was basically the same each day. When flying was in progress we watched either from the bridge or batsman's stand. In between, we attended lectures treating of the different aspects of the running of an aircraft carrier, each officer dealing with his own particular show. For instance, we had lectures on the technique of landing



on, the work and training of a batsman, flight deck handling, naval traditions (their use and abuse) and lastly a lecture by the captain himself on the history of aircraft carriers and their operational functions.

In addition we were shown items of major interest, such as engines and radar installations. A few lucky cadets were taken up in the back seats of Fireflies and found the experience less terrifying than they had been led to believe.

In retrospect several things stand out particularly in my memory. Overriding all is the background of the ship-borne life: confined quarters and the lack of privacy; and the realization that a happy ship must be a very happy one and an unhappy ship very miserable, and the added realization that hard work and *esprit de corps* can offset physical discomfort.

After dinner we took it in turns to be the guests of the midshipmen in the gun-room. An extraordinarily nice crowd, albeit a trifle serious minded. After one such occasion, a well-plied cadet, who shall be nameless, decided to compare the steering of the captain's pinnace to that of his own roadster (1926). He said that the steering was better and that the acceleration left nothing to be desired, but he seemed to find switching off decidedly more complicated. The convulsions on the quarterdeck bore witness to this. It says much of inter-Service relations that they were not seriously impaired.

We also met the "middies" in friendly rivalry at deck hockey. A steel deck and absence of rules combined to make it a game not to be indulged in by the fainthearted.

Eight of us were lucky enough to spend a day on H.M.S. *Cadiz*, the accompanying destroyer. The atmosphere aboard was remarkable. Everybody seemed proud of their ship and happy in their work and were only too willing to show us round. At least seven sailors told us their skipper was the best in the Navy. He only spoke to us for a moment, but we could readily believe it. If for no other reason the week was well spent for this first-hand evidence of what a difference a really good skipper can make to his command.

Venturing from the sublime to the ridiculous, I shall always recall waiting in the rain on the jetty at Invergordon late on Saturday night for the liberty boat. The matelots were singing a modern sea shanty, the refrain of which would have delighted Rabelais.

Returning to the sublime, I shall always recall standing on the flight deck and watching the sun set along the Forth. "It was a beauteous evening, calm and free." The darkening hills on either hand stretched towards and outflanked the brilliant glory of the departing day. The western sky was ablaze; a backcloth merging the splendour of gory red and the sheen of gold. Beneath a layer of copper-flecked cloud the lengthwise strokes of serene yellow, and on the right a golden-capped cumulus, uptowering, dark and massive; then, suddenly, a brilliant patch of azure blue which seemed to say, "All's well, I'll be with you another day."

We thank the Navy for having us. Our appreciation can best be expressed by remarking that learning without experience is incomplete knowledge. We learnt a lot.

R. H. E.

#### H.M.S. VENGEANCE

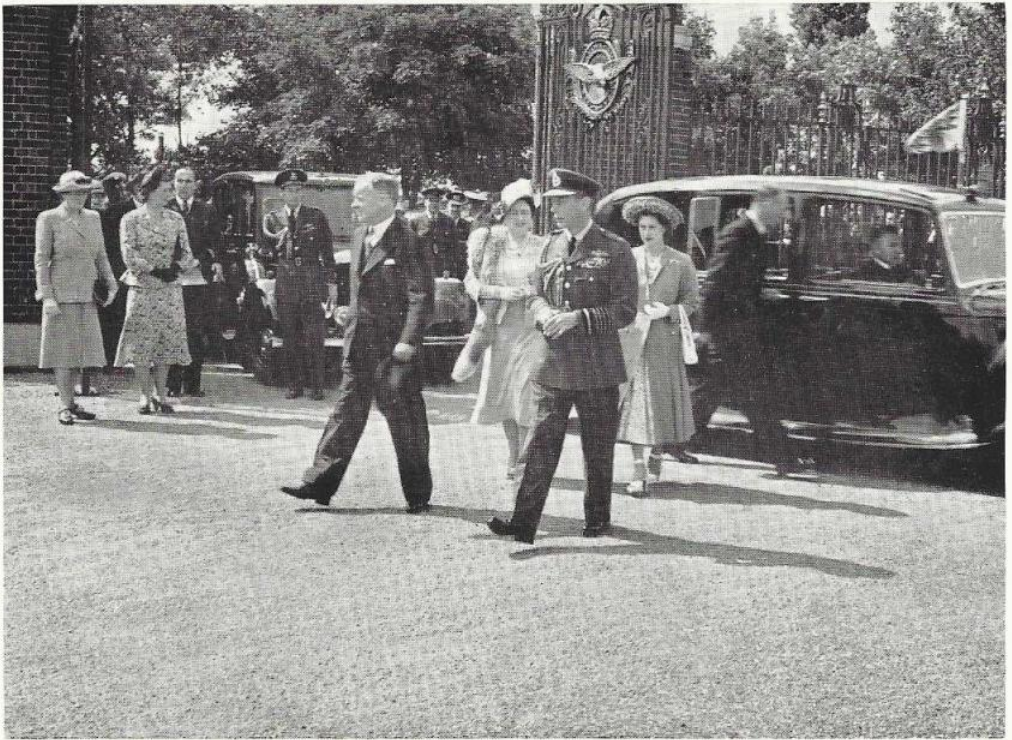
Twenty-three cadets of No. 48 Entry gazed in sober silence from the northern jetty that marked the end of the world. Exhausted as they were, they looked with interest at the inhabitants, conspicuous by their blue woad.





*[Photo by the Air Ministry Photographic and Reproductions Branch]*

### THE GROUP AT THE GATE



*[Photograph by the Air Ministry Photographic and Reproductions Branch]*

### THE ROYAL ARRIVAL

[To face page 24]



They were received eventually by a craft which whisked them across the salty waters to that island of civilization, the *Vengeance*. The cadets were received by a gentleman who announced in a hoarse yell that his name was Parker, "Nosey" Parker, he added. They were shown by the said Parker to their quarters, where they were fed and briefed on the week's activities. It appeared that someone was going to have to sleep on deck. Several self-styled hearty types stepped forward. The next morning there was a curious change of mind among these individuals, who that night made attempts to sling in the Mess. They were forcibly ejected by the saner members of the Entry.

The next morning, as the sun rose over the mountains, and the population were still in their caves, we were doing P.T. on the deck. As this proved highly dangerous to those who have difficulty in seeing at such a forsaken hour, the practice was abandoned forthwith by unanimous vote.

Lectures on the Senior Service followed. Attendance was about fifty per cent., the remainder were last seen making valiant efforts to attend, but were usually temporarily uncertain of their position somewhere in the bowels of the ship.

The cadets were always on the deck to watch the flying. When a crash occurred the Entry made itself conspicuous by remaining standing, the crew having long since prostrated themselves behind a shelter of substantial thickness.

A thorough tour of the ship was made during the stay. Those practised in the art of lip-reading were able to hold intelligent conversations with the engine-room staff.

As the boat was carrying the Entry back to the shore on the last morning, a splendid view of the carrier against the rising sun was available.

So ended a memorable visit to the Navy. One suggestion from a member of the Entry was that the Fleet might in future be more strategically placed, from the point of view of the R.A.F. College, in the warmer climes of Southern England.

P. J. B.



## R.A.F. COLLEGE SPORTS

### SUMMARY OF CRICKET SEASON, 1948

THE season concluded successfully, although we started very much as we started in 1947, drawing and losing the first few games. However, the lack of bowlers, which accounted for the miserable start, was overcome when Saunders was discovered in the Junior Flights, and when Weigall, a Digby Cadet, joined our ranks. With these two helping those stalwarts, Edmondson-Jones and Price, and with occasional help from Carver, our bowling division could at least be accounted respectable, and gave much greater support to the batsmen in later games.

The batsmen rarely gave a poor performance except when, in our first game with Emmanuel College, we reached an all-time low of 22. However, Fenner, Edmondson-Jones, Pavey and Bates (until he was crocked) all gave great performances. Fenner's 137 against the Adastrians was the first century scored by a Flight Cadet since the College reopened, and was the pinnacle of his season's successes.

For the statistically-minded, we played fifteen matches, of which we won six, drew six and lost three. This is a great improvement upon the performance of last year, when we won only three games.

There were a few high-lights to the season. Perhaps the best was Carver's 44, not out, scored in thirty minutes, with which he won the game for us at Worksop, Pavey's consistently good fielding at cover point, and Fenner's equally consistent wicket-keeping. Carver's 6 for 17 against the officers' eleven, Pickard's 6 for 22 against University College, Nottingham, and Edmondson-Jones's 6 for 38 against the Station eleven were all excellent efforts.

We must congratulate R. Pavey, D. F. Bates and R. Saunders, who were awarded full colours, and R. G. Price and R. Everett their half-colours.

Finally, the as yet unsung second eleven deserve mention, for they remained undefeated throughout the season. For them, Pickard, until he regained his place in the first eleven, Macpherson, Goodsell, Williamson, Bull, and perhaps Gidman, deserve recognition for their efforts in maintaining this record. For them a more ambitious programme next year.

#### AVERAGES, 1948

##### BATTING

	No. of Innings	Times Not out	Highest Score	Total Runs	Av.
Fenner	17	2	137	636	42.4
Bates	8	3	53*	182	36.4
Edmondson-Jones	17	4	96	307	23.6
Pavey	16	3	50	306	23.5
Carver	8	4	44*	80	20.0
Everett	10	1	45*	125	13.9
Barr-Sim	9	2	50	90	12.9
Price	11	1	26	113	11.3
Pledger	16	—	34	171	10.7

\*Not out.





**THE APPROACH**

*[By courtesy of "The Daily Graphic"]*



*[Photo by the Air Ministry Photographic and Reproductions Branch]*

**THE INSPECTION**

*[To face page 26]*



BOWLING

	Overs	Maidens	Runs	Wickets	Av.
Pickard .. .. .	34	3	108	10	10.8
Edmondson-Jones .. .. .	181	23	509	38	13.4
Weigall .. .. .	80	14	223	12	18.6
Carver .. .. .	78	5	360	18	20.0
Price .. .. .	79	10	279	11	25.4
Saunders .. .. .	77	9	295	8	36.9

R.A.F. COLLEGE v. R.M.A. SANDHURST

Played at Cranwell on Saturday and Sunday, 5th and 6th June.

This was the second of the post-war series of annual matches against R.M.A. and the first to be played at Cranwell. Unfortunately, the weather was most unkind and the second day especially suffered several interruptions.

R.A.F. COLLEGE

FIRST INNINGS

P. V. Pledger c Maynard b Lawton ..	9
M. D. Fenner lbw b Woodall .. ..	11
D. F. Bates c Woodall b Goudge ..	11
J. R. E. Edmondson-Jones c Clark b Goudge .. .. .	7
R. Pavey c Archibald b Hopkins ..	4
R. H. Everett b Goudge .. .. .	0
I. E. Barr-Sim c Clark b Hardy ..	50
R. G. Price c Maynard b Hildreth ..	13
H. S. Carver b Lawton .. .. .	1
N. R. Saunders not out .. .. .	3
S. H. Weigall run out .. .. .	0
Extras .. .. .	13

Total .. .. . 122

Bowling.—T. C. Gore, 0 for 10; K. S. Lawton, 2 for 25; C. S. Woodall, 1 for 8; S. Y. Goudge, 3 for 17; J. O. Hopkins, 1 for 15; N. D. Hildreth, 1 for 24; E. M. Hardy, 1 for 8.

SECOND INNINGS

P. V. Pledger c Maynard b Gore ..	1
M. D. Fenner c Clark b Hopkins ..	38
D. F. Bates c Rawlings b Hildreth ..	42
J. R. E. Edmondson-Jones b Archibald	1
R. Pavey c Woodall b Lawton ..	50
I. E. Barr-Sim c Woodall b Lawton ..	3
N. R. Saunders b Lawton .. .. .	0
R. H. Everett b Lawton .. .. .	9
R. G. Price not out .. .. .	11
H. S. Carver not out .. .. .	5
Extras .. .. .	19

Total (for 8 wks.) .. .. . 179

S. H. Weigall did not bat.

Bowling.—T. C. Gore, 1 for 52; K. S. Lawton, 4 for 35; C. S. Woodall, 0 for 7; J. O. Hopkins, 1 for 12; D. F. Archibald, 1 for 5; M. Maynard, 0 for 18; W. S. Rawlings, 0 for 7; N. D. Hildreth, 1 for 10; E. M. Hardy, 0 for 14.

R.M.A. SANDHURST

FIRST INNINGS

M. Maynard c Bates b Edmondson-Jones .. .. .	45
D. F. Archibald st Fenner b Edmondson-Jones .. .. .	70
S. Y. Goudge c Fenner b Carver ..	3
J. O. Hopkins c Carver b Edmondson-Jones .. .. .	0
E. M. Hardy hit wkt b Carver ..	13
T. C. Gore c Carver b Edmondson-Jones .. .. .	23
W. S. Rawlings not out .. .. .	16
N. D. Hildreth not out .. .. .	12
Extras .. .. .	21

Total (for 6 wks. dec.) .. .. . 203

P. C. Clark, C. S. Woodall and K. S. Lawton did not bat.

Bowling.—N. R. Saunders, 0 for 44; C. H. Weigall, 0 for 32; R. G. Price, 0 for 20; H. S. Carver, 2 for 43; J. R. E. Edmondson-Jones, 4 for 43.



R.A.F. College were the first to bat and did not perform as capably as they might have done. The College was all out for 122, largely because the batsmen were overawed and got themselves out. This was especially true of the early batsmen, and at one time the scoreboard was 52 for 6 wickets. Fortunately, Barr-Sim came to the rescue with a very hard-hit 50, and gave the scoreboard a respectable, if not praiseworthy, appearance. The score of 122 in the face of only a moderate attack was not the best the College might have done.

For Sandhurst, Archibald and Maynard opened, and proved to be the troublesome pair that we met last year. They stayed together until the 100 went up, when Maynard was well caught at square-leg by Bates. Archibald stayed until he had scored 70, when he was brilliantly stumped by Fenner, whose 'keeping throughout was excellent.

Thus, at the end of the first day's play, Sandhurst had scored 203 for 6, and at this score they declared.

The College went out to bat again on Sunday morning. By now the weather was bad, with high winds, rain and bad light. But in spite of a thirty-minute interval due to rain, the lunch-time score was 60 for 2, of which Fenner had contributed a hasty 38.

During the afternoon, Bates and Pavey dominated the play, scoring 42 and 50 respectively. Largely through their efforts, the score reached 179 for 8 at 4 o'clock. However, it was decided in view of the rain and the fact that stumps had to be drawn at 5 o'clock, to stop play and call the match a draw. This was bad luck for Sandhurst, for they had fielded under very difficult conditions all day.

#### R.A.F. COLLEGE v. R.N.C., GREENWICH

Played at Cranwell on Saturday, 17th July.

The fixture with R.N.C., Greenwich, was the first of what we hope will be a long string of annual matches. For our cricket eleven it was a magnificent weekend marred only by the disappointment of not performing better on the cricket field. Maybe it was the hospitality of our hosts, or perhaps the excellent production of "While the Sun Shines," which we saw on the previous evening, which caused our sad decline on the field of battle.

Pledger won the toss and elected to bat on a true easy-paced wicket. All went well until Pledger threw away his wicket with a very rash stroke. This started something akin to a procession, and although Saunders tried hard to stem the rush back to the pavilion, the College was all out for 106. This was really a poor performance as neither the bowling nor the wicket was especially difficult.

Entirely the opposite occurred when the hard-hitting sailors batted, and runs came from them easily and quickly. A misunderstanding between the opening pair cost them their first wicket, and later Pickard claimed an lbw with one that came back. But with no further incidents Greenwich passed our score.

Thus we lost this, the first of our matches with Greenwich, by eight wickets. However, next year we can but hope to do better on the field, and to repay in some part the generous hospitality extended to us during our stay.



R.A.F. COLLEGE		R.N.C., GREENWICH	
P. V. Pledger b Smith .. .. .	10	C. B. Lutyens not out .. .. .	48
M. D. Fenner lbw b Smith .. .. .	19	V. A. Smith run out .. .. .	15
J. R. E. Edmondson-Jones b Smith .. .. .	0	A. Richards lbw b Pickard .. .. .	24
R. Pavay c Smith b Hardy .. .. .	1	G. A. V.-Brown not out .. .. .	24
N. R. Saunders b Lutyens .. .. .	20	Extras .. .. .	5
I. E. Barr-Sim c Kitson b Hutson .. .. .	7		
R. G. Price lbw b Hutson .. .. .	4	Total (for 2 wkts. dec.) .. .. .	115
W. L. Bull b Hutson .. .. .	5	T. E. R. Kitson, A. M. Hutson, R. G. M.	
S. H. Weigall not out .. .. .	12	Herbert, L. A. Bird, J. R. Hill, D. G. Hardy	
H. S. Carver c Hill b Kitson .. .. .	9	and R. S. McCuim did not bat.	
C. F. Pickard lbw b Kitson .. .. .	0	<i>Bowling.</i> —S. H. Weigall, 0 for 30; J. R. E.	
Extras .. .. .	19	Edmondson-Jones, 0 for 30; H. S. Carver,	
		0 for 39; C. F. Pickard, 1 for 14.	
Total .. .. .	106		

*Bowling.*—V. A. Smith, 3 for 26; D. S. Hardy, 1 for 17; A. M. Hutson, 3 for 15; C. B. Lutyens, 1 for 9; T. E. Kitson, 2 for 12.

A. L.

### ATHLETICS

The 1948 season was a disappointing one not only from the point of view of the results but also from that of the number of fixtures in which we actually participated. The fact that the Inter-Squadron Sports were the last athletics occasion of the season, largely because of the bad weather earlier in the term, deprived us of one or two unknown athletes, notably Lovell in the high jump. The same bad weather also deprived us of one of our most interesting fixtures, against Loughborough College.

We had an early fixture against a combined Station and Apprentice team. We were beaten but not disgraced. We had a very interesting match against the Milocarians Athletics Club, whose captain was the well-known hurdler, Wing Commander D. O. Finlay. Here again we were beaten, this time rather more badly, but we were compensated for this by a delightful demonstration of hurdling from the captain of our opponents.

One of our closest matches was the triangular one between ourselves, Nottingham University and the Apprentices. We were beaten by Nottingham, but not by a very large margin, and we beat the Apprentices quite soundly.

Our greatest defeat was suffered at the hands of Sandhurst in the triangular fixture between the Royal Military Academy Sandhurst, the Royal Naval College, Greenwich and Keyham, and ourselves. Sandhurst had a team which was considerably stronger than in 1947 and succeeded in running away with most events, leaving Greenwich and ourselves to contest the other placings.

The Inter-Squadron Sports, held on a glorious Sunday near the end of the term, resulted in a win for B Squadron. Several dark horses appeared, notably Dyson in the two miles, Lovell in the high jump, and Dawes in the quarter-mile.

During the term Knapper has shown consistently good form in the shot-put and discus. He has been awarded his full colours, together with Lovell and Dawes. D. S. White and Stinchcombe, who were awarded full colours in 1947, had them renewed. Other members of the team awarded half-colours were Webster, Shore, George and Gordon-Johnson.

A. B. S.



## TENNIS

The 1948 season was not as successful as we had hoped in April. Fifty flight cadets elected to play tennis as a major sport, but the standard of play was not high, and it proved difficult to raise a team worthy of our ambitious fixture list. In fact throughout the term the team did not win a victory, but the matches we played were none the less enjoyable.

After two defeats at the hands of Emmanuel College and one by Queen's College, Cambridge, the team did some serious practice during the next few weeks before our next important fixture, with Sandhurst, and the standard of play improved considerably. Though we were beaten by the Royal Military Academy, the matches were close, and the team played well.

Late in July the team visited the Royal Naval College, Greenwich, and here we were well beaten, possibly as a result of the Navy's outstanding hospitality.

Half-colours were awarded to Finch, Gilbert, Chick and Smart.

B Squadron won the Inter-Squadron Trophy surprisingly easily, for the tennis talent was distributed evenly among the three squadrons. They beat C Squadron by five matches to one, and went on to win a well-deserved victory over A Squadron by six matches to one.

E. D. F.

## SWIMMING

Very satisfactory progress was made by the swimming team all through last term. Five matches were played, one being an away fixture, and neither of the two we lost was by any means a walkover, whatever the final scores may indicate.

The results were as follows :

22/5/48.—v. R.E. O.C.T.U., Newark, won 22—16.

5/6/48.—v. R.M.A. Sandhurst, lost 30—40.

26/6/48.—v. Oundle, won 26½—11½.

30/6/48.—v. Stowe, lost 34—44.

21/7/48.—v. Apprentices, won 50½—38½.

In water-polo, too, the team has shown a marked improvement. The standard of marking has been high, although the players are at times slow on the ball and tend to miss their opportunities. The mainstays of the team have been Raw, Clements and Walsh.

The polo results were as follows :

v. Station, lost 4—6.

v. Apprentices, drew 5—5.

v. Grantham, won 6—4.

v. Sandhurst, lost 1—4.

v. Oundle, won 4—0.

v. Stowe, drew 2—2.

v. Apprentices, won 6—0.

v. Apprentices, lost 0—5.

*Analysis.*—Won 3, lost 3, drew 2, goals for 28, goals against 26.

C. H. W.





THE COLOUR MARCHING PAST

[By courtesy of "The Daily Graphic"]



THREE CHEERS

[Photo: L.N.A.]

[To face page 30]



## ROWING

Rowing last term could hardly be termed a great success as far as cups were concerned. We did however put in some good work and managed to promote a lot of interest and enthusiasm in the Junior Flights, who, after all, are our future oarsmen.

The first Regatta we attended was the R.A.F. Regatta in which, rather to everyone's surprise, we managed to win the Clinker Four event. The silver salad bowl that now presides over the rest of the College silver was in fact the only trophy of the term.

Kettering Regatta was our next effort, in which neither boat excelled, "B" crew drawing a London Transport crew, who, judging by their physical stature, had been mending punctures all their lives.

The Newark event was next on the list, but again, in spite of local encouragement from the bank, the crew could not make the pace that Newark, Nottingham and Trent set them.

On 26th June we visited Boston. This time all these crews lost by half a length—so near and yet so far. However, undaunted, the crew all enjoyed the hospitality of the Boston dance as they had done previously at Newark.

Looking at results we do not seem to have got very far, but it must be remembered that all these local crews were practising every evening, whereas the College stalwarts can only manage two afternoons a week. This certainly is a handicap, but the problem seems unsurmountable.

The last event of the term was the Inter-Squadron Trophy. Most of the crews not having had much experience in rowing together, the cox got a fair taste of the Trent in each race.

The results were:

B beat C; B beat A; A beat C.

After the races the crews indulged in their favourite pastime of "launching the cox." Enthusiasm waned, however, when sundry members of the crew also found themselves sitting chest-deep in the Newark Backwater.

The thanks of the club are due to Mr. Patrick Johnson, Padre Ainsworth, Mr. Conolly and Flight Lieutenant Ince, whose hunting horn was not only an inspiration but often the only encouragement to get up the course at all.

G. R. K. F.

## FENCING

The summer is rather the close season for fencing; work goes on though there is little to show for it. Matches were fought against Cambridge and Nottingham only, the standard of fencing being satisfactory in the first case and mediocre in the second. The results were two losses, 11—15 and 12—13 respectively. The Olympia team in the Inter-Services' Pools was smaller than last year; it proved difficult to find cadets under 20 on the date, and results were poor. Only Furze was successful in reaching the final pools, in bayonet.

Inter-Squadron fencing was won by B Squadron by one fight from C, results being:

*Foil*.—A, 4 wins; B, 3 wins; C, 5 wins.

*Sabre*.—A, 3 wins; B, 6 wins; C, 3 wins.

*Epee*.—A, 1 win; B, 5 wins; C, 5 wins.

*Bayonet*.—A, 4 wins; B, 4 wins; C, 4 wins.

*Placings*.—1, B, 18 wins; 2, C, 17 wins; 3, A, 12 wins.



Individual results for the term were as follows, all competitions included except Olympia:

Le Poer Trench: Won 2, lost 9 (Foil and Epée).  
 Burns: Won 13, lost 7 (Foil, Epée and Sabre).  
 Kennedy: Won 5, lost 5 (Sabre).  
 Francis: Won 6, lost 4 (Sabre).  
 Ludgate: Won 8, lost 9 (Foil and Sabre).  
 White: Won 6, lost 4 (Epée).  
 Herrington: Won 3, lost 1 (Bayonet).  
 Meredith: Won 6, lost 5 (Foil and Epée).  
 Palmer: Won 3, lost 4 (Sabre).  
 Chester: Won 2, lost 5 (Foil).  
 Furze: Won 4, lost 0 (Bayonet).  
 Watson: Won 4, lost 7 (Foil and Epée).

H. B.

### SHOOTING

After our success at Bisley on 5th May, reported in the last issue, we started training for the R.A.F. Bisley meeting and the Sandhurst match. We were handicapped by not having a range longer than 300 yards; at Bisley we had to fire at ranges of up to 600 yards. By running frantically between the 300-yard and 100-yard firing points we did our best to simulate the actual "run down" conditions. On one occasion we were blazing at the 200-yard type targets from 25-yard range, which enabled us to pick off individual flies that had settled on the bull.

On one occasion we were able to use the Beckingham range, but the English summer weather was true to form and we returned soaked and bad tempered with very little achieved.

Two postal matches under Ashburton Shield conditions could only be partly completed because of our range deficiency. On the 200-yard scores we did slightly better than our opponents, Denstone and Highgate, who kindly consented to fire under S.R. (a) conditions. On 5th June we had the Sandhurst rifle team as our guests. We fired the annual match on Beckingham range and were soundly beaten. Flight Lieutenant Knowles kindly lent an efficient butt party. Officer Cadet Corporal Laver was top scorer with 120 out of 150. Chick scored 109 and was top scorer for the College.

Scores (possible points, 1,200):

Royal Military Academy	..	..	..	..	..	..	..	817
Royal Air Force College	..	..	..	..	..	..	..	700

The College were unlucky when Tuke's sear spring broke during the snap practice. A team of four only was allowed to go to the R.A.F. Bisley meeting for a brief period of two days. We entered for the Rifle Championship, the Young Airman's Match and the Inter-Squadron Match, all of which were fired concurrently. Without the advantage of practice on the Bisley ranges which the other competitors enjoyed we were considerably handicapped and finished well down the list. The College will have to have a range worthy of the name if it is to reach the very high standard of shooting of which it is undoubtedly capable.

Scores (possible points, 200):

Sanderson	..	..	..	..	..	..	..	140
Burns	..	..	..	..	..	..	..	117
Chick	..	..	..	..	..	..	..	105
Price	..	..	..	..	..	..	..	63

Sanderson required another six points to be one of the R.A.F. Fifty.



A Squadron won the Henderson Shield for rifle shooting by 13 points. Chick (A Squadron) was highest scorer with 114 out of 150.

Scores (possible points, 1,200):

A Squadron	..	..	..	..	..	..	..	..	653
C Squadron	..	..	..	..	..	..	..	..	640
B Squadron	..	..	..	..	..	..	..	..	539

After this competition we started revolver shooting; .22 pistols were used for practice and each squadron was allotted 400 rounds of .38 ammunition for squadron practice. The inter-squadron match for the Whistondale Cup produced a very poor standard of shooting, due, undoubtedly, to insufficient experience. B Squadron shocked A and C Squadrons, who expected a straight fight, by winning the cup.

Scores (possible points 360):

B Squadron	..	..	..	..	..	..	..	..	107
C Squadron	..	..	..	..	..	..	..	..	99
A Squadron	..	..	..	..	..	..	..	..	84

Sanderson won the Sassoon Cup with a score of 39 out of 90.

C Squadron won the two points for the Chimay Cup awarded to the squadron gaining highest aggregate points during the year.

Scores (possible points, 2,360):

C Squadron	..	..	..	..	..	..	..	..	1492
A Squadron	..	..	..	..	..	..	..	..	1491
B Squadron	..	..	..	..	..	..	..	..	1399

Half-colours for shooting were awarded to Crowley, Burns, Tuke, Sanderson, Price, Danton and Chick.

P. R. S.

## SPORT AT DIGBY

### RUGBY

Owing to the demands of soccer and hockey, the amount of ruggar able to be played is limited, but this has by no means damped enthusiasm.

Up to the time of going to press we have played two matches—against Oundle 2nd XV and against Uppingham 2nd XV. The former we lost 11-3, but greatly improved form was noticeable at Uppingham, and victory by 16 points to 13 was ours after a very hard game.

Future fixtures include two matches against the College 2nd XV, and we shall be fielding a team in the Inter-Squadron Competition.

### SOCCER

The soccer team has not so far played any matches, having confined itself to trials and talent spotting. The first fixture is with the College 2nd XI, and other matches will be against Kelham Theological College and No. 1 Radio School, Cranwell. Fixtures not yet confirmed are with Cranwell Apprentices' Squadron XI and Sleaford Grammar School.

The intention this season is to concentrate on inter-squadron matches, and, though it is too early to form any opinion, the players are hopeful of their chances in this direction. Ultimately the aim is to produce a team of College 1st XI calibre.



## HOCKEY

This term policy demands that rugger and soccer take precedence over hockey, and only two fixtures have been allotted to the team. The first—against the College "A" XI—has already taken place, the College winning 6-0. The Wing team was unfortunately handicapped by lack of practice and an injury to the captain which compelled him to retire during the game.

## SQUASH

Inter-squadron matches form the majority of the Wing squash fixtures in the immediate future. Only one outside match—against Oundle "A"—has been arranged.

Opportunities for practice are good, and a squash ladder has roused great interest in the game. We look forward to our matches and hope to turn out a useful side.

## IN MEMORIAM

Every Tuesday and Thursday morn,  
 Came our Entry, so forlorn.  
 Through storm and sunshine, hail and snow,  
 The measured mile we had to go.  
 Panting, heaving, sweating—dying?  
 Over trunks and fences flying.  
 Through the spinney, down the road,  
 Past the guardroom—on we flowed.  
 'Til at length we reached the gym,  
 "Now for a nice refreshing swim!"  
 But no—such things are not to be,  
 There's P.T. yet for you and me.  
 Round and round the gym we trot,  
 What does it matter if we are hot?  
 He doesn't care or seem to mind  
 That we with sweat are nearly blind.  
 Up and down he madly bounds,  
 'Til at last the whistle sounds.  
 With backs to shutters then we stand  
 Waiting *his* next supreme command.  
 "Markers!" *he* shouts, the voice we fear,  
 And waits our coming with a leer.  
 After stupendous gymnastic display  
 We range in lightly-clad array,  
 Then into the glorious pool we dive,  
 Many dead—though some alive!  
 The dead *he* leaves in a growing pile,  
 The rest *he* saves—for next week's trial.  
 And who was this man, to whom we sang?  
 Could it be other than dear old W.O. *Warder*?

H. R. R.

F. L.



## THE R.A.F. COLLEGE SOCIETY

PERUSAL of the following pages will show that the activities of the R.A.F. College Society have continued to expand. Not only does this apply to the number of sections, but also to the projects undertaken by the individual sections themselves.

The organization of the sections is gradually passing from the officers-in-charge to the flight cadets themselves. Much more of this could be done, much more must be done if the Society is to achieve one of its main objectives—that of providing the opportunity for the cadets to exercise their initiative and powers of organization. Only when the cadets themselves are running all the sections, with the officers-in-charge acting merely in a consultative capacity, shall we be satisfied.

It is unfortunate that we must say good-bye to Group Captain A. C. Kermode, O.B.E., who has been the Chairman of the Executive Committee since January this year. We congratulate him on his promotion and join in wishing him good fortune in his new post. We shall miss him very much. He has been a source of inspiration to us all, and his experience and unobtrusive guidance will be long remembered by many. Our thanks to him can never be suitably expressed.

Wing Commander F. F. Fulton, O.B.E., has resumed the Chairmanship for a second term of office, and we look forward to that same unstinted service and advice which we enjoyed before.

The officials of the Society and its present active sections are shown in the following list:

### OFFICIALS AND SECTIONS OF THE R.A.F. COLLEGE SOCIETY

<i>President</i> .. .. .	Air Commodore R. L. R. Atcherley, C.B.E., A.F.C.
<i>Chairman, Executive Committee</i> .. .. .	Wing Commander F. F. Fulton, O.B.E.
<i>Hon. Secretary</i> .. .. .	Squadron Leader K. Ritchley.
<i>Hon. Treasurer</i> .. .. .	H. Lager, Esq., M.B.E.
<i>Chairman, Flight Cadets' Advisory Committee</i>	Squadron Leader W. J. O. Coleman, D.F.C.

#### DRAMATIC AND LITERARY SECTION

<i>Officer-in-charge</i> .. .. .	Flight Lieutenant J. F. Powell.
<i>Deputy Officers-in-charge</i> .. .. .	Flight Lieutenant D. G. Winsor.
	Flight Lieutenant E. K. P. Ince, D.F.C.
<i>Secretary</i> .. .. .	Flight Cadet Sergeant P. C. Skinner.

#### ENGINEERING SECTION

<i>Officer-in-charge</i> .. .. .	Squadron Leader W. L. Clarke
<i>Secretary</i> .. .. .	Flight Cadet R. F. Read.

#### FALCONRY SECTION

<i>Officer-in-charge</i> .. .. .	Flight Lieutenant A. R. Gordon-Cumming.
<i>Secretary</i> .. .. .	Flight Cadet T. M. Gush.

#### FICTION LIBRARY

<i>Officer-in-charge</i> .. .. .	Squadron Leader J. F. Powell.
<i>Secretary</i> .. .. .	Flight Cadet Sergeant J. M. Robertson.

#### FOREIGN TOURS

<i>Officers-in-charge</i> .. .. .	Flight Lieutenant F. Okely.
	Flight Lieutenant J. N. Quick.



## GLIDING SECTION

*Officer-in-charge* .. .. Squadron Leader J. G. Owen.  
*Secretary* .. .. Flight Cadet Corporal J. H. G. White.

## MOUNTAINEERING SECTION

*Officer-in-charge* .. .. Squadron Leader W. J. O. Coleman, D.F.C.  
*Secretary* .. .. Flight Cadet Sergeant J. M. Crowley.

## MUSIC SECTION

*Officer-in-charge* .. .. Flight Lieutenant D. J. Garland.  
*Secretary* .. .. Flight Cadet Corporal L. G. Dickson.

## PHOTOGRAPHIC SECTION

*Officer-in-charge* .. .. Squadron Leader R. W. Fowler.  
*Secretary* .. .. Flight Cadet Sergeant J. M. Robertson.

## RIDING CLUB

*Officer-in-charge* .. .. Squadron Leader D. W. Steventon, D.S.O., D.F.C.  
*Secretary* .. .. Flight Cadet Sergeant J. M. Crowley.

## SAILING SECTION

*Officer-in-charge* .. .. Squadron Leader J. M. O. Dyer, D.F.C., A.F.C.  
*Secretary* .. .. Flight Cadet Corporal A. B. Stinchcombe.

## SHOOTING SECTION

*Officer-in-charge* .. .. Squadron Leader J. M. O. Dyer, D.F.C., A.F.C.

## SKI-ING SECTION

*Officer-in-charge* .. .. Major M. A. C. Osborn, D.S.O., O.B.E., M.C.  
*Deputy Officer-in-charge* .. .. Flight Lieutenant J. R. C. H. Graves.  
*Secretary* .. .. Flight Cadet Corporal J. H. G. White.

## MOUNTAINEERING SECTION

## VISIT TO SWITZERLAND

After scraping the last of the savings together, and mortgaging the whole of the leave's pay even before leaving Cranwell, three flight cadets—Le Poer Trench, Read and Finch—and one flying instructor arrived at 0730 hrs. on 6th July to meet four other members of the R.A.F. Mountaineering Association, bound for the club's first meet in Switzerland.

We arrived in Paris at four o'clock, having left a trail of blood across France with the sharp ends of our equipment. We spent eight hours seeing the sights of the city which all foreigners make a point of seeing, and left at midnight for Switzerland in a first-class compartment, in spite of third-class tickets, with no apparent objection from the railway officials. We arrived at our destination, Saas Fee, in the Canton of Valais, early on the 8th, having spent a night under canvas at Stalden, where we picked a magnificent camping site by accident at the dark hour of ten o'clock.

Once at Saas Fee we arranged our base camp, four of us sleeping in tents and four on hay in a hired chalet which kept every living creature in, but failed to keep the elements out, and then engaged three guides who later proved themselves patient, reliable and excellent companions.

On the following day we were joined by Squadron Leader Coleman, and later by Wing Commander Smyth. During the next ten days we climbed eight peaks, three of them (the Allalinhorn, the Weismies and the Fletchorn) over 13,000 feet. Being mem-



bers of the Swiss Alpine Club, we spent most nights in the club huts, for the reasonable fee of one franc a night, and were consequently able to make a start in the early hours of the morning. The weather left much to be desired, and the local inhabitants said that the snow had not fallen so low in the valleys for fifty years. Moreover, a number of the party were afflicted with a form of sickness which might have been caused by the cold, but it is more likely to be attributed to the luxurious food of Switzerland which proved such a temptation to us all. Several pleasant evenings were spent at the Café Zerbruggen, in Saas Fee, where a magnificent meal and dance cost little more than five shillings.

Three days from the date of departure, two members of the party left for the luxuries of Zurich, while the rest stayed behind to climb the Weismies, but all met at Lausanne for the return journey.

We arrived in London on 21st July, carrying with us souvenirs to prove we really had been to Switzerland, a host of happy memories and a resolution to return at the first opportunity to what we consider to be the finest climbing district in Europe.

E. D. F.

## SAILING SECTION

### THE FIRST VOYAGE OF THE *KORMORAN*

Before the *Kormoran's* departure for foreign climes, much labour had to be expended on her. Several weekends were spent in a hectic rush to Calshot to slave on *Kormoran's* hull, whilst at home our own shipyard went into action. The building of our dinghy, the *Ugly Duckling*, was complicated by the fact that the mouse-breeding society forcibly occupied the same workshop. Spectators who saw the embryo dinghy and mouse hutches were confused as to which was which; this gave rise to malicious rumours regarding the sanity of a certain Squadron Commander. Fitting a windscreen to a notorious green Austin two-seater also delayed proceedings. The *Duckling* has capsized twice every other day, but she did float, and her designer ignored the verbal cruelty of his crews concerning her.

At the beginning of the vacation five brave souls spent a week refitting, provisioning and installing newly-painted masts and, last but not least, careening the boat for anti-fouling. This latter process included painting knee-deep in mud with the tide rising steadily round one's waist and driving rain washing off the paint as soon as it was put on. If one memory only remains it will be that of waking at 2 a.m. to a perfect pandemonium of flying primuses, kettles and human bodies, to find the ship at 40° bank and the one and only carving fork apparently suspended horizontally on a string from the wall, while the skipper said "Hurrah! Now we can start to paint."

Slipping her moorings, *Kormoran* tried out her tackle in the Solent. We spent a night in Cowes, where Jim Gush found himself on a strange deck in the middle of the night, dressed in bare feet and pyjamas; his plaintive cries for help were answered with much ribaldry. Another vessel had dragged anchor and rubbed alongside, her captain, according to his crew, could "drink gin better than lay an anchor." Next day we moved up to Yarmouth where we rode out a rather tempestuous bit of weather. Two days later we dodged the Needles in a swell that might have stirred Drake from his hammock, while the crew enjoyed their first bit of ocean sailing; the navigator lay seasick in his bunk



clasping a Bigsworth board to his chest and giving thanks that he had not joined the Navy. *Kormoran* behaved with Teutonic efficiency and early morning found us in sight of the Casquets, our destination, which, after five attempts to round against wind and tide, were renamed. By noon we were safely moored in Alderney harbour.

This haven was liberated in 1945 and had not yet fallen into the hands of Sir Stafford, so we enjoyed a few days' respite, mainly spent at *vins, gros et detail*, before dipping for a thirty-hour spell of Island-dodging on our way to Guernsey. "Met" had forecast a light north-east wind. Seven hours later we found ourselves off Sark in a full south-west gale—an exciting night in a heavy sea and violent rain squalls. However, the following afternoon saw us outside Guernsey harbour, with the engineer dismantling the engine to find reasons or excuses for its failure to take us into anchorage. On one occasion, engineer Elliott was found feeding fuel through each of its tiny plugs with a teaspoon.

Two very good days were spent at St. Peter Port, after which we had a very pleasant sail to Omanville, a quiet little French fishing village, where we had for our first meal a magnificent crayfish weighing nine pounds, washed down with the local *aqua vitae*.

With two of the crew still recovering from the previous night's carousal we set sail for the Isle of Wight and amazingly enough landed right on it. This so surprised everyone that the navigator was seen to hide the compass and blush: "Take no notice, this thing's haywire!" We then sailed down to Brighton and back again through Spithead and back to Calshot, where we rolled ashore feeling like Magellan's men.

J. E. E.

## THE SECOND VOYAGE OF THE *KORMORAN*

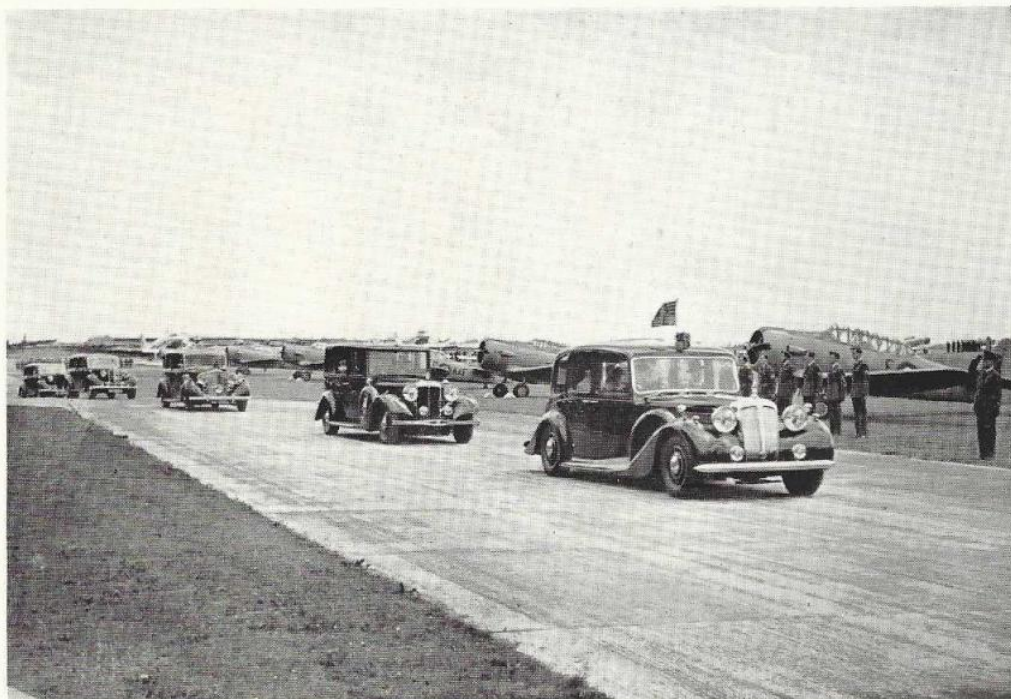
### FAIR STOOD THE WIND FOR FRANCE

The perpetrators of this cruise started at Calshot and were aiming for Boston via the French coast. It can definitely be stated that we adhered to our plan rigidly in one respect, in that we left Calshot. We were ably skippered by "Deep Sea" Dyer, known to yachtsmen on the Solent as "Do or . . .," crewed by Skinner, Fletcher, Burns, Kennedy, Harben and Manning, a rude but good-natured rabble, and aided and abetted by our Admiral, Group Captain Oliver, whose knowledge of horses has gained him a wide reputation among yachtsmen.

In the afternoon of the first day we sailed to Yarmouth, Isle of Wight, and the next day set out for Cherbourg, which was reached in darkness, where a few instrument circuits were executed in the inner basin in a vain desire to see the world. The next day was spent in doing a little eating, slightly more drinking and obtaining a large quantity of cigarettes from the very kind-hearted owners of the *Benbow*. Provisioned, chiefly with cigarettes and Harben's Benedictine, we put to sea with the lordly notion of reaching Ouistreham, on the Caen river. We discovered to our disgust, however—we were always learning—that when emulating the Phœnicians it is preferable to have a little wind, and we were lucky in reaching St. Vaast de la Hague after rounding Pt. Barfleur.

St. Vaast was a pleasant little place whose only disadvantage was that the harbour dried out at low tide. We knew all about this, however. We were prepared. There were no flies on us; they couldn't have stood us, anyway. So a halliard was run from the





THE INSPECTION OF AIRCRAFT

[Photo: Gale & Polden Ltd., Aldershot



[Photograph by the Air Ministry Photographic and Reproductions Branch

THE ROYAL DEPARTURE

[To face page 38]



mast-head to the quay and on to a cleat on the deck. With the boat secure we went ashore in company with M. and Mme. Micheau, a photographer and his wife from Paris, who were staying at St. Vaast.

Later that evening we were sitting in an hotel, having finished an habitually excellent French meal, and had just reached the "café, farine, cigarettes ou livres Anglaises?" stage when a local relative of Neptune entered and told us, with some pride, that our boat was upon its side. Amidst hysterical cheering he was presented with a packet of cigarettes, and the party broke up to leave the Admiral to pay the bill.

Then ensued a cross-talk variety act whose highlights were the sight of skipper recovering a plate by falling into one foot of water and two of mud; the subsequent backchat and barracking from the quay as he walked raging through the slush holding the meat dish in one hand and a dinghy paddle in the other has scarred his soul.

Eventually the tide righted the boat and the bilge returned to the bilges. *Kormoran* was then lashed down to resemble a cross between an egg-crate and a Bristol Boxkite.

The next day was one of the pleasantest and idlest of the cruise; the adjectives are perhaps synonymous. The energetic swam and those on holiday rowed to an island in the harbour for a picnic. Finding the natives friendly we decided to stay and drink with them, and spent the day in pursuit of the sun.

We left St. Vaast the next day and set sail with the Admiral still working out the national debt of the supper bill upon the main channel chart. Soon enough, however, the wind dropped and we were becalmed and befogged, literally, for once. Later in the day the wind sprang up again and calm turned out to be the notorious one that precedes a storm. All through the night the gale blew, and the Admiral appeared wearing a duffle coat, looking every inch a submarine killer. Skinner, in oil-skins, reminiscent of a sardine advertisement, sat petrified at the tiller, not daring to look behind at the waves which threatened to, and occasionally did, swamp him.

After a night of doubt and terror, dawn broke upon the cheerless sea and a line of forbidding cliffs; our navigators adapted the channel handbook to the coastline with a charming *naïveté* and soon asserted with Cranwell confidence that "that there 'ole's Dieppe and the dent on the left's Le Treport." Boulogne was made the destination with ETA 1200 hrs. By way of diversion we tried to convince Jock and Fletch that we were lost, they having just arrived on deck after a night in the bridal suite—the fo'c'sle.

At 1200 hrs. Boulogne appeared, and we put in towards it, only to discover that it wasn't Boulogne at all, but Le Treport. The laughter of Jock and Fletch still rings in the navigator's ears.

As we neared the harbour a fishing boat came past, its crew gesticulating feverishly and screaming, "*à gauche!*" Upon the pier-head a large crowd had gathered in the chance of a spectacle; this also cried "*à gauche!*" but with less verve and in tones implying that the farther *à droite* we went, the happier they would be. For once, Cranwell failed to display sufficient *gaucherie* and pressed on regardless of the foreigners who, obviously, were very excitable; so, in the centre of the harbour-mouth, amidst the delighted cheers of the crowd, we ran aground on a bank of shingle, laid, we assume, by the town council to encourage tourist traffic in the prospect of similar *débâcles*.

With our bottom ground by shingle, nautically and not personally, and waves break-



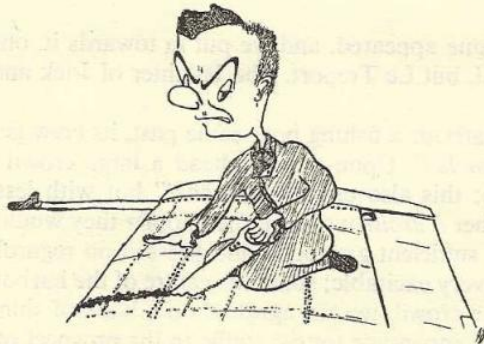
ing upon us, two members decided it was time to abandon ship and, in the pretext of taking a rope to the quay, set off in the *Ugly Duckling* ("It'll take seven in any sea," said the designer) for dry land. The rope proved too short, however, and the quay was never reached; instead, the end was jettisoned and the dinghy, swamped by mountainous waves, foundered and rolled on to its back. Two thoughts occurred to the capsize crew: (a) "Damn him, save yourself"; and (b) "There goes my watch." The former was understood, the latter chanted in unison. A rescue was subsequently effected by some French vultures in a fishing boat, and the *Duckling* is still with us. *Kormoran* was floated off with the next tide, the same crowd, more rope and a tow from the aforementioned vultures.

That was the end of the sailing as far as we were concerned; we languished in Le Treport for five days, the wind was wrong and there were incessant gale warnings. The time was spent pleasantly enough on four fried eggs a time, though money bothered us and the currency of Le Treport was rapidly converted to pounds sterling by *Kormoran's* scruffy, bearded mob.

The last day was reminiscent of Dick Barton's finest hours, with telephone calls to the consul and the Air Attaché, a rendezvous at a deserted wind-swept and rain-sodden airfield, the aircraft that never arrived, the solitary white inn with the bullet holes in the bar mirror, a taxi to the consul, a journey to Paris in the boat train where we in our berets gazed contemptuously at our organized and unfamiliar compatriots, the night in Paris and the dive in the Latin quarter owned by a Russian exile, next day the Embassy Daimler to Toussons-Le-Noble and, finally, the Anson to Hendon.

It was an exhilarating rush from beginning to end, and it was only in the Anson that we had time to relax and reflect, few bothering with the latter, being too occupied with the former, upon thoughts of the Admiral's knitting and sail-sewing party, cries of "Put it in the fo'c'sle, there's lots of room there," and the stinging reproach of "Fancy coming in your old clothes."

J. G. B.



"Teach him to go on flying after 4.15!"



### GLIDING AT HOOTON PARK, SUMMER, 1948

During the summer leave a party of nine flight cadets and two officers went to Hooton Park, in Cheshire, for ten days' gliding.

This visit was very enjoyable, although the soaring facilities there cannot be compared with those of Scharfoldendorf, which we visited at Easter. However, our hosts, the County of Cheshire A.A.F. Squadron, and Martin Hearn, who laid on the gliders, made an excellent substitute.

Once again we met "Pop" Rimmer, who gave us much expert advice, and "Gerry" Hancock, who worked the winch the whole time to good effect. We suffered every kind of weather from a peculiar brand of Liverpool mist to howling gales and heavy rain, with a few fine days in between.

We started off with a Kadet, a Tutor and a Kite II. Unfortunately, the Kite II was written off completely when "Jumbo" stuck a wing in, so we were left without a sail-plane. We had only had five launches in the Kite before it was pranged, one of these flights resulting in twenty-two minutes and a climb to cloud base. This latter flight was to be the only soaring done during the ten days owing to the early exit of the Kite.

However, we pressed on with the two gliders, with very good results. Everyone succeeded in obtaining "A" and "B" Certificates, and Rendle nearly won his "C" Certificate with two flights of seven and eight minutes respectively. There were thermals about but the winch did not give us enough height to contact them. Most of the cadets had a sufficient taste of gliding to make them realize the beauty of motorless flight.

We spent several enjoyable evenings in the Martin Hearn Club on the aerodrome, enjoyable because of the pleasant company and the fact that the bar did not close at 10 o'clock.

As we left Hooton Park, eyes were turned wistfully towards the clouds, clouds which no doubt had more healthy thermals beneath their bases—thermals strong enough perhaps to lift the enterprising Tutor pilot above the madding throng below.

P. C. S.

### PARIS VISIT

Eighteen cadets and two officers left Victoria for Paris on 3rd August. The journey was a clear example of the importance of a thorough knowledge of the intricate workings of the Air Ministry. This knowledge obtained for us their whole-hearted co-operation and a most comfortable journey. We did not seem to have reached a similar understanding with the Meteorological Office, for the fine spell was obviously breaking up as we left England and rain was destined to follow us to France.

Towards tea-time we arrived at the Cité Universitaire and selected the College Franco-Britannique from a mass of recent and imposing buildings that seemed to represent each and every one of the United Nations. In term time these buildings accommodate students of all races, who study at the University of Paris. In the vacations they are turned over largely to Students' Unions, who use them as operational bases for holiday-making students. This admirable scheme enabled us to live comfortably and cheaply in a fascinating building full of ingenious gadgets. The main doors opened when the bell was rung, and lights went on when doors were shut. In addition, the polyglot races provided all the element for an exercise in internationalism. The dining-



rooms were situated in a building appropriately called "La Maison Internationale." After a few attempts, most of us were, however, convinced that continental catering was a taste not to be acquired in so short a stay. We withdrew in favour of a nearby café which offered ham and eggs for breakfast—a sight calculated to warm the heart of an Englishman, however short his exile.

The first weekend was spent as guests of the *École Speciale Militaire*, formerly at St. Cyr, now at Coetquidan, in Brittany. If not the "mother and father of all weekends," this was certainly a near relative. We were once again to witness the inimitable style of French ceremonial displays. Some members of the senior course were dressed as Napoleon and his marshals. This gave colour to the words of advice cast before the *bazars*, or junior cadets. The rest of the day was devoted to a series of entertainments ranging from show jumping and trick motor-cycling, to the rout of Abdel Kadar and the burning of his camp. The evening was spent at the open-air theatre, and, as is ever the case, the night was given up to dancing. Perhaps the most thrilling part of the visit to Coetquidan was the unintentional exploration of subterranean streams and chasms, pregnant with awful possibilities.

But to return to Paris and its inimitable atmosphere. We went to the Louvre and the Panthéon and saw Napoleon's tomb in the Invalides. Some of us visited the opera, and, of course, everyone went to the Folies Bergeres. Everyone was accosted by a jolly little character in the foyer, who sold programmes. Time and again his weird brand of English was heard above the general hubbub with the oft-repeated phrase, "But, sir, this cost me twenty-five francs."

No visit to Paris would be complete without a day or, preferably, two days at Versailles. Here is the glory that was once France. As far as possible everything has been preserved as it was originally. Each room, each fountain, each garden has a history of its own.

It was not to be expected that anyone in the party would manage to see all the buildings, the museums and monuments that he intended to see. It was inevitable that some should be left for a further visit.

The climbing party, returning from Ancelle, joined us on the last weekend of the visit. With only one night to spend in Paris, they quickly settled down to the general routine. A grand reunion was planned at a club in the Latin quarter, which rejoiced in a neon sign and the appropriate name of "La Montagne." Unfortunately, the reunion never took place; navigation by night in the Latin quarter is perhaps too difficult for the mountaineer. We believe, however, that they, too, enjoyed themselves.

There remained little more than the return journey and the ever-vigilant Customs. We returned wiser if not richer men, with a greater insight into economics. At least one member of the party was promoted to the imposing title of "Chef de la Royal Air Force"!

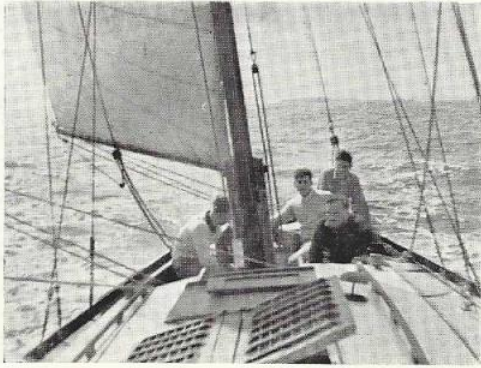
L. G. L.

#### ANCELLE, 1948

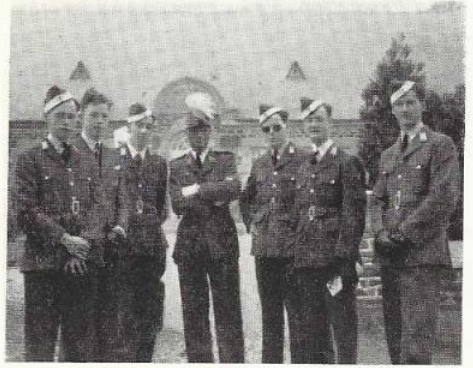
At the kind invitation of the French Air Force a party of twelve cadets and five officers from Cranwell went to Ancelle to join a mountaineering course held for French Air Force cadets. The little village of Ancelle is situated some fourteen miles north-east of Gap, the main town in the province of Hautes-Alpes.



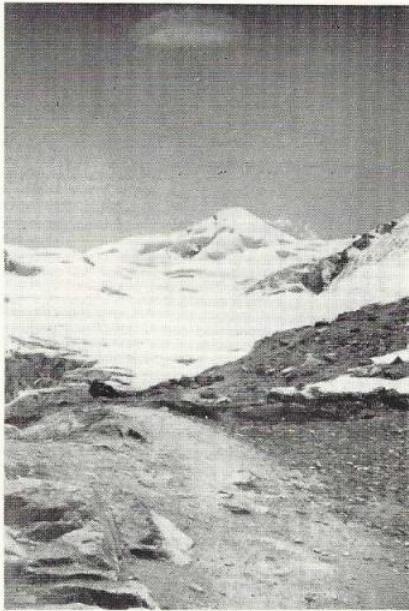
SUMMER VACATION ACTIVITIES



"KORMORAN" AT SEA



OUTSIDE THE MUSEUM  
AT SAINT CYR



ALLALINHORN,  
THE MOUNTAINEERS'  
FIRST PEAK



ENTENTE CORDIALE IN  
LA PLACE DE LA CONCORDE



The journey began at Victoria Station, from where we travelled to Newhaven. After a lengthy Customs process we embarked on the *Isle of Thanet*. At Dieppe, some three hours later, there came a further Customs enquiry into our private lives before we were able to board the train for Paris. We reached our destination soon after 7 p.m., and were taken by R.A.F. transport to the Hotel Caumartin, where much time was spent playing with the automatic lift installed for the use of patrons.

After a hectic day dodging the traffic and trying to ignore the cry of "*pour service, monsieur*," which we imagine proved a difficulty to any inexperienced *touriste*, we departed by night train for Avignon. On arrival we were thankful to be met by some of our French hosts with their comfortable bus. We were driven to the College at Salon, where a very welcome wash and breakfast was provided. Spending a night on a French train seems to be a successful way of disguising oneself as a sweep's mate.

The rest of the day was spent driving to Ancelle. The route was through Aix-en-Provence, Marognes, Sisteron and Gap. The chalet in which we stayed was about a mile from and 500 feet above Ancelle itself. The altitude there is 5,000 feet above sea level.

All climbing was done in the morning, the afternoon being usually too hot for anything energetic. As a result, several of us suffered from sunburn, an almost forgotten disease.

It took a day or two to become used to the French food, but later the meals were very enjoyable. Breakfast was enlarged by acquiring eggs locally and having them with the official meal of "coffee," bread and a piece of chocolate. Afternoon teas were not provided at the chalet, but a very filling meal of omelettes, bread and cheese was available at a farm-house a few yards away.

The climbing was by no means obligatory, and indeed there were only a stalwart few who joined all the ventures. Before leaving England it was understood that Ancelle was near to Salon and we expected to spend a few evenings there. However, up in the Hautes-Alpes the scene was very different and the lack of social amenities, although noticeable, was not too disturbing for most. Whether with the aid of one or two who liked to be considered "interpreters," or by halting individual efforts on both sides, the language difficulty was successfully overcome and an understanding achieved on most occasions.

There were four major climbs carried out while we were with the party, two of which were not very well attended, partly because of lack of experience and partly because the day started at 4 a.m.! Instruction and elementary rock-climbing was available, but only in carefully selected areas was the rock firm enough to withstand amateur attempts to scale it. Because of the danger of trusting it too much, most of the climbs resolved themselves into strenuous fell-walks.

As part of the course, a three-day camp was held at La Chapelle, a little village up the next valley, about 35 kilometres from Ancelle by road. The weather was not particularly kind to us, but we made the best of it, and "Chez Joe," the only café the village sported, did a roaring trade. The last night was spent around a camp fire, and the crowd, about fifty strong, consisted of ourselves, Frenchmen, Dutch, Germans, Italians and Danes. Each group took it in turn to sing their national songs. An officer's rendering of "Alouette" was perhaps the most successful item of the evening, and encore followed encore! As was said at the time: "C'est formidable!"



The last day we spent in Gap before joining the night train to Paris. Our hosts returned to Salon in their bus, and the parting was far from quiet, as both sides gave what appeared to be the Salon war cry: "C'est formidable aussi."

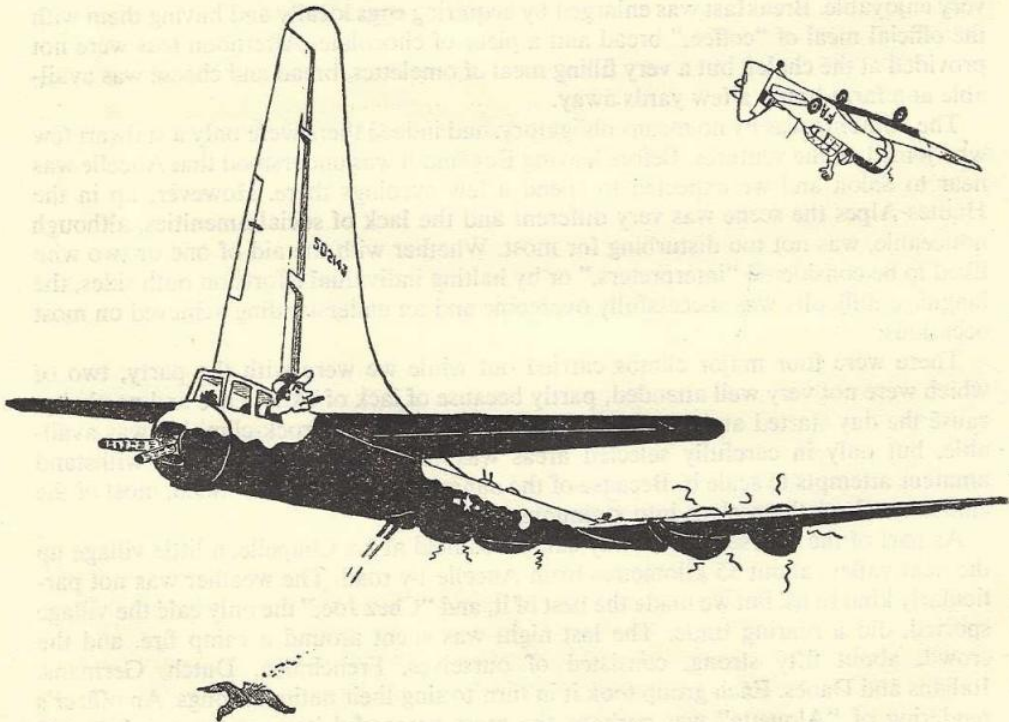
Gap had one particular attraction, a little *pâtisserie*, which held most of our attention most of the day and most of our remaining francs when we departed.

Paris entertained us for a further day. In the evening we met some of the cadets on the Paris tour and many tales were exchanged. Further experiments were made with the automatic lift at the Hotel Caumartin. We hope it is still serviceable.

The Channel crossing was, to the delight of some, fairly rough, and it was expected that the passage through the Customs might be similar. However, it was not, which was fortunate owing to most of us suffering from what someone once aptly named "financial hæmorrhage."

The trip was a great success and we are all very grateful to the Commandant of Salon, Colonel Maricourt, to the Officer Commanding at Ancelle, Capitaine Riss, and to all the cadets for everything they did for us. It is to be hoped that we may see some of them over here in the near future.

L. L. T.



"Sure must be sump'n in this English air!"



## RIDING

The two main events of the Summer Term for the Riding Club were the jumping show at Belton Park and the exhibition given on the day of the Royal visit.

The Blankney kindly asked us to be Blankney "A" Team in the section jumping competition in the Lincolnshire Agricultural Show on 24th June. Training of both riders and horses by Mr. Falconer occupied many weeks before the show. Three horses which would ride together had to be chosen. The riders also had to be selected. After several trials the choice fell on Le Poer Trench, on "Ginger," J. H. G. White, on "Susan," and Harben, on "Cæsar." The dress was uniform, with blue breeches, boots and spurs. Unfortunately, the horses decided, about a week before the show, that they did not like jumping, and on the day, although the cadets tried hard, they were not very successful.

The Belton Park Show was a large one, useful as practice for the exhibition to be given to the King on 6th July.

There were two parts to the exhibition, the jumping in section and the *manège* work. More practice was needed to co-ordinate the two. With the constant help of Major Osborn and Mr. Falconer, this difficult task was achieved. The cadets jumping were J. H. G. White, Harben and Worthington. Le Poer Trench was unable to take part owing to other duties. The cadets in the *manège* were Dickson, Burns and Shore.

The great day arrived and as the cadets prepared for the exhibition they wondered how successful it would be. This time all went well; the horses jumped, and the cadets in the *manège* did well in their figures of eight.

At the beginning of the Autumn Term the organization was again altered. Squadron Leader Steventon became Officer i/c Riding, with Flight Lieutenant Clause as his deputy. Flight Cadet Sergeant Crowley became Secretary.

A new system was evolved whereby it was hoped that the horses would be used to their fullest advantage. Cross-country hacks were introduced, lasting from two to two and a half hours. These are intended to give cadets the chance to put into practice the knowledge learnt in the *manège*, and to accustom them to the type of country to be met in hunting.

A new mare has been bought and shows promise of a good ride. There are now eight horses available for cadets, and about sixty cadets are riding six times a month at a cost of 15s. In addition, there are several cross-countries a month for cadets with sufficient ability.

N. B. H.

## DRAMATIC SECTION

## "FRENCH WITHOUT TEARS"

Despite the pious hope uttered by a member of No. 46 Entry, the Society did not choose Terence Rattigan's "French Without Tears" to help anyone with their special subject. We were torn between our usual choice of comedy and stark tragedy; the comedians won.



The play was well cast, most of the characters being within the scope of personalities of the College. The only "character" part, that of the Naval Commander, was taken by the doyen of the Society, P. V. Pledger. For the ladies our thanks are due to Mrs. Crawshay-Williams as Diana, the siren, to Mrs. Tooke for the very Gallic Jacqueline, and to Mrs. Garland for the French accent of Marianne, which put the rest of the cast to shame.

A. B. Stinchcombe ably filled the large part of Allan; P. C. Skinner was a completely convincing Brian; J. E. Dawes made the colourless part of Kenneth seem likely; while M. Short put over the adolescent charm of Kit. Rehearsals were dominated by the voice of the prompter, G. R. K. Fletcher, plaintively enquiring, "What act are we doing now?" But on the night, his imperturbability so impressed the cast that his services were unnecessary.

The set, costumes and properties were well looked after by the Stage Manager and D. J. Hunt, and, of course, Mr. Carolan. The Producer, R. V. Stephenson, is to be congratulated on putting on a convincing show with speed and sureness of touch in spite of the perils of nightflying, away fixtures and belt blancoing, the perils of the Cranwell play-producer.

R. H. G.

#### PLAY-READING SECTION

The plays read during the summer were "While the Sun Shines," "Deirdre of the Sorrows," "Cyrano de Bergerac," and "The Wind and the Rain," a wide enough selection to suit all tastes. "Cyrano de Bergerac," with its fifty parts, was the only play in which one person had to read more than one part.

A. B. S.

#### THEATRE-VISITING SECTION

During the Summer Term three visits were made. The first was to the Theatre Royal, Lincoln, to see a fair performance of Agatha Christie's "Ten Little Niggers." The other two visits both brought us to the Theatre Royal, Nottingham. On 26th May the Athletic and Skill-at-Arms teams followed up a contest at Loughborough with a visit to the "Chiltern Hundreds," and on 25th June ballet-lovers saw a very good performance by the International Ballet Company. This included "Les Sylphides," "Sea Legend," "Swan Lake," Act I, and dances from "Prince Igor."

The Autumn Term's activity started with yet another trip to Nottingham to see the London production of "Present Laughter," Noel Coward's popular comedy. This was an excellent performance, and it is hoped that future visits will come up to this standard.

D. B. R.



## MUSIC SECTION

The fortnightly gramophone recitals are still the staple feature of the Music Section's activities, but occasionally we have a highlight when we hear a "live" performance instead of a "canned" one. We all wish that Cranwell were nearer a large town—for several reasons besides the musical.

On 10th October, Mr. G. A. Corfield gave us a very interesting and erudite talk on sonata form. He illustrated his talk with excerpts on the piano, and showed us exactly how a typical sonata, or symphony, or concerto, is built. A Mozart and a Beethoven sonata were analysed, and we all appreciated the full performance of these sonatas when we had learned something about them.

We are looking forward to a visit by the Oxford String Players in November, and a party is soon going to hear a piano recital by Moiseiwitsch at Stamford, so some opportunities of hearing first-class music in the "fresh" as opposed to the "canned" state are occurring.

D. J. G.

## PHOTOGRAPHIC SECTION

During the summer term the Photographic Section held frequent meetings; lectures and demonstrations were given to help members produce photographs for a competition which was held at the end of the term. Mr. A. G. Hunt and Mr. W. Spyvee, of the Sleaford Photographic Society, kindly judged the competition, which was the first to be held by the section, and which, in future, will be held in July every year. Elliott is to be congratulated on winning the first prize with "Across the river," and Gilbert the second prize with "Margaret." Mr. A. G. Hunt, Squadron Leader Fowler and Squadron Leader Ritchley very kindly each gave two prizes for the competition.

J. M. R.

The Editors apologize to Squadron Leader R. W. Fowler for falsely attributing credit for his photograph of the College Building, facing page 102 of Volume XX, to official sources.

## FALCONRY

Since the last report on this section's activities, much progress has been made, though in what direction is a matter of conjecture.

Two kestrels were obtained for *ab initio* instruction. Of an afternoon several flight cadets could be observed stalking sparrows among the hedgerows to provide sustenance for the hawks. The twelve-bore for ranges up to ten yards proved more successful than the air gun, which demanded too high a standard of accuracy. The shot gun had the additional advantage of causing death by shock in the event of a miss. In spite of these more scientific methods of catering for their palates, the two kestrels decided that they could do a better job themselves and forthwith took their liberty. Members took a poor view of Clara's departure on the day following the Royal visit when she was presented and raised to the peerage as Lady Clarissa.

Katie returned several days later only to succumb to the rigours of a Cranwell summer.



Further elementary flying training was abandoned and members decided unanimously to become operational immediately.

As the outcome of this decision, during the summer leave two goshawks were procured from France. One of these disapproved of the change of nationality and passed away soon after arrival; the other travelled well except for one minor mishap which caused much distress to a young lady and her skirt.

The survivor, named Jezebel, at once started conversion, and was distinctly "above average" until she suffered a broken leg. Devoted nursing in due time resulted in a complete repair of her undercarriage. Thereafter, on an unplanned test flight, Jezebel disappeared with the same mystery and completeness as Star Tiger. Though hopes of re-equipment are high, the present U.E. is nil.

At the time of going to press, Jezebel is reported to have been returned to her unit under arrest as a deserter.

H. M. K. B.

T. R. G.



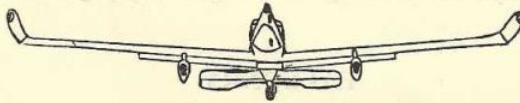
The Great Thing —



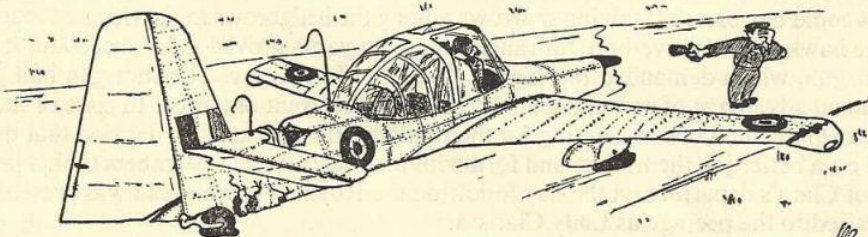
— about the Prentice —



— is that —



— however high you hold off —



— it will never bounce.



## ACTIVITIES AT DIGBY

### DRAMATICS

After a slow start, the Dramatic Section of the College Society at Digby has established itself and is nearing the date of production of its first venture. This consists of two one-act plays, "The Monkey's Paw" and "The Man in the Bowler Hat," which will have been presented in the Station Cinema by the time these notes have been published.

When these have been produced, the Section intends to continue reading both for pleasure and for possible future production, and in the Spring Term we hope to present a three-act play.

### ORNITHOLOGICAL SECTION

The Ornithological Section has still to recover from the cruel blows which fate dealt it during the vacation. The goshawk and the kestrel—kept in luxury by untiring efforts with the air guns—both met sordid ends. The goshawk made a valiant effort for freedom, but enjoyed it only a few days and was found dead. The kestrel helped to make up the total of £2 million lost by pilfering on the railways; an empty box was delivered where a box containing a kestrel was despatched.

It is to be hoped that the Section will start restocking soon, and at least the mews is still safe and intact and waiting for occupants.

### PHOTOGRAPHIC SECTION

Lately, this section appears to have been both literally and metaphorically working in the dark, for though efforts have not been lacking, results have not yet been generally released. Still, as photographic work, apart from actual photography, is more suited to the winter nights, we are content to wait and see.

### VISITS

Last term, first the Secretarial Cadets, then the Equipment Cadets, visited a Maintenance Unit at Hartlebury. Here we saw a little of the vast organization which ensures that when A.C. Jones's socks wear out, a new pair is available and that when a Lancaster engine is removed for repair, another one is available to take its place.

Somewhat overawed by the numbers and varieties of the equipment in store, we moved from section to section, seeing the methods of accounting, receiving, despatching, stocktaking, storing and the rest of the scores of processes to be found in a Maintenance Unit.

Our stay lasted three days. The visit was most enjoyable and instructive, and everywhere we were made welcome and treated with the utmost courtesy.

Most of us joined No. 46 Entry in a visit to the submarine base at Portsmouth, but, beyond expressing our enjoyment of this visit, we shall not repeat what will be found in another part of the JOURNAL.



## OLD CRANWELLIAN NOTES

THE Old Cranwellian Reunion was held at the College on 24th July. For the first time since the war weather conditions were ideal, and the afternoon cricket match was watched by large numbers of Old Cranwellians. Tea was available under the trees on the west side of the Orange, and most pleasant it was. The Old Cranwellian resident at Cranwell little realizes how quickly these trees are growing and how welcome their shade can be.

Nearly one hundred Old Cranwellians attended the dinner in the evening. Air Marshal Sir Leslie Hollinghurst was guest of honour, and many distinguished Old Cranwellians were present. After dinner, speeches were made by Air Marshal Hollinghurst, Lord Tedder, Air Commodore R. L. R. Atcherley and Group Captain E. M. H. David. The guest of honour accepted Honorary Membership of the Association.

It was a pleasure to welcome our President, Air Vice-Marshal Sir Charles Longcroft, to the Reunion.

\* \* \*

The following Old Cranwellians are now resident at the College: Air Commodore R. L. R. Atcherley, Group Captain J. O. W. Oliver, Squadron Leaders M. M. Stephens (September, 1938), I. N. MacDougall, J. M. O. Dyer, A. A. J. Sanders (April, 1939), and D. W. Steventon. In addition, the following are serving at Cranwell: Group Captain E. J. Corbally, Wing Commander G. W. Petre and Squadron Leader T. R. N. Wheatley-Smith (September, 1939).

Squadron Leader M. M. Stephens has taken over A Squadron in the College from Squadron Leader F. R. Bird.

\* \* \*

The following have been elected Associate Members of the Association: P. Johnson, Esq., O.B.E., Director of Studies, Group Captain A. C. Kermode, O.B.E., Senior Tutor (A.S.E.), and Wing Commander F. F. Fulton, O.B.E., Senior Tutor (H.).

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Congratulations are offered to Group Captain Kermode on his promotion. Unfortunately, he will now be leaving the College to take over the Educational Services in the Far East. His departure will be a very serious loss to us all, for no one could have the well-being of the flight cadet more at heart.

\* \* \*

The occasion of the visit of Their Majesties The King and Queen and Princess Margaret came near to being another Old Cranwellian Reunion. The list of those who accepted the invitation is given below. All must have been impressed by the ceremony of the Presentation of the Colour and by the bearing of the Cadet Wing and its high standard on parade.

The acceptances were:

*Air Vice-Marshal*

Sir Charles Longcroft, K.C.B., C.M.G., D.S.O., A.F.C., D.L.

A. E. Borton, C.B., C.M.G., D.S.O., A.F.C., D.L.

C. W. Weedon, C.B., C.B.E.



*Air Commodores*

W. J. M. Akerman, C.B.E.	C. B. R. Pelly, C.B.E., M.C.
D. A. Boyle, C.B., C.B.E., A.F.C.	N. A. P. Pritchett.
W. A. D. Brook, C.B.E.	A. P. Revington, C.B.E.
F. J. Fressanges, C.B.	G. R. C. Spencer, C.B.E.
E. C. Hudleston, C.B., C.B.E.	H. D. Spreckly, O.B.E.
G. H. Mills, C.B., D.F.C.	Sir Frank Whittle, K.B.E., C.B.
	G. R. Worthington, C.B.E.

*Group Captains*

D. A. R. S. Bader, D.S.O., D.F.C.	A. D. Messenger, C.B.E.
C. Broughton.	C. S. Moore, O.B.E.
R. Coats.	J. Mutch.
T. N. Coslett, O.B.E.	J. R. A. Peel, D.S.O., D.F.C.
E. H. M. David, O.B.E.	K. J. Powell, D.F.C.
T. C. Dickens, C.B.E.	J. D. T. Revell.
E. S. Dru-Drury, A.F.C.	D. N. Roberts, O.B.E., A.F.C.
M. L. Heath, O.B.E.	T. U. C. Shirley, C.B.E.
W. S. Hebden.	G. D. Stephenson.
H. A. V. Hogan, D.F.C.	J. A. C. Stratton, O.B.E.
K. P. Lewis.	W. P. Thomson, D.F.C.
C. R. D. L. Lloyd, O.B.E.	M. D. Thunder.
M. Lowe, C.B.E.	W. H. N. Turner, D.F.C.
R. V. McIntyre, D.F.C.	J. B. M. Wallis, O.B.E.
R. C. Mead, C.B.E., D.F.C., A.F.C.	C. A. Watt.

*Wing Commanders*

D. R. S. Bevan-John.	R. C. Keary.
H. P. Broad, C.B.E., D.F.C.	H. C. Parker.
R. J. Gosnell, D.S.O., D.F.C.	C. T. Weir, D.F.C.
E. M. T. Howell.	

*Squadron Leaders*

P. ap Ellis.	L. M. Hodges, D.S.O., D.F.C.
P. Balean.	R. B. Morison, D.F.C.
J. C. Breese, D.F.C.	A. R. Wright, D.F.C., A.F.C.
A. Ferris.	

*Pilot Officers*

H. W. Cafferata.	H. R. W. Morris.
D. B. D. Hamley.	M. M. J. Robinson.
A. K. McGrigor.	L. S. R. Smith.
J. W. Morrice.	R. L. Tavanyar.

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It was a great pleasure to have a visit this term from Group Captain Arjan Singh (September, 1938). He is now in the Directorate of Training at New Delhi and he came in the interests of our Indian counterpart. We heard with interest in Earl Mountbatten's lecture that the next in succession to Air Marshal Sir Thomas Elmhirst is an Old Cranwellian, Air Commodore S. Mukerjee (September, 1930).



Group Captain Hogan (January, 1929), who as D.D.T.F. has so long been responsible for guiding our steps, came to a recent guest night with his successor, Group Captain Selway (September, 1927). Another visitor was Squadron Leader P. B. Balean, who was in search of furniture for the bar of his Reserve Headquarters in Derby.

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Many members are enquiring about Association ties. None are at present available, although a supply is expected by mid-1949. When available, purchases can be made through Mr. Lager.

## STAFF APPOINTMENTS

THE following list of appointments is supplementary to lists published in the last two issues of the JOURNAL :

### CADET WING

<i>Squadron Commander :</i>	
<i>A Squadron . . . . .</i>	Squadron Leader M. M. Stephens, D.S.O., D.F.C.
<i>Cadet Wing Officer . . . . .</i>	Flight Lieutenant D. G. Winsler.
<i>Adjutant, Junior Flights . . . . .</i>	Flight Lieutenant R. Verdon-Roe, R.A.F. Regiment.

### INSTRUCTIONAL STAFF

<i>Air Staff Instructor . . . . .</i>	Squadron Leader I. N. MacDougall, D.F.C. (Correction of name wrongly given in last issue.)
<i>Royal Navy Instructor . . . . .</i>	Lieutenant-Commander A. D. C. Leach, D.S.C., R.N.
<i>Chief Engineer Instructor . . . . .</i>	Squadron Leader W. L. Clarke.
<i>Chief Weapons Instructor . . . . .</i>	Squadron Leader A. A. J. Sanders, D.F.C., A.F.C.
<i>Senior Ground Combat Training Instructor . . . . .</i>	Squadron Leader J. A. Kemp, R.A.F. Regiment.
<i>Tutor (A.S.E.): Mathematics . . . . .</i>	Flight Lieutenant J. C. Forth.
<i>Tutor (H.) . . . . .</i>	Flight Lieutenant D. R. Fayle, M.C.

### FLYING WING

<i>Squadron Commander . . . . .</i>	Squadron Leader R. B. Cole, D.F.C.
<i>Flight Commanders . . . . .</i>	Flight Lieutenant A. J. P. Marvin. Flight Lieutenant R. G. Wakeford.
<i>Flying Instructors . . . . .</i>	Flight Lieutenants J. A. C. Aiken, I. D. Bourn, D. O. Brown, D. M. Clause, J. R. C. H. Graves, L. A. Green, D.F.C., R. B. Jackson, T. E. Johnson, J. A. McLeod, I. L. Scott, R. H. G. Weigall, D.F.C. Flying Officers C. C. Blount, J. de M. Severne, D. W. F. Muir. Pilot I: D. H. Ross. Pilots II: J. Barnard, W. Campbell, R. W. Campey, T. K. Erwood, A. M. Jeenes, C. Muldownie, A. W. Peddell, D. F. M. Simkin.

### EQUIPMENT AND SECRETARIAL WING

<i>Instructors :</i>	
<i>Secretarial . . . . .</i>	Squadron Leader S. Shield.
<i>R.A.F. Regiment . . . . .</i>	Flight Lieutenant W. H. Smith.
<i>Tutor (Technical Subjects) . . . . .</i>	Squadron Leader R. L. Smith.
<i>Tutor (H.) . . . . .</i>	Flight Lieutenant A. C. Kerr.



## SQUADRON LISTS

### No. 52 ENTRY—CADETS

#### A SQUADRON

G. McA. Bacon, Latymer.	M. D. Murray, Shrewsbury.
H. H. J. Browning, Sevenoaks.	L. J. T. O'Sullivan, St. Marylebone G.S.
B. M. Burley, Solihull.	J. M. Preston, Marlborough.
J. A. Fryer, Cranbrook.	T. W. Smith, Banbury G.S.
P. J. Giddens, N.G.S., Portsmouth.	R. N. Taylor, Harrow Weald C.G.S.
D. A. Lethem, Eastbourne.	C. A. Vasey, Cranwell.
J. A. McArthur, Peter Symonds.	R. C. Wood, Cotham G.S., Bristol.

#### B SQUADRON

P. J. Armstrong, Ashford C.G.S.	P. G. Hawkins, Kirkham G.S.
A. F. Becker, Halton.	J. B. Lightfoot, Barnard Castle.
J. H. Bishop, Whitgift.	R. M. Pearson, Wellington.
D. E. B. Dowling, Malvern.	A. A. Perse, Harrow.
G. O. Eades, Bp. Wordsworth.	G. Souch, Cranwell.
M. M. Foster, Hy. Mellish S., Nottingham.	A. T. Wakeman, Ludlow G.S.

#### C SQUADRON

R. C. B. Ashworth, Halton.	R. Hollingworth, Harrow Weald C.G.S.
D. A. Caris, Perse.	M. Hughes, Maidstone G.S.
R. L. Dimock, Portsmouth M.C.	F. K. Mason, Cheltenham.
D. B. Durrant, Halton.	A. J. Rosser, Llandoverly.
D. S. L. Fenton, K. Edward VII S., Johannesburg.	J. Simpson, K. William's, I. of M.
M. Gill, Halton.	D. L. F. Thornton, Beaumont.
	S. J. West, Birkenhead.

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### ERRATUM

We regret the omission of the following names from the list contained in the last issue:

#### A SQUADRON—FLIGHT CADET NON-COMMISSIONED OFFICERS

Flight Cadet Corporal L. G. Dickson.	Flight Cadet Corporal D. J. Muff.
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### EQUIPMENT AND SECRETARIAL WING

#### No. 3 ENTRY—CADETS

E. F. Banks, Halton.	G. W. Judson, Kettering Grammar.
R. D. Brittain, K. Ed. VI, Chelmsford.	V. J. W. M. Lawrence, Taunton School.
B. E. F. Faulkner, Halton.	M. D. J. McDiarmid, Stowe.
E. J. Goatley, Halton.	W. J. Milner, Mercers School.
D. G. Gregory, Bridgend.	J. G. Pratt, Huntly Gordon School.
G. D. Hammans, Halton.	A. F. Smith, Chichester H.S.
N. K. Hopkins, Harrow Weald C.G.S.	M. H. Standen, Radcliffe College.
B. Hughes, King's School, Chester.	



