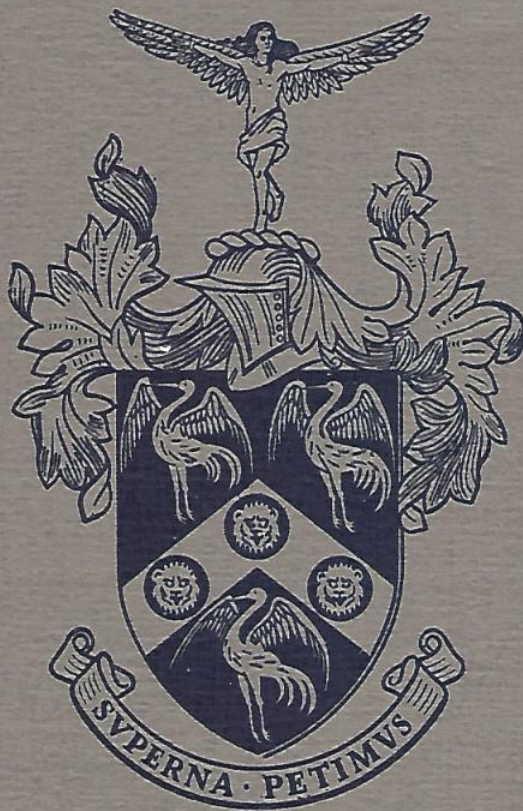


THE
ROYAL AIR FORCE
COLLEGE



JOURNAL

CRANWELL

SPRING 1963

VOL. XXXV No. 1

**THE
ROYAL AIR FORCE COLLEGE
JOURNAL**

SPRING 1963 VOL XXXV NO. 1

Managing Editor	. . . . .	Squadron Leader F. G. Rice
Assistant Editors	. . . . .	Squadron Leader S. H. Grey Flight Lieutenant D. T. Marsh Flight Lieutenant D. Grisbrook
Advertisement and Business Manager	. . . . .	Flight Lieutenant J. L. Clayson
Cadet Editor	. . . . .	Senior Flight Cadet R. C. Betts
Cadet Sub-Editors		
<i>Articles</i>	. . . . .	Flight Cadets A. E. J. Weaver & R. G. Pike
<i>Activities and Societies</i>		Senior Flight Cadet P. P. Gilroy & Flight Cadet C. I. H. Cant
<i>Sports</i>	. . . . .	Senior Flight Cadets W. N. Blair-Hickman & T. Eeles
Cartoonists	. . . . .	Senior Flight Cadet C. C. Haysom Flight Cadet P. D. Brookes

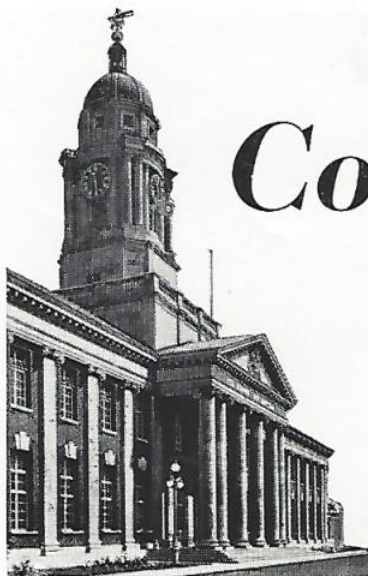
*Edited and Published at the Royal Air Force College, Cranwell, Lincolnshire
and Printed by Dolby Brothers, Limited,
West Street, Stamford.*

Contents

	<i>Page</i>
College Notes	13
No. 82 Entry Passing-Out Parade	34
Old Cranwellian Notes	41
Correspondence	43
 <i>Articles</i>	
And Jazz Music was Born	45
Terror by Night	52
Book Reviews	53
Rendezvous in Russia (Part II)	55
North Sea to Baltic	60
 <i>Activities and Societies</i>	
Mountaineering	65
Motoring, Sub Aqua	66
Ski-ing	67
Printing, Field Shooting	70
Flying	71
Drama	73
Gliding	75
Riding	77
Potholing, Angling	79
Debating, Canoeing	80
 <i>Sports</i>	
	83



HIS MAJESTY KING HUSSEIN OF JORDAN



College Notes

The official opening of the new Instructional Building on October 4th by Air Commodore Sir Frank Whittle, K.B.E., C.B., F.R.S., LL.D. was a great occasion in the history and development of the College. It took place in the new assembly hall and was attended by many senior Royal Air Force officers, Old Cranwellians, representatives of Air Ministry and of industry and civic dignitaries. Among those present were Air Chief Marshal Sir Walter Merton, G.B.E., K.C.B., Air Member for Supply and Organisation, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A., Air Officer Commanding-in-Chief, Flying Training Command, Air Marshal Sir Alfred Earle, K.B.E., C.B., Air Officer Commanding-in-Chief, Technical Training Command, Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C., Controller of Engineering and Equipment, Air Marshal Sir Richard Atcherley, K.B.E., C.B., A.F.C., former College Commandant, the Right Reverend Anthony Otter, M.A., Bishop of Grantham, and Mr. B. L. Hallward, M.A., D.L., Vice-Chancellor, University of Nottingham.

In his speech introducing Air Commodore Whittle, the Commandant, Air Commodore E. D. McK. Nelson, C.B. said "It is particularly appropriate that we should today honour and welcome one of our foremost and most distinguished Old Cranwellians." He recalled that Sir Frank was here at Cranwell as an aircraft apprentice from 1923 to 1926 in No. 4 Apprentice Wing in East Camp, and afterwards a cadet in the College from 1926 to 1928. "Whilst he was a Flight



Air Commodore Sir Frank Whittle making his opening address

Cadet he wrote his original thesis on jet propulsion which was the basis of its future development.” The Commandant continued by pointing out that the first flight of the Whittle 1 Jet Engine took place from Cranwell on 15th May, 1941.

The Commandant contrasted the new buildings with the accommodation provided hitherto for academic instruction at Cranwell. He recalled that “for the past 42 years it has been carried out in holes and corners all over this great camp” and referred to the old Triple Block and the series of wooden huts on West Site. “We have waited a long time,” the Commandant continued, “for this great moment to arrive.” He then paid tribute to the Contractors, to the Air Ministry Works Directorate Staff and to the many others who had been working like beavers to get the new buildings ready.

Then the Commandant announced that, to commemorate the great occasion, the assembly hall of the new Tutorial Wing was thereafter to be called the Whittle Hall.

In reply Air Commodore Whittle said that he was overwhelmed by the Commandant’s announcement “I can’t think of any greater

honour that could have been paid to me. It is such a big surprise that my mind has gone completely blank."

He described the new buildings as "quite magnificent" and compared them with the old Triple Block in which he had received part of his training. Sir Frank added that "the training which I received at

Cranwell was a very important factor in all that I did afterwards." He considered that he had had "as fine a training as anyone could possibly get in those days." After his five years at Cranwell his training and experience included 15 months with No. 111 Squadron in 1928-29, a year as a Flying Instructor, and 18 months as a Test Pilot at Felixstowe. After completing the Officers' Engineering Course in 1933, he spent two years obtaining his Mechanical Engineering Tripos at Cambridge followed by an extra year of post-graduate research for study of jet propulsion and then further research while on the Special Duty list. "The Air Ministry spent quite a lot of money on me," Sir Frank remarked. "I hope they feel that they got a good dividend!"

To the Cranwell staff Sir Frank stressed the importance of enlisting interest at every point. To the flight cadets he suggested that they should always "preserve an attitude of doubt. Don't take everything for granted. And don't confine your studies to what you are taught."

Sir Frank recalled his work in the early days of the jet engine at Rugby and Lutterworth. He described the W.I.A. engine which was then on display in the Entrance Hall as "quite a historic engine." He concluded: "It is an honour and a very great pleasure to declare this building open. I hope



Part of the audience listening to Sir Frank

Air Marshal Sir Augustus Walker and Sir Frank



that the seeds of knowledge planted here will prove to be extremely fruitful.”

Thanking Sir Frank Whittle, the Director of Studies, Mr. J. A. Boyes M.A., described his address as an “inspiration to the present generation of Flight Cadets.” He was glad that the new building was now well and truly launched in the most appropriate way possible. The Director concluded by confirming that the College staff is “always on the look-out for new Whittles.”

After the Opening Ceremony, Sir Frank Whittle and the guests toured the new buildings, including the new gymnasium and swimming pool which were opened in September and described in the previous issue of *The Journal*. The academic building extends over two acres between the main College building and the Sports Arena. It was built by Messrs. Rush & Tompkins as part of a building programme costing £500,000. It is constructed in the traditional style of rustic brick, with Portland stone facing and a roof of Westmorland green slates. Steps lead up directly from the Entrance Hall to the Whittle Hall which seats over 500 and has projection rooms, a full sized cinema screen and well-appointed stage for dramatic productions. On either side of the Entrance Hall are wings containing 56

The Whittle Hall



offices, 33 lecture rooms and 18 laboratories. The Humanities staff occupy the wing near the main road, the Science staff occupy the wing which adjoins the playing fields. In the rear of the building, near the new gymnasium is a High Speed wind tunnel.

These were some of the features of the new buildings which Air Commodore Sir Frank Whittle saw in his tour. He then departed by air from Cranwell — in an Avro Anson.



There were 287 cadets on roll at the College at the beginning of the Spring Term. Of these 231 were pilots, 23 were navigators and there were 20 Equipment, 11 Secretarial and 2 R.A.F. Regiment cadets. The new entry, No. 88, has 47 members : they comprise 36 pilots, 3 navigators, 4 Equipment and 4 Secretarial cadets.



'A' and 'C' Squadrons have ceased, at least temporarily, to monopolise the title of Sovereign's Squadron. By winning last autumn the Chimay Cup and the Ferris Drill Competition, 'B' Squadron became Sovereign's Squadron for the Spring Term. 'B' Squadron last achieved this distinction five years ago ; they are now Sovereign's Squadron for the third time in the last 10 years. 'D' Squadron have yet to win the title.

'B' Squadron achieved their success despite coming last in the competition for the Knocker Trophy which was won by 'C' Squadron.



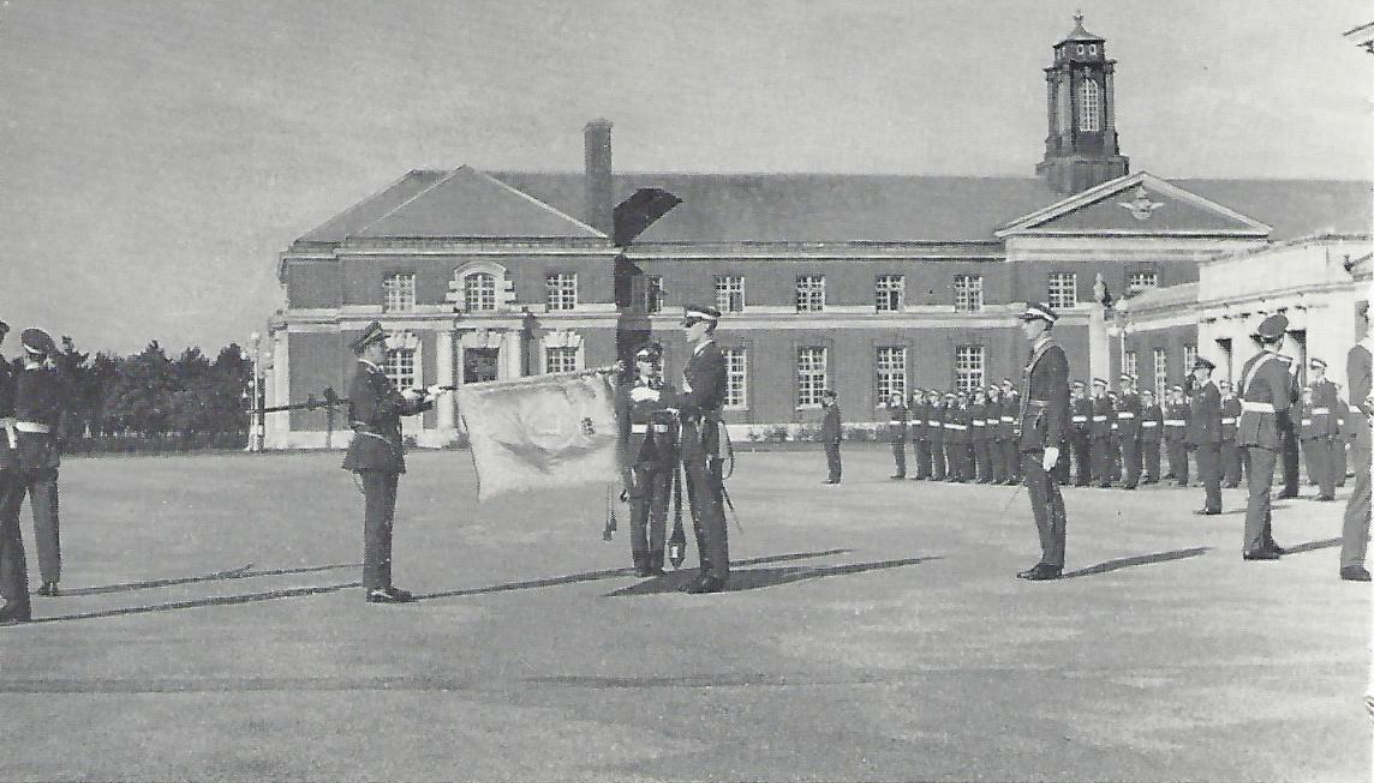
Visiting preachers last term were :—

On 7th October, The Reverend B. E. Knight, Q.H.C., M.A., Assistant Chaplain-in-Chief, Fighter Command.

On 11th November, The Reverend L. W. Goulding, L.Th., Honorary Wing Chaplain, Air Training Corps, Rector of Thorpe-on-the-Hill, Lincoln.

On 2nd December, The Archdeacon of Lincoln, Venerable A. C. Smith, M.A.

The Bishop of Lincoln conducted the Service of Dedication of No. 82 Entry on 18th December.



Handing over the Queen's Colour

The Handing Over Ceremony of the Queen's Colour from 'C' Squadron to 'A' Squadron took place on 16th September. The Queen's Colour was paraded at the combined College and Station parades held on Battle of Britain Sunday, 16th September and on Remembrance Sunday, 11th November. As usual the Queen's Colour was at the centre of the Commandant's Parade held on 8th December and at the Passing-Out Parade of No. 82 Entry on 18th December.



The following flight cadets of 83 Entry were promoted with effect from 18th December 1962 :

- 'A' Squadron : Senior Under Officer M. Dales.
Under Officers D. R. Green, and R. B. Duckett.
- 'B' Squadron : Senior Under Officer D. A. Griffiths.
Under Officers K. L. Fitzpatrick, and D. R. H. McGregor.
- 'C' Squadron : Senior Under Officer R. J. Ward.
Under Officers D. A. Needham, and I. C. J. Hughes.
- 'D' Squadron : Senior Under Officer I. D. Macfadyen.
Under Officers A. R. Freeman, and B. R. Debenham.

The pulpit and communion table from the old church of St. Michael and All Angels, Cranwell, have been transferred to the Church of St. Michael, Catterick.

Wing Commander D. G. Roberts, M.B.E., M.M., the Chief Instructor of the R.A.F. Regiment Depot, Catterick, attended the Passing-Out Parade in the Summer of 1962. Having been the Senior Ground Defence Instructor at the College from 1952-4, he made a point of revisiting the old hangar church after the parade. Inside the semi-derelict and deserted building he found the old pulpit and communion table. As the Regiment Depot were in the process of refurbishing their church, he asked the Commandant and the Senior Chaplain if these items could be presented to Catterick for use there. This was agreed, and the renovated pulpit and communion table continue to be used in an active church.



Planning for the merger with the R.A.F. Technical College continues. The decision to bring the First Year Technical Cadets to Cranwell a year in advance of the remainder of the cadets and student officers had to be revised because of the additional costs and the uncertainty of the building programme. The First Year Technical Cadets will arrive instead for the Autumn Term of 1965, the target date for the completion of the whole merger.

When the merger is complete there will be two separate elements at Cranwell, the R.A.F. College for General Duties, Technical, Secretarial, Equipment, and R.A.F. Regiment cadets, and the R.A.F. Institute of Technology for student Technical Officers. However, to provide the best possible instructional facilities economically, class rooms and laboratories and many of the instructional staff will be shared by cadets and student officers. Broadly, the existing College Tutorial Wing will be used for basic Mathematics and Science, Nuclear Physics, the Humanities, and War Studies. The R.A.F.I.T. will house the more practical and advanced facilities for mechanical, electrical, and weapons systems engineering. For all other aspects of training, accommodation, and recreation, cadets and student officers will remain within their separate elements under their own Commandant.

The Technical Cadets will, as at present, aim to gain the Award for the Diploma in Technology. Three years of their course, which includes periods spent away in industry, will be spent in the College.

The remaining year and two terms will be completed, after commissioning, in the R.A.F.I.T. and New Student Officers' Mess.

Many problems are now being discussed by Air Ministry working parties, but the most urgent — the timetable for the £2 million building programme — is nearly complete. Despite financial stringencies, this building programme is impressive, and there can be no doubt that both Colleges will enjoy enormous advantages from it in the future.

The various building projects are briefly these. First, there is the R.A.F. Institute of Technology, sited 100 yards east of the "Taj Mahal," which will be a three storey U shaped building of modern design costing over £1m. Together with the "Taj Mahal," it will contain the electrical and weapons systems engineering wings, part of the mechanical engineering wing, the Library and Administrative Headquarters. Work is expected to start in September 1963.

Secondly, there is the Aircraft Hall, which will be used for practical instruction and ground-running of aircraft. The policy for this project has still to be agreed but it is expected to cost £140,000 and to be sited in the south east corner of the airfield.

The Aerothermodynamic Block for the mechanical engineering wing will contain wind tunnels, rocket and engine test cells, and a fuels laboratory. The estimated cost is £206,000 and work is expected to start in February 1964. It will be sited in the south east corner of the airfield.

The instructional workshops for the mechanical engineering wing, together with a Laboratory Development Flight will be housed in the existing C.I.W. Modifications to this building costing £24,000 will be started in August 1964.

The College Tutorial Wing will be modified to include Nuclear Physics, Control Engineering, and Electrical Laboratories. Facilities for Chemistry, Physics, Applied Mechanics and Drawing Office instruction will be increased. The present Aerodynamic and Electronic Laboratories and Demonstration Rooms have been provided for in the R.A.F.I.T. Structural alterations, which are not extensive, will be started in April 1965.

Finally, there is the Student Officers' Mess, which will be sited south of the Sergeants' Mess and overlooking the airfield, and will be of modern design with single quarters for 160 student officers. The estimated cost, including two additional wings to the present Officers' Mess, is £550,000 and work is expected to start in November 1963.

The number of married quarters will not be decided definitely until the long-term establishment for Cranwell is known. When *The Journal* went to press several of the first 72 Officers' Quarters were already occupied, and the remainder are expected to be complete by September 1963. 82 more are expected to be built in time for the merger. 150 Airmen's Quarters will be available at Winthorpe and 73 are to be built at Cranwell.

Other minor modifications to existing buildings are planned for the anticipated increase in Station and College administrative staff.



For our entertainment last term Cranwell Little Theatre presented "Murder Mistaken" by Janet Green in the Astra Cinema on 27th and 28th November, the College Choral Society gave an informal concert in the College on 4th December, and the Dramatic Section of the College Society performed three One-Act Plays in the Whittle Hall on 11th December.



The variety and extent of visits made by flight cadets during the Christmas vacation was limited partly by the bad weather. There was however a considerable increase in the number of cadets who travelled to the Continent to ski. Two parties of cadets spent a fortnight ski-ing at Geilo or Mjölfjell in Norway. Four cadets travelled to Lermoos in Austria. The largest group, 10 cadets, reached Zermatt and St. Moritz where they prepared for the Inter-Collegiate Ski-Races. In the only race possible in the conditions, the Grand Slalom, the College team performed creditably ; by defeating Dartmouth, they came second to a more experienced team from Sandhurst.

Four cadets spent the first week of the New Year ski-ing with cadets of L'École de l'Air at the French Air Force Winter Sports Centre, Ancelle.

Six flight cadets spent the end of the Old Year and the beginning of the New canoeing with a group of Senior Scouts amid the ice on the Thames. On 1st January eight cadets began a week's climbing of the mountains around Glencoe.



"Cranwell is a town in itself," said Group Captain G. F. Reid addressing the annual meeting of the Kesteven Association of Parish Councils when he revealed some startling statistics. The population of three and a half thousand ate weekly two and a half thousand

pounds of meat, drank three and a half thousand pints of milk, used annually £30,000 worth of electricity and 52 million gallons of water, owned over a thousand motor vehicles, and lived on three and a half thousand acres worth £14 million at present day real estate values.



Wing Commander C. F. Green, A.F.C. completed in January a tour of two years and six months as Chief Flying Instructor at the College. During this tour of duty Flying Wing underwent considerable change ; under his direction the Wing implemented the all-through training syllabus and successfully negotiated the transition between Provost/Vampire and Jet Provost. Wing Commander Green will long be remembered, and not merely in Flying Wing, for his boundless energy and his fruitful store of phrases to suit all occasions. He has left Cranwell to attend the College of Air Warfare at Manby. To succeed him as Chief Flying Instructor Wing Commander L. De Garis, A.F.C. joined the staff of the College from the R.A.F. Staff College, Bracknell.

Air Marshal Sir John Baker-Carr handing the Air Ministry Trophy to Flight Lieutenant W. W. J. Le Count



The Air Ministry Inter-Command and the Flying Training Command Mechanical Transport Efficiency trophies for 1962 have both been won by Cranwell for the second time since 1959. These trophies are awarded annually to the M. T. Flight adjudged to be the most efficient, for all round administration and operational efficiency, in the Royal Air Force.

The Inter-Command trophy was won in competition with the winners of all other Command trophies, the judging having been carried out by a visiting team of Air Ministry experts.

The Flying Training Command trophy was presented to the M.T. Flight at Cranwell on Wednesday 24th October 1962, by the Commander-in-Chief, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A.

The Air Ministry Trophy was presented at Cranwell on Monday 19th November 1962, by the Controller of Engineering and Equipment, Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C., who was accompanied by the Director of M.T., Air Commodore L. C. Dennis, C.B.E.

The presentation, attended by the Commandant and Station Commander, took the form of a parade of service and civilian M.T. personnel under the command of the Officer in charge of the M.T. Flight, Flight Lieutenant W. W. J. Le Count. *The Journal* congratulates the M.T. Officer and his staff upon two meritorious achievements.



The Air Officer Commanding-in-Chief's Commendation was awarded in January to Warrant Officer W. Chaston and Flight Sergeant T. R. W. Taylor. The Air Officer Commanding's Commendation has been awarded to Flight Sergeant J. R. Gadd, Sergeant J. H. Price, Sergeant T. Bloor, Corporal C. W. C. Swaithes and to Senior Aircraftman G. Malone.



College Sports Teams believe that they made history last term. They were unbeaten in the games of Rugby, Soccer, Hockey and Basketball played against the Royal Military Academy, Sandhurst, the Britannia Royal Naval College, Dartmouth, and the Royal Air Force Technical College, Henlow. The success of the Rugby XV was outstanding. In recent years it has been outshone in achievement by the Soccer XI. Last term the Soccer team won at Sandhurst and drew

with Dartmouth. The Rugby team won its Triple Crown by three victories over our sister Colleges. Against Sandhurst and Dartmouth, the Basketball team scored two victories and the Hockey XI played drawn games. Old Cranwellians are invited to suggest to *The Journal* a term in which comparable or superior results were achieved.

In other sports the College was less successful. At Sandhurst the Squash team won, but the Fencing, Shooting and Cross-Country teams were defeated. The College lost the Fencing against Dartmouth and the Cross-Country against Dartmouth and Henlow.



The Indian Air Force Hockey XI attacking

Notable among several other sporting events was the hockey match played by the Commandant's XI against the Indian Air Force XI, when the latter visited the College on 19th October. Over 500 spectators saw the Commandant's XI, which included five international players and four cadets, draw 1-1. The College hockey team flew to Germany on 26th October. The team, which was not at full strength, lost its three matches against No. 13 Signals Regiment, Royal Air Force Wildenrath and against the R.A.F. Germany Officers XI.

Last May the Royal Air Force Technical College, Henlow challenged the Royal Air Force College to a relay race over the 84 miles

of roads which separate us. Running to Cranwell with the Challenge Baton which Henlow presented for the race, ten technical cadets ran the distance in 8 hours 18 minutes 55 seconds. Cranwell was required to return the baton within six months, and if possible in a time less than that taken by Henlow. On October 6th the 10 members of the College team ran from Cranwell to Henlow in the remarkable time of 7 hours 43 minutes.

On 10th November two Squash teams comprising five officers and six cadets flew to Royal Air Force Wildenrath to play matches against Royal Air Force Germany and against a team of Old Cranwellians stationed in Germany. The cadets won both their matches. The Cranwell officers defeated Royal Air Force Germany but lost to the Old Cranwellians.



The Station Soccer team reached the second round of the Football Association Amateur Cup competition and the fourth round of the Royal Air Force Cup competition. The Rugby team has reached the Final of the Flying Training Command Cup, and the second round of the Royal Air Force Cup. Other successes by R.A.F. Cranwell were achieved by the Basketball team which won the Area Final of the Royal Air Force Cup and the Golf team which won the R.A.F. East Midlands League competition.

There were also several notable individual achievements. Corporal T. I. C. Riches won the Flying Training Command Individual Sailing Championship at the Welsh Harp in September, Corporal R. A. Davey played Soccer for the Royal Air Force and for Flying Training Command and Sergeant R. Hextall was selected for the Command Basketball team in the Inter-Command Championships.



Early in the new year the College suffered a double loss through the posting of two members of staff whose long service at Cranwell had made them almost veterans in a society accustomed to frequent changes.

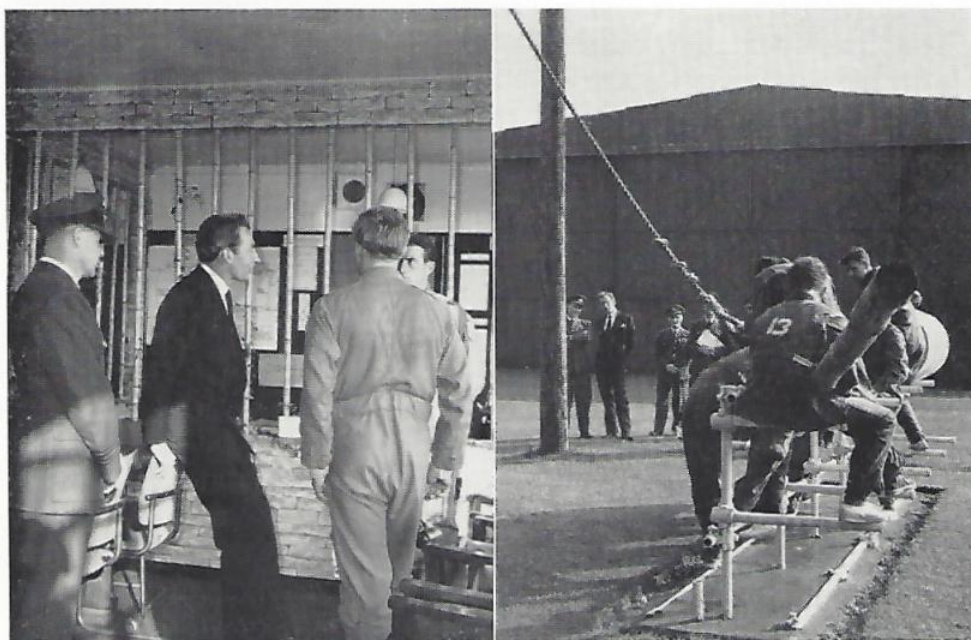
Wing Commander R. Duckett, O.B.E., B.Sc., was appointed to Cranwell in September 1955 as Senior Tutor (Science) and held the post until his appointment in January to Halton, where he will take charge of Applied Science.

His connection with Cranwell is a long standing one, for he first served on the staff in 1938 as a Civilian Lecturer. It is difficult to summarise in a few lines the debt the College owes to him. When he

arrived at Cranwell the teaching of Science was carried on under an inadequate syllabus and in wooden huts. He had much to do with the planning of our present syllabus and with the planning of Science facilities in the new building which is now the home of Tutorial Wing. He has thrown his cheerful energy into every aspect of College life, and with Mrs. Duckett, whose charm and hospitality have enlivened our social life for so long, he has become affectionately known to several generations of Cranwellians.

Wing Commander T. R. Harris, B.Sc., served on the staff as a Flight Lieutenant from 1950 to 1952, and returned to us in October 1956 as Senior Mathematics Lecturer. He carried this considerable responsibility with quiet and cheerful efficiency until his recent posting to Henlow as Senior Mathematician there. Generations of Flight Cadets will remember with gratitude his patient and sympathetic teaching. His contributions to the College went far beyond his classroom. On the Rugby field in particular he undertook for years the coaching of the College team, passing on to the cadets his own enthusiasm for the game and his wide knowledge of it. His own quiet modesty made him a most popular colleague and won him a wide circle of friends. The College is indebted also to Mrs. Harris who has nobly supported a wide variety of College activities with unfailing enthusiasm.

The Secretary of State for Air talking in a crew room—and watching candidates at the Selection Board



Visitors to the College during the Autumn Term included :—

On 14th September, Mr Julian Ridsdale, M.P., Under-Secretary of State for Air.

On 1st October, Air Commodore L. G. Levis, who lectured on “Beagling.”

From 8th to 10th October, 18 schoolboys from Bedford Modern School, Christ’s Hospital, Eastbourne College, Harrow School, Lancing College, Malvern College, Oundle School, Repton School and Uppingham School.

On 8th October, the Right Honourable Hugh Fraser, M.B.E., M.P., Secretary of State for Air.

On 11th October, Mr W. R. Van Straubenzee, M.B.E., M.P.

On 11th October, the Headmasters of Ampleforth College ; Bancroft’s School ; City of Bath Boys’ School ; Douai School ; The King’s School, Gloucester ; Luton Grammar School ; Scarborough College and Stamford School, the Careers Masters of Archbishop Holgate’s Grammar School and Chiswick Grammar School, and the C.C.F. Masters of Cheltenham College ; Harrow School and Repton School.

On 12th October, Admiral Sir Royston Wright, K.C.B., D.S.C., Second Sea Lord.

On 15th October, Mr A. A. Lombard, Chief Engineer, and Mr J. Hayworth, Chief Test Pilot of Rolls Royce Ltd., who lectured in the Whittle Hall on “V.T.O.L. and Future Prospects.”

On 5th November, Rear Admiral M. A. McMullen, O.B.E.

On 12th November, Mr P. J. Sadler, who lectured on “Human Relations.”



Most of the visits made by flight cadets in the Autumn Term were carried out in connection with specialised studies. The Equipment cadets did the most travelling. On 8th October the three Equipment cadets of No. 84 Entry began a three-day visit to No. 27 M.U., Shawbury, to study the storage of aircraft. On 5th November they travelled to Royal Air Force Binbrook for five days to gain practical experience of automatic data processing and supply procedures in Fighter Command. The four Equipment cadets of No. 82 Entry also made two visits. On 22nd October they studied refinery processes at the Shell Refinery at Stanlow and on the next day travelled to No. 21 M.U., Fauld, to observe the storage of explosives. From 19th to 23rd November the same cadets were at Royal Air Force Abingdon and at the Army Air Transport Development Centre, Old Sarum,

gaining practical experience in tactical air support and supply dropping.

'B' stream cadets supplemented their Thermodynamics, Aerodynamics and Electronics studies by further practical visits. On 3rd October four flight cadets of No. 85 Entry travelled to Messrs. Ruston and Hornsby Ltd., Lincoln, to witness the manufacture and testing of reciprocating internal combustion engines. From 24th to 28th October the same group carried out a programme of testing in the low-speed wind tunnel at the Royal Air Force Technical College, Henlow. On 30th October, four senior flight cadets of No. 82 Entry visited radar installations at Royal Air Force North Luffenham and Woolfox Lodge.

At Half Term the navigators of the Senior Entry made their customary overseas flight.



It is with great regret that we record the death, on 24th October 1962, of Under Officer B. S. Perera, as a result of injuries received in a flying accident nine days earlier.

Shanthi Perera joined 'C' Squadron of the College in January 1960 as a nominee of the Government of Ceylon, having been educated at Wesley College, Colombo. He was a very popular member of No. 82 Entry, and his sincerity, keenness and enthusiasm were a credit to himself and his country. He soon earned the respect and affection of his fellows and took a very active part in College life.

Shanthi represented the College in Modern Pentathlon and Fencing and his Squadron also in Badminton, Swimming and Shooting. On the parade ground his high standard of drill, turnout, and bearing earned him selection on a number of occasions for Commandant's Orderly, and for Squadron Adjutant in the Ferris Drill Competition last Summer. His hard work, determination, and ability resulted in his well-earned promotion when he reached the Senior Entry.

Members of the College paid their last respects to Shanthi at the Chapel of Rest, Wood Green, on 5th November 1962. The service was attended by the Commandant, Assistant Commandant, Cadet Wing and Flying Wing Squadron and Flight Commanders, all members of 'C' Squadron, relatives, and representatives of the High Commissioner for Ceylon. The ceremony was conducted by the College Padre, the Reverend T. R. Quin. Next day the body was flown back to Ceylon where it was cremated with full military honours.

*Mr Curt and the
Director of Studies*



On January 23rd, shortly after his 65th birthday, Mr E. Curt retired as Head Steward of the College Mess after 40 years of loyal service. On 24th January, the Commandant presented Mr Curt with an inscribed silver salver and two cheques in recognition and appreciation of his dedication.

At the presentation the Commandant described Mr Curt's outstanding achievement of service. " He has been linked with every

minute of the history of this College. He has known all the moods of Cranwell, all its victories and its worse moments. He has known all of the great men who have come through this College and gone to the top of the Royal Air Force."

The Commandant recalled that Mr Curt came to Cranwell as a Naval Steward in 1916 when he was 18 and when Cranwell was *H.M.S. Daedalus*. In 1918 he transferred to the Royal Air Force, and, on demobilisation, he was asked to join the civilian establishment of the projected Royal Air Force College. He was employed for three years as a batman in 'A' Squadron until 1923 when he became Head Steward in the Cadets' Mess. Except for four years, from 1941, when he rejoined the Royal Air Force and again served locally, Mr Curt continued in his appointment until his retirement 40 years later. For his exceptional services, Mr Curt was awarded the British Empire Medal in 1952. "He has always maintained tremendously high standards," the Commandant continued, "and these high standards he has applied to us all." He congratulated Mr Curt, saying that he embodied our idea of service.

Then, the Commandant presented Mr Curt with a silver salver and a cheque for £500, provided by contributions from Old Cranwellians from all over the world, and a further cheque for £20 subscribed by the cadets and College staff.

After the presentation, Mr. Curt was served with champagne by the new Head Steward, Mr F. J. Brown, who has been Senior Steward in the Junior Mess for the last 10 years. Mr Brown, who has also served twice in the Royal Air Force, came to Cranwell as a Steward in 1935 and was for several years assistant to Mr Curt. He was awarded the Air Officer Commanding-in-Chief's Commendation in 1961.



The Commandant, Air Commodore E. D. McK. Nelson, C.B., speaking at the Wings and Prizes ceremony in the Whittle Hall on 17th December 1962, welcomed the parents and relations of the graduating cadets and stressed that it was very much a family affair, and that, "We are holding this party for the first time in this splendid Whittle Hall which, together with the rest of the Tutorial Wing, was opened on the 4th October by Sir Frank Whittle, the inventor of the Jet engine and the first Old Cranwellian to be knighted.

It will, I know, interest the parents to learn that the research and development work conducted by him before his first jet engine flew from Cranwell on May 1st 1941 was based upon a thesis he wrote on Jet Propulsion as a Flight Cadet. Although Whittles don't grow on every tree I think we can hope, perhaps, for one or two of that sort of calibre and intellect from amongst 82 Entry.

Because this Hall is larger than the one in the College we have been able, for the first time, to congregate the whole of the Cadet Wing together with a much wider cross-section of the staff who have been responsible for training 82 Entry, and so I am able, more adequately, to thank personally and on behalf of the Senior Entry all those of whatever rank, from the airmen and N.C.Os. in 1st and 2nd line servicing, technical tradesmen from all over the camp, flying instructors, tutors and administrative staffs for their steady and cheerful devotion to their job."

The Commandant then reviewed the achievements of 82 Entry.

"82 Entry arrived in January 1960 (50 strong). They will pass out tomorrow with a number of 44, of which 36 are pilots, 3 navigators, 4 Equipment Branch and 1 Secretarial Branch. Amongst these is a high international representation : apart from those from the U.K. there are 3 Jordanians, 1 Rhodesian, 1 Malayan, 1 Australian, 3 New Zealanders and 1 Cadet from Sierra Leone.

Their leadership in Sports has been most pronounced, and to them is due an unusual share in the responsibility for our successes this term.

In the many sports for which colours are awarded, only in Fencing have 82 Entry not achieved a colour between them, whilst their total number of colours reached the impressive figure of 32 (one chap got colours in 4 sports) and they also provided captains of Rugby, Soccer, Hockey, Basketball, Squash, Water-Polo, Swimming and Cricket, whilst the victorious Rugger team contained no less than 7 of their members.

They have certainly one Squash player of R.A.F. standard, whom we expect to win the R.A.F. Championships before long, and one Command representative at Hockey, though the bad flying weather prevented him from getting away to play.

The Queen's Medal, won by the Sword of Honour winner, S.U.O. Latton, went to him with the highest marks since the war (728.6/1,000). This was the fifth time the Sword of Honour had been won by a New Zealander in the last 14.

When they march into the College tomorrow after the Passing-Out Parade behind the Colour bearer, the 1,000th G.D. cadet will have graduated from Cranwell since the war.”

The Reviewing Officer, King Hussein of Jordan, was at that moment visiting the new buildings, and the Commandant spoke of King Hussein,

“The King is a man of great courage whom the whole world admires for his steadfast devotion to the cause of freedom. It will be a great privilege and honour for us to welcome him tomorrow as our Reviewing Officer and to listen to what he has to say.

His words will carry more weight than mine and are more likely to be remembered in after years by you chaps ; very shortly I shall have to go and join him, and so the only thought I would leave you with, and it’s probably not one which will have been repeated to you very often, if at all, by the long-suffering staff, is simply this :— ‘Don’t count the odds too often’.”

A calculated risk was important, it “becomes something that you must live with as a planner, whether you are a farmer, an insurance agent, or fighting a battle, but, in your everyday approach to life, if you get into the habit of counting the odds all the time, you may become inhibited to the point of giving away something precious which belongs to the spirit of man.”

Closing his address, the Commandant wished great happiness and success to all the cadets, and that particularly, “I should like to express a special word of good wishes to the four members who will not be joining the R.A.F. — 3 from the Royal Jordanian Air Force and 1 from the Royal Malayan Air Force. They have identified themselves so closely with the life of the College and of this country that one would never know they came from lands of different customs (or even of different climates, and this is remarkable !). They have made many lifelong friends here, I know, and we wish them long careers of success and happiness of their own Air Forces.” Finally, to all, “we wish you the amount of luck that you should deserve from a sustained effort in the important targets of your life, of service to each other, to your Air Force and to your country.”

THE PASSING-OUT OF No. 82 ENTRY





COMMISSIONING LIST

- K. B. LATTON, Senior Under Officer : The Sword of Honour and R. S. May Memorial Prize ; The Queen's Medal ; The Royal New Zealand Air Force Trophy and Air Ministry Prize for War Studies and Humanities ; The J. A. Chance Memorial Prize ; The Royal United Service Institution Award ; Rugby (Full Colours).
- P. E. BUSFIELD, Senior Under Officer : Cricket (1st XI, Full Colours) ; Rugby (1st XV) ; Athletics ; Film ; Ski-ing.
- P. R. C. JONES, Senior Under Officer : The Philip Sassoon Memorial Prize ; Rugby (1st XV, Captain, Full Colours) ; Dinghy Sailing (Captain) ; Ocean Sailing.
- I. O. JUNOR, Senior Under Officer : Hockey (Captain Full Colours) ; Tennis ; Squash ; Soccer ; Choral ; Motor ; Film ; Karting.
- P. J. ATKINS, Under Officer : Soccer ; Tennis ; Radio ; Music ; Film ; Printing.
- J. A. BAYLISS, Under Officer : Cross Country (Full Colours) ; Soccer ; Athletics ; Film ; Motor ; Printing.
- N. J. BING, Under Officer : Soccer ; Gliding (Captain) ; Film ; Potholing ; Canoeing.
- I. C. H. DICK, Under Officer : The R. M. Groves Memorial Prize and Kinkhead Trophy ; Rugby (Full Colours).
- R. W. GILES, Under Officer : Shooting (Colours).
- D. MASLIN, Under Officer : Rugby (1st XV, Colours) ; Hockey ; Canoeing (Captain) ; Film ; Motor ; Radio.
- R. MITCHELL, Under Officer : Cricket (1st XI) ; Soccer ; Sub-aqua ; Jazz ; Choral.
- S. W. S. YARROW, Under Officer : Rugby (1st XV, Colours, Secretary) ; Cricket (3rd XI Captain) ; Hockey ; Rugby ; Cross-country ; Music ; Film ; Motor ; *Journal* (Editor).
- D. H. BENNETT, Senior Flight Cadet : Film ; Motor ; Radio ; Aeromodelling.
- A. H. BLAKE, Senior Flight Cadet : Soccer (1st XI Captain, Full Colours) ; Cricket (Secretary, Full Colours) ; Athletics ; Basketball ; Film ; Choral ; Water Ski-ing.
- B. A. BLISS, Senior Flight Cadet : Cricket (1st XI Captain, Full Colours) ; Squash (Captain, Full Colours) ; Film ; Music ; Photographic.

- A. D. K. CAMPBELL, Senior Flight Cadet : The Institute of Navigation Trophy and the Air Ministry Prize for Navigators ; Shooting (Colours) ; Hockey ; Modern Pentathlon ; Ski-ing ; Riding ; Photographic ; Film.
- D. E. CARTER, Senior Flight Cadet : Badminton (1st VI) ; Squash ; Canoeing ; Chess ; Film ; Motoring.
- M. A. CHAPPELL, Senior Flight Cadet : Rugby ; Swimming ; Fencing ; Hockey ; Music ; Choral ; Karting.
- I. R. CHRISTIE-MILLER, Senior Flight Cadet : Hockey (Colours) ; Sailing ; Field Shooting ; Fishing ; Radio.
- P. COULSON, Senior Flight Cadet : Soccer ; Canoeing ; Gliding ; Potholing.
- P. W. CROOK, Senior Flight Cadet : Rugby (Colours) ; Swimming (Captain, Colours) ; Water Polo (Colours) ; Basketball (Colours) ; Athletics ; Music ; Printing ; Chess ; Motor ; Film.
- W. L. T. FORDE, Senior Flight Cadet : Soccer ; Ski-ing ; Ocean Sailing ; Motoring ; Choir ; Choral ; Music ; Chess.
- M. C. S. HARRIS, Senior Flight Cadet : Swimming (Colours) ; Water Polo (Colours) ; Sub-Aqua ; Badminton ; Motor ; Film.
- E. J. F. HOOD, Senior Flight Cadet : Riding ; Shooting ; Fencing ; Pentathlon ; Sub-Aqua ; Ski-ing ; *Journal*.
- N. J. HUGHES, Senior Flight Cadet : Rowing ; Canoeing ; Film.
- C. N. HULSE, Senior Flight Cadet : The Hicks Memorial Trophy ; Cricket ; Rugby ; Motoring ; Sailing ; Mountaineering ; Water Ski-ing.
- W. J. KEMP, Senior Flight Cadet : Sailing ; Soccer (Referee) ; Canoeing ; Karting ; Film.
- K. G. LILLEY, Senior Flight Cadet : Squash (Colours) ; Badminton ; Tennis ; Potholing ; Motor ; Film.
- I. MALHAS, Senior Flight Cadet : Soccer (Colours) ; Basketball (Colours) ; Gymnastics ; Canoeing ; Photographic ; Film.
- R. MOORE, Senior Flight Cadet : Rugby ; Sailing ; Tennis ; Motor ; Film.
- J. R. N. OGLE, Senior Flight Cadet : Rowing (Captain, Colours) ; Swimming ; Badminton ; Beagling ; Mountaineering ; Music ; Film.
- J. M. E. PYM, Senior Flight Cadet : The Dickson Trophy and Michael Hill Memorial Prize ; Basketball (Colours) ; Tennis ; Athletics ; Gymnastics ; Water Ski-ing ; Choral ; Jazz.
- QUEK SENG KIEW, Senior Flight Cadet : Hockey (Colours) ; Badminton (Colours) ; Mountaineering ; Sub-Aqua.
- J. D. ROSTRON, Senior Flight Cadet : Soccer ; Tennis ; Pentathlon ; Cricket ; Hockey ; Canoeing ; Potholing ; Dancing ; Karting.
- M. V. SEYD, Senior Flight Cadet : L'École de l'Air Trophy for French Studies ; Squash (Colours) ; Soccer ; Cross-Country ; Ocean Racing ; Film.
- M. P. G. L. SHAW, Senior Flight Cadet : Sailing (Colours) ; Shooting ; Ski-ing ; Karting ; Motor ; Dramatic.
- B. P. SWATTON, Senior Flight Cadet : Athletics (Colours) ; Rugby (1st XV) ; Soccer ; Rowing ; Cricket ; Gliding ; Motor ; Film.
- P. S. E. TOOTAL, Senior Flight Cadet : Rugby ; Rowing ; Cricket ; Basketball ; Sub-Aqua ; Ski-ing ; Music ; Film.
- A. L. WALL, Senior Flight Cadet : Rugby (Colours) ; Cricket (1st XI) ; Soccer ; Basketball ; Canoeing ; Radio ; Film.
- A. WEAVER, Senior Flight Cadet : Fencing ; Sailing ; Gliding ; Motor ; Engineering ; Karting ; Chess.
- J. J. O. ZAYYAD, Senior Flight Cadet : Basketball ; Swimming ; Squash ; Canoeing ; Film ; Photographic.
- I. H. SHURDOM, Senior Flight Cadet : Soccer ; Basketball ; Karting ; Gliding ; Field Shooting.
- M. R. C. SIMS, Senior Flight Cadet : Rugby ; Cricket ; Swimming ; Hockey ; Cross-Country ; Squash ; Karting ; Motor ; Gliding ; Engineering ; Chess ; Film.
- K. I. STEWART, Senior Flight Cadet : Shooting ; Sailing ; Karting ; Photographic ; Radio ; Motor ; Film.

The Passing Out Parade of No. 82 Entry took place on the morning of 18th December 1962, when the 44 cadets of the entry graduated from the College. The Reviewing Officer was His Majesty King Hussein of Jordan, and the parade was commanded by the winner of the Sword of Honour, Senior Under Officer K. B. Latton. The four squadrons were commanded by Senior Under Officers P. R. C. Jones, P. E. Busfield and I. O. Junor, and Under Officer R. W. Giles.

The traditional fly-past, of twelve Jet Provosts and three Valettas, took place as the Reviewing Officer approached the dais. After the Advance in Review Order the Reviewing Officer presented the Sword of Honour and the Queen's Medal to Senior Under Officer K. B. Latton, and then gave the following address :

“ Gentlemen,

It was not a very long time ago that I myself took part in such a parade. I realise that to many of you this parade, and this day, represents the achievement of a goal. I think, and I am sure, that you feel at this time that you have achieved a great deal to be part of such an establishment and to have succeeded to pass through the various phases to this day.

However, I feel that all of you probably feel some sadness on this occasion because it represents the end of a phase in your lives and the beginning of another one. I am sure that this day will live in your memories and will also always bring back to you many memories of the days that you spent here and the work and the friendship that comes about in such a College.

In the future I hope you realise that this day represents the beginning of another phase, more responsibility, standing up to those responsibilities, and in every way doing justice to the fact that you have been through such a fine College.

I am pleased and proud to be with you today. I come from a nation which has many links with yours for we all belong to the family of free nations. We believe in freedom and we all struggle to achieve the same ob-

jective in life. We are proud of this association. My country is a small country but we have a family there called the Jordanian family. We are all determined to make our lives worthwhile, to build and make our country a model democracy, a model to others. As far as our air force is concerned it is established on the same lines as the Royal Air Force and has had the strongest connections with the Royal Air Force from the beginning.

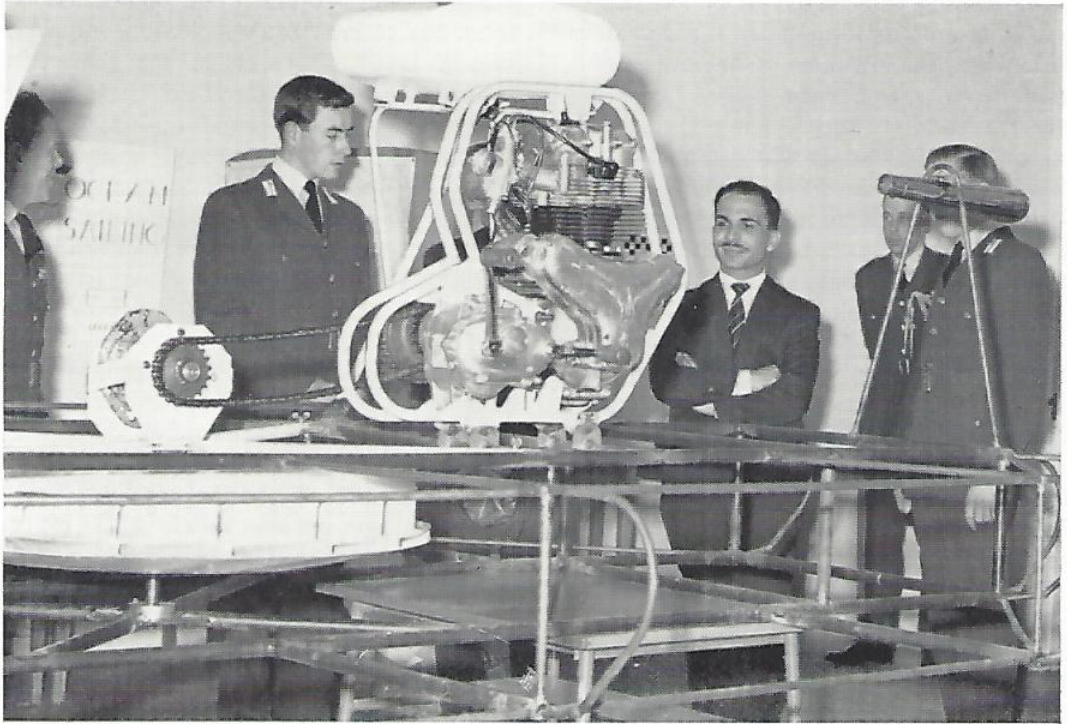
In our lives in the future, those who belong to the family of free nations have always to be ready to defend our ideals, our principles, our way of life. We are proud of these principles that we believe in, and the ideals, and I am sure that you are all determined to do your utmost in an atmosphere where everyone is important so that the future for all of us, for mankind, is a better future.

I wish to thank you all and tell you how impressed I am with this Parade which is one of the finest I have ever seen. I am very happy to be with you and I will also remember this day for the rest of my life.

God bless you all and good luck to you !”

His Majesty King Hussein of Jordan presents the Sword of Honour to Senior Under Officer K. B. Latton





King Hussein looking at the Cranwell Hovercraft at the Activities Exhibition

No. 88 ENTRY

'A' Squadron : J. D. Annan, Peterhouse College, Marandellas, Southern Rhodesia ; I. G. Aubrey-Rees, Carre's Grammar School, Sleaford ; R. A. Cosens, High Storrs Grammar School, Sheffield, and Royal Air Force Halton ; D. M. O. Daly (Sec), Mount Melleray Seminary, Eire ; D. Dinmore, Bristol Grammar School and King's School, Chester ; I. L. Gawn, Harrow County School for Boys ; F. B. Holben (Sec), Price's School, Fareham ; R. Kingston, Wolverton Grammar School ; W. H. M. Mott, Kimbolton School ; C. J. Pinder, Wycliffe College ; I. R. Reilly, St. Columba's High School, Greenock ; R. G. L. Williams, Ruthin School, Denbighshire.

'B' Squadron : D. L. Blomley (Equip), Southport Technical College ; A. T. L. Coverdale, Wellington College ; M. B. Hutchins, Huddersfield New College ; H. P. C. Kennedy, Winchester College ; J. A. S. Laird, Coleraine Academical Institution, Londonderry ; R. C. H. Manser, Millfield School, Somerset ; M. W. Pyle, Colchester Royal Grammar School and Royal Air Force Locking ; A. P. Mathews (Sec), St. Edward's School, Oxford ; R. R. C. Parsley (Nav), Norwich City College ; M. J. Purdie, Birkenhead School ; N. P. Smith, Westlain Grammar School, Brighton ; S. H. Varris, Pakistan Air Force College, Risalpur.

'C' Squadron : S. N. Bostock, Eton College ; M. G. Cooper, Canterbury Technical School and Royal Air Force Halton ; C. J. Cruickshanks, Warwick School ; M. G. Dudgeon, Eton College ; A. Irfan, Pakistan Air Force College, Risalpur ; B. Lawrence, St. John's College, Southsea ; D. F. Mather, William Ellis School, Highgate, London ; J. Morgan (Sec), Queen Elizabeth Grammar School, Carmarthen ; D. H. Phillips (Nav), Dursley Grammar School ; M. C. Roberts (Equip), St. Bees School, Cumberland ; D. H. G. Rowe, Thames Valley Grammar School, Twickenham.

'D' Squadron : N. C. W. Barker, Windsor Grammar School for Boys ; D. J. Burnett, Portsmouth Northern Grammar School ; T. R. E. Carmen (Equip), Bournemouth School ; B. A. C. Chapple, Eastbourne College ; B. J. Clifford, King's School, Sherborne Park, Glos. ; J. D. Dale, Sandbach School, Cheshire ; R. W. H. Hedges (Nav), Portsmouth Northern Grammar School ; I. M. Mason, Downside School ; M. T. Phillips, Kimbolton School ; A. J. Thorley, Churston Ferrers Grammar School ; C. E. Upton (Equip), Lordship Lane Secondary School, London and Royal Air Force Halton ; A. N. Wise, Repton School.



Air Ministry Photograph

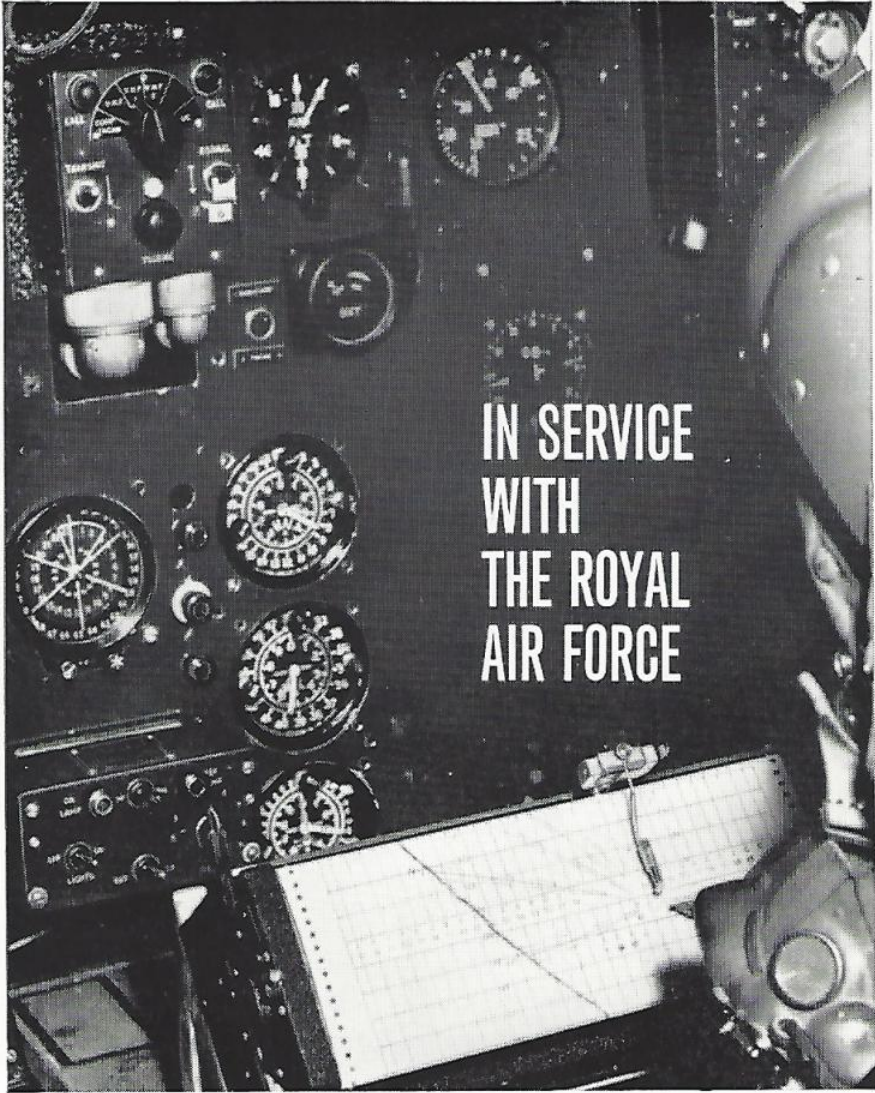
FR

FR *a* **FR** *-reaching striking power*

The FR Probe and Drogue system of refuelling in flight extends the range and endurance of military aircraft so that their operational capabilities need no longer be restricted by their fuel capacity or the availability of ground refuelling facilities. Probe and Drogue obviates the necessity for aircraft to make intermittent landings to refuel during operations, and their utilisation factor is thus improved. FR Probe and Drogue equipment, designed and manufactured by Flight Refuelling Limited, is in service with the Royal Air Force and the Royal Navy.

FR PROBE & DROGUE

Flight Refuelling Limited, Blandford Dorset (Blandford 501)



IN SERVICE
WITH
THE ROYAL
AIR FORCE

The Decca Navigator
is standard equipment
in many aircraft
engaged on a wide
variety of duties.

THE DECCA NAVIGATOR

THE DECCA NAVIGATOR COMPANY LIMITED LONDON

OLD CRANWELLIAN NOTES

AIR CHIEF MARSHAL SIR GEORGE MILLS, G.C.B., D.F.C., p.s.a.

“His career spans the history of the Royal Air Force College. He was a cadet on the first entry of this College in 1920 and he ended his career as he began it — top of the order of merit.” Such was the tribute paid by the Chief of the Air Staff to a distinguished Old Cranwellian who retired from the Royal Air Force last July.

Air Chief Marshal Sir George Holroyd Mills came to Cranwell from Berkhamsted School in 1920. He graduated in 1921 after distinguishing himself by winning the Abdy Gerrard Fellowes Memorial Prize as well as gaining College colours for cricket and athletics.

His varied gifts enabled him to serve with distinction in a remarkably wide range of

posts. He flew with many squadrons in a variety of roles and before the war had served in Iraq and India, at the Staff College and the Air Ministry. During the war, he served for a time in Bomber Command and in 1945 he was A.O.C. Balkan Air Force. This was followed by a tour in Egypt. Subsequent posts included Director of Plans at the Air Ministry, A.O.C. No. 1 Group, A.O.C. Malaya, A.O.C.-in-C. Bomber Command and Commander, Allied Air Forces Central Europe. His last appointment was to lead the U.K. representatives on the Standing Group of the N.A.T.O. Military Committee in Washington. The range of these appointments shows the aptness of the Chief of the Air Staff's description of Sir George as “. . . . an outstanding leader in war and peace and a great administrator.”



HONOURS AND AWARDS

The following Old Cranwellians received honours and awards in the New Year's Honours List and *The Journal* offers congratulations to them :

- G.C.B.* : Air Chief Marshal Sir Edmund C. Hudleston, K.C.B., C.B.E.
C.B. : Air Vice-Marshal J. Worrall, D.F.C., Air Commodore B. Ball, C.B.E., B.A., Air Commodore L. M. Hodges, C.B.E., D.S.O., D.F.C.
G.B.E. : Air Chief Marshal Sir Walter Merton, K.C.B., O.B.E.
K.B.E. : Air Marshal E. M. F. Grundy, C.B., O.B.E.
C.B.E. : Group Captain N. M. Maynard, D.F.C., A.F.C., A.D.C.
M.B.E. : Squadron Leader D. Mullarkey, Flight Lieutenant J. G. De'Ath.
A.F.C. : Squadron Leader G. H. Burleigh, Squadron Leader D. P. Hall, Flight Lieutenant K. W. Hays.

PROMOTIONS

Our congratulations also go to the following Old Cranwellians on their recent promotions :

General Duties Branch :

Air Marshal Sir Maurice Heath, K.B.E., C.B. ; Air Vice-Marshal S. W. B. Menaul, C.B.E., D.F.C., A.F.C. ; Air Commodore T. N. Stack, A.F.C. ; Wing Commanders R. G. Price, J. M. Crowley and D. B. Robinson ; Squadron Leaders M. E. Dark, I. C. B. Brettell, M. J. P. Walmsley, P. J. Deaking, G. Jones, M. L. Sinel, R. B. Gubbins, M. J. Hardy, J. D. Pugh and F. M. A. Hines.

Equipment Branch :

Group Captain A. C. Morris, O.B.E. ; Wing Commander D. H. Wood ; Squadron Leaders I. P. Stevens, J. M. Boden, A. J. J. Scott and D. V. Jackson.

Secretarial Branch :

Squadron Leaders B. L. E. Wall, A. Hickox, D. G. Gregory, R. H. H. Dauncey, V. A. Hodgkinson, A. W. Law, G. J. A. F. Green and B. W. Opie.

APPOINTMENTS

C.S.O. Bomber Command: Air Commodore C. C. Morton, C.B.E. became Chief Signals Officer, Bomber Command in November 1962. Air Commodore Morton entered the R.A.F. College in 1930. He flew with army co-operation squadrons until 1936 and since then has specialised in signals. During the war he served in France (where he was one of the first radar specialists with the R.A.F.), in Iceland and in India. Since 1945, he has served in the Directorate of Signals at the Air Ministry and with No. 90 Group, has commanded No. 3 Radio School, Compton Bassett and has been Inspector of Radio Services. His last tour of duty was as Chairman of the British Joint Communications-Electronics Board, a Ministry of Defence appointment.

A.C.S. (Intelligence) Fontainebleau: Air Commodore S. B. Grant, D.F.C. has been appointed Assistant Chief of Staff (Intelligence) at A.A.F.C.E. Air Commodore Grant entered the R.A.F. College in 1937. He took part in the Battle of Britain as a member of No. 65 Squadron. In 1942, at the height of the enemy air assault on Malta, he led the first detachment of Spitfires to reach the island. While serving in Malta, he commanded first No. 249 Squadron, then a flying wing and was awarded the D.F.C. and bar. He went from Malta to a Middle East Training post and in 1944 became Command Training Officer to the Mediterranean Allied Air Forces in Italy. After the war, he served in the Air Ministry, as a squadron commander at No. 7 F.T.S., as wing commander flying at No. 6 F.T.S. and (in 1951) as C.F.I. at the R.A.F. College. He took the 1952 course at the R.A.F. Flying College and remained for two years on its directing staff. Since then, he has been S.A.S.O. at No. 13 Group, Senior Planner in the U.K. Delegation of the S.E.A.T.O. Military Planning Officer and Station Commander of R.A.F. Stradishall. In 1962, he took the Imperial Defence College Course.

A.O.C. Gibraltar: Air Commodore W. I. C. Inness, C.B., O.B.E. has been appointed Air Officer Commanding R.A.F. Gibraltar. After being commissioned from the R.A.F. College in 1936, he flew with No. 5 (Army Co-operation) Squadron in India until 1939. He served at Headquarters, Iraq and then in 1942 took command of No. 9 Squadron in England. After taking the R.A.F. Staff College War Course he served at Bomber Command Headquarters, commanded R.A.F. Tuddenham and did a tour at the Air Ministry. He served as Air Attaché, Teheran from 1948 and then as S.P.S.O. at No. 23 Group. In 1955 he took command of R.A.F. St. Eval and followed this with a tour as Assistant Deputy Chief of Staff (Plans) at H.Q. Allied Air Forces Mediterranean. From October 1959 to the date of his present appointment, he was A.O.A. at H.Q. Coastal Command. During the war, Air Commodore Inness was twice mentioned in despatches and, in 1956, he was created a Chevalier of the Portuguese Military Order of Aviz.

S.A.S.O. No. 224 Group: Air Commodore T. N. Stack, A. F. C. the post of S.A.S.O. at No. 224 Group, Seletar on 4th December 1962. Air Commodore Stack entered the R.A.F. College in 1937. In 1940 he was flying Sunderlands in No. 204 Squadron and he was back with them in No. 201 Squadron in 1943-44 on anti-submarine operations over the Atlantic and the North Sea. After the war, he became chief instructor at the School of General Reconnaissance, did staff duties at H.Q. Coastal Command and was chief instructor at the J.A.S.S., Londonderry from 1947-49. After commanding the Far East Transport Wing from 1954-57, he served at H.Q. Transport Command in charge of Army Support operations. In July 1959 he was appointed Deputy Captain of the Queen's Flight.

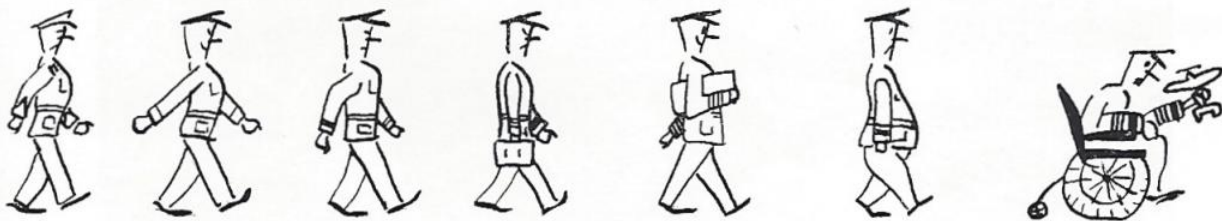
News from Old Cranwellians will be welcomed by the Editor who is also ready to consider for publication general or special interest articles, photographs, drawings or other contributions to THE JOURNAL.

We have received a number of complaints from Old Cranwellians whose Journal copies have been wrongly addressed. As a result, the Journal staff has now taken over the formidable task of dispatching copies to all Old Cranwellian subscribers—hitherto the printer has sent them.

We are now engaged in revising the card index of Old Cranwellian subscribers in the light of the information we have at present. We would much appreciate your help in this and in the continuous process of keeping the index right. You can help in the following ways :—

- (a) If your Journal is not reaching you regularly, let us know.
- (b) If it reaches you late because it is incorrectly addressed, let us know your current address.
- (c) If your Journal reaches you via the Air Ministry and you would prefer to receive it direct, again send us your current address.
- (d) Let us know of any future change of address.

Please address any correspondence on this topic to the Business Manager. He will amend your index card and will also inform the Secretary of the Old Cranwellian Association.



Correspondence

Correspondence for publication (which should be addressed to the Managing Editor) will be welcomed.

From :—Wing Commander R. G. Price,
P.S.O. to A.O.C.-in-C., R.A.F.

Headquarters Bomber Command,
Royal Air Force,

BC/DO/PSO High Wycombe, Bucks.
19th January, 1963.

Dear Sir,

I noticed in the Autumn issue of *The Journal* that there were no letters to the Editor included. In attempting to remedy this apparent lack of interest I did not have to look far for a subject ; these photographs caught my eye and should not pass without comment.

On Page 227 are the three successful B.A. candidates. One can hardly congratulate them on their choice of tailor, or perhaps their squadron commanders have already recommended further fitting appointments.

On Page 207 the Pass Out Parade rehearsal is shown being filmed by Anglia Television ; are the "pass outs" for use at the Graduation Ball ?

Finally, the masterpiece on Page 200. What composition ! What an example of Cranwell's dignity and precision. I suppose bicycles are tactically placed for rapid departure via the open windows to the next class (junior entries upper floor, of course). Surely this study should be in the Competition Section ; 'What can you see wrong with this picture ?'

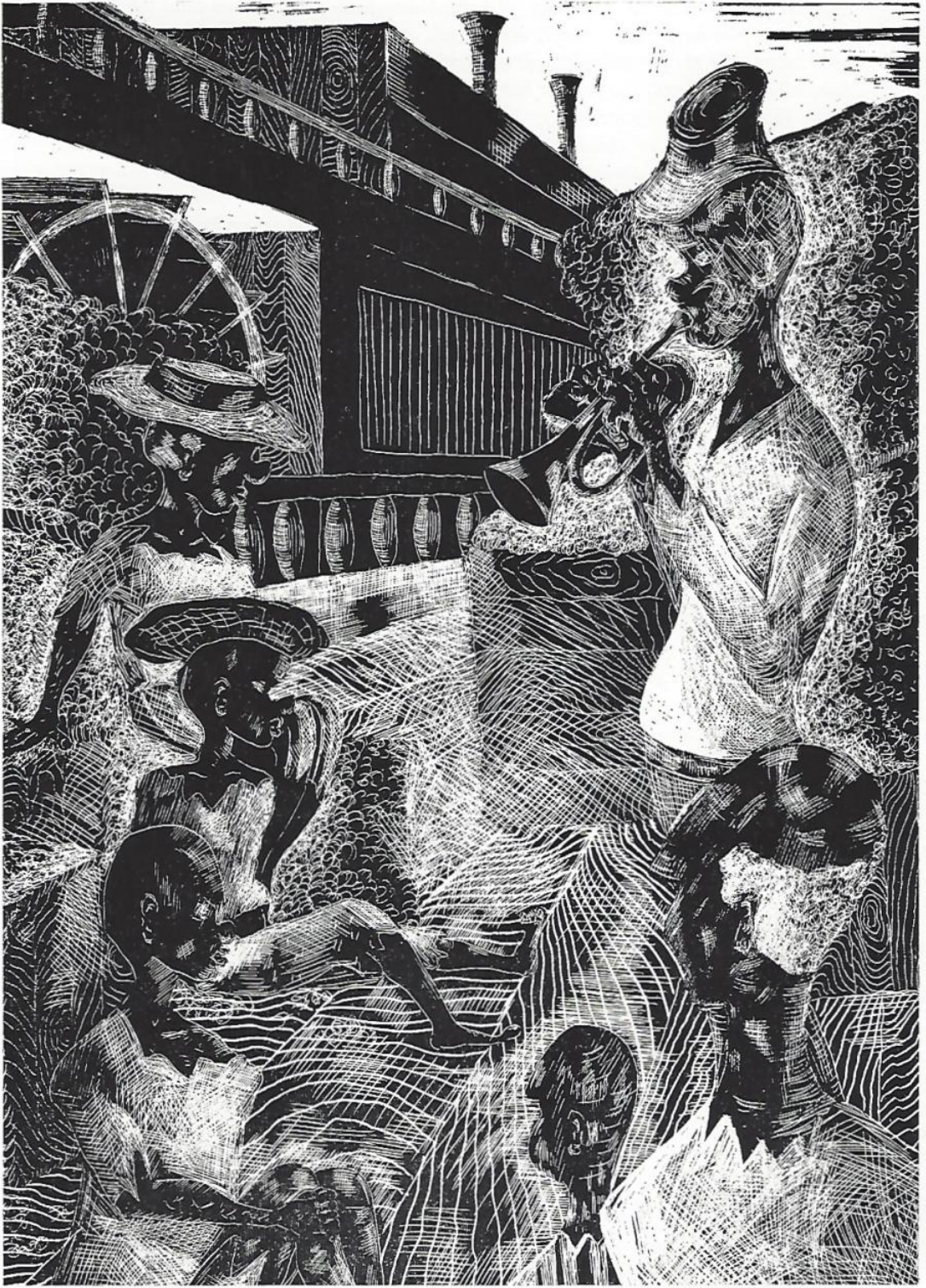
I look forward to the next issue with its report on the opening ceremony.

Yours sincerely,

R. G. Price.

We apologise to readers for the error in the caption to the picture of No. 81 Entry's Passing-Out Parade and for the poor quality of the picture of the New Instructional Building.

Editor.



“And Jazz Music was Born..”

Jazz is still a very young music. It was born only sixty years ago. But even so, within this short span of life jazz has come to mean many things to many people. Jazz can be all things to all men ; a mild form of amusement, an emotional or intellectual stimulant, an art form, a social commentary, a cult, something to like, love or hate for a variety of aesthetical, emotional or personal reasons.

Jazz began as a link in the chain between the continent of Africa and the continent of North America. This link took its being through slave-trading, one of the lowest degradations of mankind. Jazz was the result of the musical link that was established between these two continents. It was created as a direct result of trading in the human race.

To begin this story one must look at the music of West Africa, the area from which the majority of the slave-trading took place. Music to the people of this region fulfilled a strictly utilitarian purpose. They created songs for each act of life as they led it. For war they had battle songs, for death they had mournful chants. Birth and marriage gave occasion for loud, happy and rhythmic tunes. Love, sentiment, work, hate and fear, all these had their own special brand of rhythm and song. The life of the native revolved completely around his primitive drum beats.

Slavery came to West Africa and disrupted the family and tribal systems of the native and brought to him chaos, fear and hate. But however much it disrupted the life of the native it could never hope to disrupt or destroy his musical depiction of life. So with the shipment of slaves to the New World came their natural habit of singing songs for the appropriate incidents that they encountered in life. This was to mean a great deal to the slaves, for it was the main means by which they retained their sanity and character when all else had failed. The slaves were likened to the beasts of the field and at times their position was far worse, but by virtue of their inherent aptitude for music and rhythm they managed to triumph over their degradation.

It is a basic fact that without slavery jazz would never have been born. As such the development of jazz is closely related to the life that the slave led in the New World on the slave plantations of the ‘ Deep South.’ The ‘ slave code ’ of the southern states of North America produced the environment and conditions which combined to form the very cradle of jazz.

What was this slave code ? This is best illustrated by examples taken from the slavery policy of different states of the Deep South. For example the civil code of Louisiana stated :—

A slave is one who is in the power of a master to whom he belongs. The master may sell him, dispose of his person, his industry and his labour. He can do nothing, possess nothing or acquire anything but what must belong to his master.

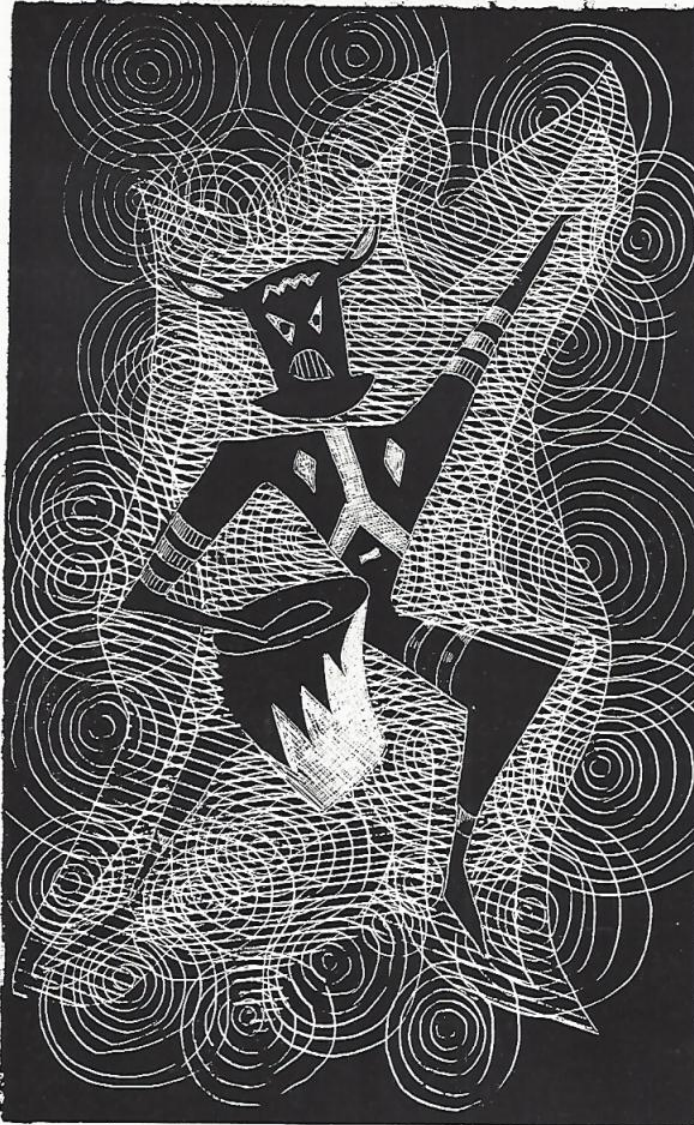
The code of South Carolina said :—

Slaves shall be deemed, sold, taken and adjudged in law to be chattels personal in the hands of their owners and possessors and their executors administrators and assigns, to all intents, constructors and purposes whatsoever.

The slave was property. They were referred to as ‘ stock ’ like domestic animals. A mature female was termed a ‘ breeder,’ and a male of fine proportions a ‘ stud ’ male. The slaves of the Greek and Roman Empires were treated badly at times but certain rights were accorded them. They were allowed personal possessions, they were protected to some extent by the law, and they could work for or purchase their freedom. The slave of the Deep South had nothing and was allowed nothing. He was possessed and the wealth of the owner was often gauged by the number of slaves that he owned.

One more quotation to illustrate this point comes from a speech made in the House of Delegates of Virginia in 1832.

We have as far as possible, closed their minds to all avenues from which light may enter. If we could extinguish the capacity to see light, our work would be completed and they would then be on a level with the beast of the field and we would then be safe. I am certain that we could do it if we could find out the process, and that in the plea of Necessity.



It was this degree of ruthlessness, the denial of every form of culture and the refusal of elementary education that caused the Deep South to become the breeding ground of jazz. Because the white man of the region tried to annihilate everything resembling feeling or appreciation of life in the Negro, jazz became a thing of necessity to the slave. To retain his sanity the Negro had to delve into his innermost thoughts for inspiration. The master could attempt to destroy the slave's feelings, but could he triumph in his aims? He could deny all things material to the slave but spiritual comfort comes from within and this the master could not destroy. This inspiration in the slave, this grasping of life, manifested itself in song and music. Deprived of any previous knowledge of music the slave was forced to start from rock bottom, he had to draw the inspiration from himself and this, coupled with his instinctive aptitude and hereditary knowledge of rhythm, began the first step in the development towards classical jazz.

Hard work played a very large part in their lives. To alleviate his hard and often monotonous work the slaves sang 'Work Songs.' These work songs were examples of self-expression. They were creative in so far that although often traditional, the worker

himself used them and expanded them as an incentive and lubricant for his task.

The function of the work song was to ease the monotony of a regular task. Stress was laid on a syllable in the song at the moment of greatest strain, and it developed in much the same

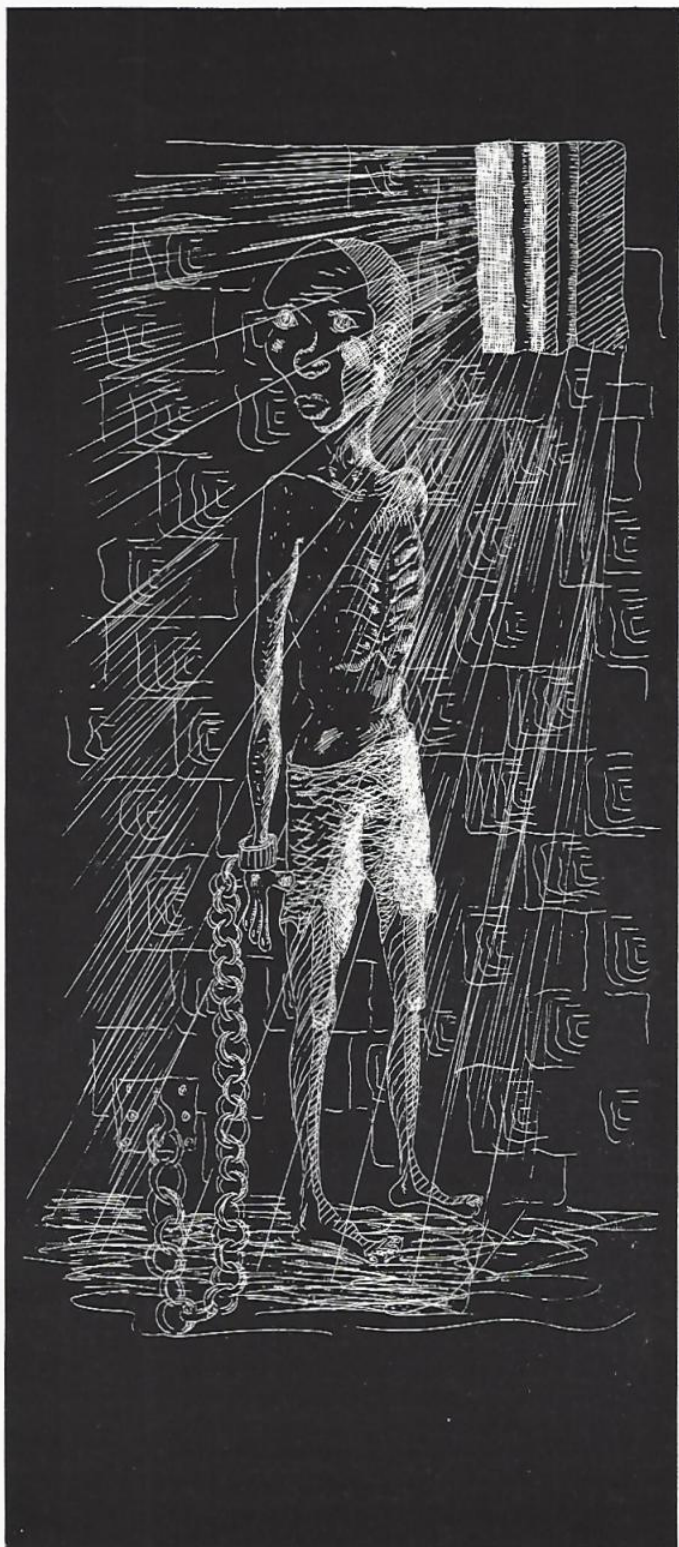
way as did Sea Shanties. Take for instance the song "What shall we do with the drunken sailor?". This would have been sung on board ship when weighing anchor, the moment of greatest strain falling on the word, 'drunken,' which is normally accorded the greatest stress in that line.

Some people would say that there is a definite relationship between the Work song and the Blues. This may be so, but the Blues have originated from so many sources that to say that one is more responsible than any other is impossible. Suffice it to say that there probably is some connection between the two. We have seen that the slaves led a rough life on the plantations and the Blues may be a result of their hardships, but not only this. West African music tended to express all acts of living and the Blues comply with this idea. The Blues tell of sleeping, eating, making love and dying. They tell of hardships and of hearts broken and of numerous other things that are part of life.

It is noticeable that in all the Blues no mention is made of slavery and the physical hardships that it brought. Any vindictiveness is entirely absent, and the hardships undergone guided the Negro poets into more sombre fields of thought.

It was obvious that satire would enter into the Blues and an example of the gentle irony that became welded into them is given in this song :

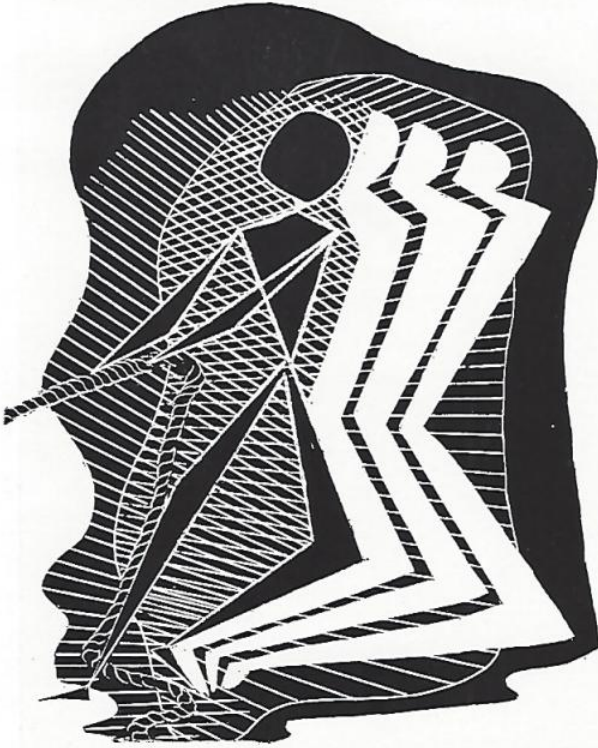
*I'm makin' a road
For the cars
To fly on.
Makin' a road
Through the palmetto thickets
For light and civilization
To travel on.
Makin' a road
For rich old men
To sweep over in their big cars
An' leave me standin' here.*



*Sure,
A road helps all of us !
White folks ride —
An' I gets to see them ride
I aint never seen nobody
Rode so fine before.*

*Hey ! buddy !
Look at me !
I'm makin' a road.*

The concept of the Blues was to use roughly improvised songs to tell of troubles and joys or just a bitter attitude towards money, sex and similar basic facts of life. The tyranny which had oppressed it for so long. But in gaining it the Negroes found themselves still very far short of equality.



A definite pattern emerged in the Blues. The words were set into three-line stanzas. The first line stated the problem, the second repeated it, and the third finally carried it forward with a curse or resignation.

*I'm gonna lay my head on some
lonesome railroad line,
I'm gonna lay my head on some
lonesome railroad line
An' let that two-nineteen train
pacify my mind.*

The musical setting was always the simplest of melodic strains, varying very little, if at all, and usually in a twelve-bar structure. The pattern became a rigid one, but this rigidity nor its apparent simplicity has ever seemed to restrict the lines. With this simplicity the Negro was able to express his attitude towards life.

*Ef yo' house catch fire n'they ain't
no water aroun'
Trow yo' trunk out the window an'
let yo' house burn down.*

But what came cascading down through the Blues and made itself apparent, was love. This was perhaps because of the way that any feelings that the slaves had for

each other was brutally knocked out of them by enforced separation from the ones they loved. Hence you arrive at purely a physical attitude toward love,

*Some o' these women sure do make me feel tired.
Got a handful o' "Gimme" and a mouthful o' "Much obliged."*

and,

*You can take me baby, put me in yo' big brass bed,
Eagle rock me baby 'til ma face turns cherry red.*

Too much stress however must not be laid on the sexual flavour of the Blues except to indicate that the slave had to express himself with a cynical twist to cover the hurt and longing endured through the forced separations.

Around the simple twelve-bar structure of the Blues different jazz musicians have built hundreds of improvisations, and this will continue.

To distinguish the Blues from the Work song we can say that the Work songs were functional without emotion, but the Blues are emotional without a specific function.

As with the Work song and the Blues it is difficult to find a point of separation between the Blues and the Spiritual. The impact of Christianity on the Negro was great and was directly responsible for the formation of the Spiritual. The slaves grasped hold of Christianity because it was the only thing that could in any way alleviate their mental torments. The initial work was done by the Nonconformist ministers, and their evangelical and emotional hymns set the flavour of the Spiritual. These were followed by others, especially the Methodists whose appeal to the emotions was greater than the others.

It was these ministers who helped originate such Spirituals as

*Deep river
My home is over Jordan
Deep river Lord
I want to cross over into campland.*

But even the highly emotional Methodist hymns became too tame for these excited people. They began to improvise, the result often coming out with life's journey depicted as a railroad train with the day of judgement coming nigh.

I take my text this mornin' from Matthew, seventh chapter and thirteenth verse : Enter ye in at the straight and narrow gate : For wide can be that gate and broad is that way that leadeth to destruction, and many there be that go thereat.

(Congregation : Amen)

This train is known as the Black Diamond Express to Hell : Sin is the engineer : Pleasure is the headlight and the Devil is the conductor. (Amen).

I see the Black Diamond as she starts off for hell. Her bell is ringing : " Hell boun'," " Hell boun'."

By this imagery of the railroad, life's journey on earth is depicted through such places as, 'Drunkardsville,' 'Liars Avenue,' 'Confusion Junction,' 'Dancing Hall Depot,' and a host of other iniquitous places.

This train imagery is a feature of many Negro Spirituals. This was perhaps because the Negro was employed in vast numbers on the railroad and the railroad became associated with means of leaving his toil and moving onto rest and comfort. So the railway and its journey to Hell became one of the main images used in the Spiritual.

These then were the main ingredients of the music that was to become jazz. Each one discussed here had its own particular place in the history of jazz, but each one also contributed something towards the formation of jazz.

Jazz flourished most profusely in New Orleans, — in its Churches, saloons and sporting houses. When the first strains of jazz were heard at the turn of the century the Creoles and





Negroes of New Orleans had the Blues, the Work song, and the Spiritual on which to practise their inherent aptitude for rhythm and song. Cosmopolitan New Orleans surrounded them with a rich variety of music. Every day and all day the city rang out with the strains of music — for parades and lawn parties, for excursions and banquets and social club dances. In a city originally French, much of the music had the light beat of the Quadrille. African rhythms could be heard from Congo Square, a coloured meeting place. Spanish rhythms drifted in from the Caribbean.

Into all this music came Buddy Bolden, probably the first man ever to organise a jazz band. Bolden listened to the Spirituals in the churches which rocked with a rhythm that was nearly jazz already. He listened to the song vendors and the Blues singers. All of these elements he put into music a band could play for a Saturday night Lodge dance. The success was instantaneous and before long every street in the raucous, sinful and yet religious, city rang with a new music that they called jazz.

The host of bands that sprang up in New Orleans — both white and coloured — found ready employment in a city that sported hundreds of active social activities.

Storyville ! That was the district ! That place was open 24 hours a day. No doors on the bars — they threw them doors away. And in Storyville you had anything you wanted. Beautiful women, man. For years you couldn't get a band out of the city. It was just too great man, just too great.

New Orleans' red-light district consisted of about 40 square blocks, mostly in the French quarter, and it was as bawdy and raucous a pleasure-dome as was ever decreed on earth. Its saloons ranged from elegant establishments where the big-shots of the district usually congregated, to the lowest type of honky-tonk and barrel house, where drinks were cheap and where women would mug an unsuspecting man. Cabarets and dance-halls studded the area, and in them, night after night, could be heard the finest New Orleans bands.

New Orleans was the place where the Blues, the Work song and the Spiritual met, where jazz was born, and where this new music reached a maturity. It was in New Orleans that the musical instrument took over from the human voice.

In the same way that West African drum music is an attempt to produce the effects of the human voice by mechanical means, so, when legitimate musical instruments became available to the Negroes they automatically tried to imitate their own voices. By natural selection three instruments became the chosen favourites : the clarinet, representing the high-pitched voice, the cornet for the medium-pitched voice, and the trombone for the deep voice.

The occasional movement northwards from New Orleans became a flood in 1918. This was the result of the closing down of the cabarets and sporting houses of the city. For years the area had been considered a necessary evil and was tolerated, as long as the evil restricted itself to Storyville. But the closing down of Storyville by the Naval Authorities, after sanction from Washington, came as a shock to both those who lived and made a living in Storyville and those who lived a more respectable life without the precincts of the red-light district. So the order of the day became, "quit New Orleans."

The problem now was where to go. This was very soon settled. Rumours had already filtered down to New Orleans of the better living conditions in Chicago, and when suddenly all the jazzmen were deprived of their livelihood they naturally thought of Chicago. Fortunately there was a ready-made stepping stone. The fleet of Mississippi steamers that forged their way north gave the jazz musicians a method by which they could work their way north and this was the way that most of them found their way to Chicago. Jazz found popularity all the way up the Mississippi, in Vicksburg, Memphis, St. Louis and finally Chicago itself. They arrived in time to help to make the Chicago of the roaring Twenties, the Chicago of Al Capone, of prohibition and liquor rackets. Here the jazzmen found work, starting at 7 o'clock in the evening and finishing at 7 o'clock the following morning.

Up to the time that jazz came to Chicago, represents a period in the development of jazz lasting about two decades. It was a hectic two decades and represents the most important development in the jazz story.

There is one more important point to note. This is the fact that although jazz may have started in abominable conditions and developed in the gutter, its place is not in the gutter. It took to the gutter because the pavement ostracised it. Jazz was not born in the honky-tonk, it went there because it provided work with remuneration. If society balls had been such that they required the powerful sound of jazz instead of the sedate sound of the string quartet, then jazz would have flourished in the dicty houses of class, amongst the New Orleans upper class. Jazz went where it could find sponsors, and this is the paramount fact in the development of this music. It found its sponsors in the red-light district of New Orleans and amongst the gangsters of Chicago.

TERROR BY NIGHT

He woke with a start. It was still dark and the wind moaned around the house. Twigs outside his window beat a gentle tattoo on the panes, and occasionally a gust of wind hurled raindrops with a pattering ratapan in rhythmic accompaniment. But it was not the storm outside which had awakened him. He could not see it, but he knew it was there. He could sense that it was an unseen presence which had awakened him. He gave an involuntary shiver and a cold sweat beaded on to his brow. Scarcely daring to breathe, he attempted to locate his intruder and, letting his eyes search the darkness of the room in which he now found himself a prisoner with this unknown spectre, he looked towards the window.

As the rain-laden clouds raced across the sky and suddenly freed the moon from their clammy hold, the cold rays flowed into the room and reflected themselves in two pools of pale light. Then he recognised them; two shimmering circles of silver, vibrating to and fro, stopped momentarily as if they were looking at him. The two eyes, suspended in mid-air, gazed threateningly in his direction — searching, ever searching. Had they seen him? He could not tell, and his heart pounded into his ribs as he watched the saucers of silver light commence again their steady oscillation directly above him.

What could he do? If he tried to escape from the room, the thing would hear him, and he certainly could not reach the door without being seen. He was petrified by fear as he watched the eyes move up and down

in front of him, at first slowly and then in short, sharp, jerky dances. They finally reached the ceiling and he anxiously watched them as they crept towards the centre of the room immediately above his head. The eyes stopped and, in a dizzy twirl, they came down towards him.

He was speechless. He moved his tongue around his dry mouth and tried to moisten his lips. He gazed in terror as the thing hovered over him and he wanted to scream. But no noise issued from his open mouth and he closed his eyes, meekly waiting to be enveloped.

But nothing happened. He slowly opened his eyes and again the thing was tantalizingly suspended above him. The ghastly staring eyes continued to hypnotise him, and his whole body felt useless and like a lump of putty. Again the oscillations started, but this time they were accompanied by short, pendulous movements from side to side. It was as if the eyes were attached to a large garden swing whose ropes were becoming progressively shorter and then longer again.

He simply had to take a grip upon himself. He had to do something. Then he remembered the weapon resting at the side of his bed. Could he reach it before those penetrating eyes spotted the fumbling of his trembling hand? He must reach the weapon.

Slowly he let his right hand slide from the warmth of the bedclothes towards the weapon. He had almost reached it when the eyes saw him. Down, down they came towards his head and he waited for the end.

But once again they stopped just above him. The thing was playing with him like a cat plays with a mouse. Little by little, he forced his head away from it and watched it gradually climb up towards the ceiling. Now was his chance and he pushed his hand over the side of the bed and searched gently for the weapon.

Keeping a careful watch on the thing above him, he groped for the weapon. Then his fingers touched it. He let his hand close tightly over it and he drew it quietly up towards his body. He was armed at last and he could now deal with this terrible monster with the two staring, greedy eyes. But he had to bide his time. He must not rush blindly at the thing. He was more confident now, and he squeezed the weapon in his hand to reassure himself. He could afford to wait until the thing took up a position which would give him his opportunity, and he lay quietly in bed returning the stare of the thing above him.

Minutes passed and he wondered if he would ever gain the advantage over his enemy. Then the eyes began to move in the direction of the window. He saw the thing

leisurely float away until it was about ten feet from him. The time had come to take the initiative ; the thing was moving away from him and he thus had the opportunity for which he had waited so long.

With a pounding heart and a feeling of terrible anguish, he decided to act. Throwing back the bedclothes with a swift sweep of his left arm, he hurled himself from the safety of his bed towards his adversary. With the vice-like grip of a drowning man, he clutched the weapon and, raising his right arm above his head, he struck at the thing like a man demented.

The two staring eyes vanished and, as he recovered his balance after that mighty stroke, he knew the thing was dead. All he could hear was the gentle chatter of the twigs on the window panes and the perpetual moaning of the wind outside. He was safe at last. He had obliterated his intruder and, flicking the switch of his bedside lamp to flood the room with light, he carefully removed the mangled remains of the spider from the sole of his slipper. He could now sleep in peace.

Book Reviews

1918 — THE LAST ACT : *Barrie Pitt* : *Cassell* : 30/-

Recently a large number of books about the First World War have appeared. Written by historians and novelists, they are symptomatic of the increasing interest in and fascination of the War. It has become, moreover, traditional to regard the war with horror and as futile and few seemingly can escape this. Any study of the war tends to become obscured by an emotional attitude. Two adjacent illustrations of ideal trenches on Salisbury Plain and the reality of Passchendale reveal that Pitt shares the traditional view.

As an impartial historical survey of the last year one must suspect "1918." Pitt's method is to switch the reader's attention between the great figures commanding the war and those in the trenches, and much of the action described reads rather like a novel. This is acceptable ; most of the facts are well known and the period well chronicled. Any fresh approach is valuable. One might not share many of Pitt's views, particularly those of the relative merit of the national armies involved in France. He underestimates the power of the British Army, admittedly a pale shadow of the

original and good Expeditionary Force, and is over-lavish in his assessments of the Americans. Physically and morally fresher than the drained Allies and Germans, he suggests they learnt more in four weeks about tactics than the Allies in four years. But he does describe vividly the lesser known actions of the Dominion troops, especially the Australians and Canadians, and clarifies the parts played by the many Allies. What also emerges clearly from his accounts of both local tactical and strategic battles is the changing nature of the war in its last stages. After the break-through in the second battle of the Marne the fighting became more open and he stresses rightly the part played by the tanks involved.

There are some extremely interesting photographs and the maps are simple and clear. But the main value of the book lies in Pitt's vivid presentation of the atmosphere of the last year with its dramatic fluctuations and near anti-climax in November. Theatrically perhaps, the book ends with Hitler pondering the future while guarding Russian prisoners of war. But above all Pitt is concerned with people, and it is this sense of humanity that enriches the account.

ADVANCED PRÉCIS AND COMPREHENSION
R. G. Ralph : Bell : 6/- (1962).

This book teaches not only how to write a satisfactory précis, but is also a guide to clear thinking and efficient reading and writing. It is typical of the new ideas in teaching English as a means of communicating. The results of modern research into the problems of written communication are

used in simple direct instruction. A third feature of the book is that of demonstration, where a useful method is shown and seen in action tackling various types of passages for which précis may be required. It is invaluable for officers studying for the Staff College Qualifying Examination and a worthy successor to "Putting it Plainly."

METEOROLOGY AND CLIMATOLOGY FOR
SIXTH FORMS AND BEYOND
E. S. Gates : Harrap : 13/6 (2nd Edition, 1963).

Because a simple and concise explanation of the basic principles of meteorology and climatology is combined with a practical purpose in studying the syllabus of examinations of the General Certificate of Education, this book has a two-fold aim. The author believes that besides being a basic study of physical geography, it is essentially a practical study, and, as such, excites the interest of students. Without using technical and scientific language the reader is stimulated to go beyond the class-room and carry out practical studies in the subject, as well as being equipped with the necessary knowledge of the physical science involved.

A GUIDE TO ADVANCED RUSSIAN ESSAY
WRITING ON TOPICAL THEMES
B. Crowe : Harrap.

The extracts included in this book for translation introduce students to up-to-the-minute specialised and slightly technical Russian and are based on articles that have appeared in the Soviet Press. In this way a specialised vocabulary is collected as well as views on current themes.

Squadron Leader R. G. Ralph, M.A., Ph.D., is at present the Senior English Lecturer in the College, and Squadron Leader E. S. Gates, D.F.C., M.A., is the Senior Geography Lecturer. Mr B. Crowe, B.A., was Lecturer in Russian at the College until Christmas, 1962, when he left to take an appointment with the Council of Europe at Strasbourg.

Rendezvous in Russia

BY "IVAN"

This is the second of three articles by a former R.A.F. officer who graduated from Cranwell in 1927, and was sent to the U.S.S.R. in 1941 to supervise the reception and distribution of British aircraft and equipment to the Russian front.

As events turned out he led an Alice in Wonderland existence from the time he embarked in Scotland until he returned there by flying boat nearly a year later.

PART II

ARRIVAL IN RUSSIA AND FIRST IMPRESSIONS

Immediately we tied up we met Russian obstruction at its worst. A troop of uniformed N.K.V.D. officers (as they were then known), came aboard to check up on the ship and its human and material contents. I was peremptorily asked my business in the U.S.S.R. by a bleak-faced major, who was little more than a dressed-up military policeman ; where was I born, and I almost expected him to ask why ! After a couple of hours of this nonsense I button-holed this arrogant little man and told him that as "Tovaritch" (Comrade) Molotov had signed our entry visas he had better get in touch with him as he had all the relevant information, and that I and my party wanted to disembark pronto to get on with the job which the Russians had sent for us to do. Finally, after discovering that a belligerent attitude paid off better than a passive one, my officers and I, and the civilians, were allowed ashore, but the unfortunate troops, highly trained technicians, urgently required at the aircraft reception depot, were forced to remain on board the frozen-up ship for nearly three weeks, waiting for permission to come from Moscow for them to disembark. Nothing moved in Russia until Moscow gave the word ; and we were to discover later that this invariably had to be given by Molotov himself — the delays were frightening and must have seriously impaired the war effort. (It gives me great satisfaction to know that Molotov finally got the sack !).

Soon after we began sending supplies to Russia there was a good deal of "ballyhoo" in the British Press about the willing hands

surging round our ships to unload the vitally required equipment for the Russian front. We saw these "willing hands" the day we arrived. They certainly were eager to unload the ships, but we also observed that there were plenty of Russian bayonets equally eager to prod them along if their enthusiasm waned in any way.

The ships were unloaded by Russian political prisoners, the lowest form of life, if you can call it life, in Russia. A more wretched, ill-clad, hungry looking collection of human beings I have never seen. I was told later by a Polish officer, formerly a prisoner of the Russians, that the conditions in their camps were indescribably awful, and that the Russians worked them until they died.

More evidence of the inhuman treatment of political prisoners was soon to come. The day after I disembarked, the men on board were deeply shaken by a shooting incident. One of the stewards threw some scraps of food on to the ice. A prisoner made a dive for it and literally started to wolf it. Without any warning a young Russian sentry took aim and shot him dead. On another occasion a prisoner was bayoneted and clubbed on the dockside by a Russian guard, in the presence of our troops ; and two prisoners, attempting to clear the ice-bound propeller of a British ship were drowned with no-one lifting a finger to save them.

More shootings and ill treatment were reported during the time our men were on board. In addition, prisoners who incurred the displeasure of their guards were forced to remove their miserable rags of trousers and sit on the ice for as long as the guards thought fit. Protests from the ships' captains were completely ignored, and they were forced at the muzzle end of a rifle to desist from any interference.

Finally, when a senior British representative complained to the Commissar of Archangel District, that all this shooting and beating up was seriously affecting the morale of the foreigners in Archangel, the answer he got was, "These men have disobeyed the rules. They are political prisoners; enemies of Stalin, enemies of the Soviet Union. They are of no consequence and in any case many of them die in the prison camps daily; so what?"

So much for the political prisoners in North Russia, and we learned later there were 14 million of them throughout the U.S.S.R. They were slave labour and nothing more. So much, too, for our first impressions of Soviet Russia.

We disembarked on Christmas Eve, and it was very nearly "Christmas Eve in the Workhouse" as far as my little party was concerned. Our Russian car broke down in the middle of the frozen River Dvina and nothing would persuade it to move again. We then had to walk close on five miles to our hotel, which in thick snow and ice is no joke when you are out of training and the temperature minus 30° centigrade! My moustache was stuck solidly to my balaclava helmet and it was a major operation getting it unstuck! The balaclava incidentally was an item of headgear that made the Russians really smile, shrug their shoulders and say, "Oh! these stupid Angliski."

The foreigners lived in a ramshackle hotel — the Intourist — hastily rehabilitated to accommodate us. There we were very well fed with excellent food and a lot of propaganda to impress us with the way of life in the Soviet Union. We had only to look around us, however, to see the appalling conditions in which the ordinary people lived; and our interpreters, mostly sons of Britons who had married Russian women before the Revolution, were able to get a good idea of what these people really thought of Russian communism and many of them regarded the war as one of liberation from the tyranny of Stalin. They said, when they were quite certain they were unobserved, that Hitler couldn't be any worse and there was a chance he might be better. There is little doubt that had Hitler cashed in on these sentiments, and exploited internal revolution, the majority of Russians would have flocked to him, as they did in the

Ukraine until the Huns started to get really rough there.

The sanitation in our hotel was practically non-existent and after a time, in desperation, we began shaving in Russian tea! An R.A.F. Russian-speaking officer rang for the maid one day, (and they do have them in "classless" Russia), and ordered 24 glasses of tea. Unable to restrain her curiosity she said, "But surely you aren't going to drink them all yourself." "Good heavens no, Tania," he replied, "I'm going to wash my feet in them!" After that tea was not so easy to get!

The usual "rackets" started soon after we arrived. Russians would give as much as eighty roubles (£4.0.0 at the official rate of exchange), for what is now a sixpenny bar of chocolate, and anything up to £6.0.0 for a packet of cigarettes. I was once offered a magnificent gold watch for an old pair of service shoes and I regret to say that a good number of our people did a roaring trade in chocolate and cigarettes in exchange for gold icons, watches, jewellery etc., which were worthless to the Russians but of considerable value in England. There was an officer in Murmansk, before we court-martialled him, who was known as "Trader Horn"! A determined drive was made to stamp out this black market and in the end no one could convert roubles into sterling unless they could prove they had drawn them from a British paymaster. This helped.

In Czarist Russia most officials could be bribed. We were to find that there had been no change in this connection in spite of the Revolution, and to make any progress on occasions we had to resort to bribery ourselves. It was amazing what a pound of flour, a tot of rum, a bar or two of chocolate and the inevitable "fags" in the right quarter could achieve. I was staggered once to be told by a Russian brigadier general that for a small bag of flour, (the Russians love pancakes), and some bars of chocolate he could "probably" smooth the way for us, but only in the strictest secrecy of course. He was taking no ordinary risk, but that was his "baby" not ours.

The restaurant manager of the hotel was head waiter in the Ritz in London in pre-1914 days and he spoke twelve languages, including almost perfect English. Later we discovered he was a senior official of Beria's dreaded secret police. He certainly was a

smooth and disarming operator, but knew his job in the catering line ; a pretty good "cloak" for his main line of business.

Archangel, the main port for North Russia, was dirty, drab and depressing. Most of the buildings were wooden shacks and the few brick ones were very dilapidated. The people shuffled about like furtive grey phantoms and would spend hours, sometimes days queueing outside a state shop when the buzz went round that they had something to sell, which was rare. Most of the food, except that for party members and privileged officials, was dished out on a communal basis and it was nothing to see a queue forming up at midnight or earlier for breakfast — black bread and soup — at 8 a.m. the next morning. Everything was done on a strict ration card basis and the quantity depended upon their status as workers. If they didn't work they didn't eat, which was hard on the elderly people who had to rely on relatives to escape starvation. In besieged Leningrad, in the dreadful winter of 1941/42, no-one ever died officially: their frozen bodies were hidden in cellars and attics to keep the former owners' ration cards "alive" for as long as possible. The penalty, if they were caught, was death, but the people were so desperate they were prepared to risk it.

Some officers and men left behind by the British Fighter Wing, when it returned to England from Murmansk in North Russia had some grim stories to tell. The Wing required an airfield near Archangel to test their aircraft when erected. The Russians drained a vast swamp and built one with logs and earth in six weeks, just to show the "capitalists" what they could do ; but it required an army of slave labourers to do it and many died in the process. The captain of a Russian destroyer sent out to meet the convoy bringing the Fighter Wing to Murmansk couldn't find it and on his return, after a summary trial, was shot. Another Russian naval officer who got drunk in a British cruiser and started to wave a gun about in the wardroom was hustled away under arrest and the British authorities heard afterwards that he too had been shot. Life was certainly tough in the Soviet Union, and pretty cheap too.

On New Year's Eve 1941, I made my first acquaintance with the national drink, vodka. The effect of this on the inexperienced human

frame is "atomic" to say the least, particularly as there are no half-larks about Russian drinking. Vodka is taken neat in one gulp, each glass being accompanied by a toast to Stalin, Lenin, Churchill, Roosevelt, Chiang-Kai-Shek, and usually ended, "Down with the fascist bandits, robbers and beasts !" The secret, that is if you wanted to remain on an even keel, was to eat a lot of Russian black bread and butter before a party to provide a sort of cushion against the "explosions" to follow. After this party the well "lit-up" British personnel engaged in a microphone hunt in the hotel and ran one to earth in my room !

We spent a month in Archangel but could not get the slightest co-operation from the Russians or any information on what British aircraft and equipment had arrived and where it had been sent. Our few contacts when asked would shrug their shoulders and say, "The Russian front is 2,000 miles long !"

Eventually my party obtained permission to go to Moscow, by train, to join the British Military Mission, to try and decide what should be done next. The "pantomime" at the railway station was in the best Russian traditions. First there was a long debate among the officials, in which we joined, whether the train should go or not. There were reports that the Huns were shelling the line somewhere further south. Then there were about a hundred times more passengers than the train would accommodate : what was to be done about that ? It was our turn next ! The station-master demanded 2,000 roubles for our fares, and when told that it had been agreed that British personnel in Russia should travel free of charge he shrugged his shoulders, (an irritating Russian habit), and said, "No money, no ride." We threatened him with everything we could think of including exile to Siberia but he wouldn't budge. In the end we had a quick whip round but could only produce 1,000 roubles, so I asked him for a quiet word in his office. The trip cost us the 1,000 roubles, 50 cigarettes, some chocolate and half a dozen tins of bully beef ! "Night train to Moscow" then got under way with at least ten times more passengers than was comfortable, although we travelled in glorious isolation thank heaven.

(To be concluded)

LIFE ASSURANCE

ITS FUNCTION. The main function of Life Assurance is the protection of present or prospective dependants against hardship resulting from your premature death and provision for yourself and them in later years if you survive normally.

INVESTMENT VALUE. Life Assurance, especially Endowment Assurance, is however also the best possible long-term investment, because the money is invested wisely, and partly in "growth equities," by the Life Assurance Companies *and* because it is the only form of investment subsidised by the Government. The subsidy consists of Income Tax Allowance on two-fifths of Premiums. For those liable to Tax at 7s. 9d. in the £ this means 15.5%. Thus, a net outlay of £84 10s. a year provides a premium of £100 a year, which is 18.34% increase.

WHEN TO START. The advantages of starting at the earliest date, to the extent which you feel you can afford, are : Lower Premiums because the load is spread over more years ; More years in which the Sum Assured grows by the addition of Bonuses ; Acceptance without extra Premiums on account of ill-health or postings to danger areas (*Note*—Once a Policy is in force, subsequent ill-health or postings do NOT affect it) ; *and* the factor of "Compulsory Saving" which prevents money being frittered away.

EDUCATION. If you have or plan to have children, I suggest that you should safeguard their future. If you agree, I should be glad to discuss your problem and advise you of the best action for you to take.

SELECTION. There is a deal of difference between Companies and between various types of Policy. Therefore, do NOT deal directly with any Company or its representatives. You need the unbiased advice of a Broker specialising in Service problems. I offer this advice without fee or obligation. I am not tied to any Company, and select the most favourable for each type of risk.

INFORMATION REQUIRED. May I suggest you should let me know your date of birth, whether married or single, dates of birth and sexes of children, rates of pay and next increase, and how much you can afford in addition to any existing outlay. If you have any Policies in force, I recommend you to let me inspect them and tell you whether they are good value. In any case they may affect the type of new Policy you should consider. With this information, I can give you recommendations which you can accept or reject as you please.

FLYING RISKS. For aircrew, extra Premiums are required, but the net cost is NOT greatly increased, because a large part of the extra cost is refunded by the Air Ministry (or Admiralty or War Office for Royal Navy and Army). I always give full figures and explanations.

RETIRED or RETIRING OFFICERS are advised to consult me in regard to House Purchase, Investment of Capital, and the advantages of commuting half Retired Pay.

OTHER INVESTMENTS. The factors affecting the problem include personal preferences for high yield, or the hope of capital appreciation ; the degree of risk acceptable ; existing investments. I shall be glad to discuss your problem and make recommendations.

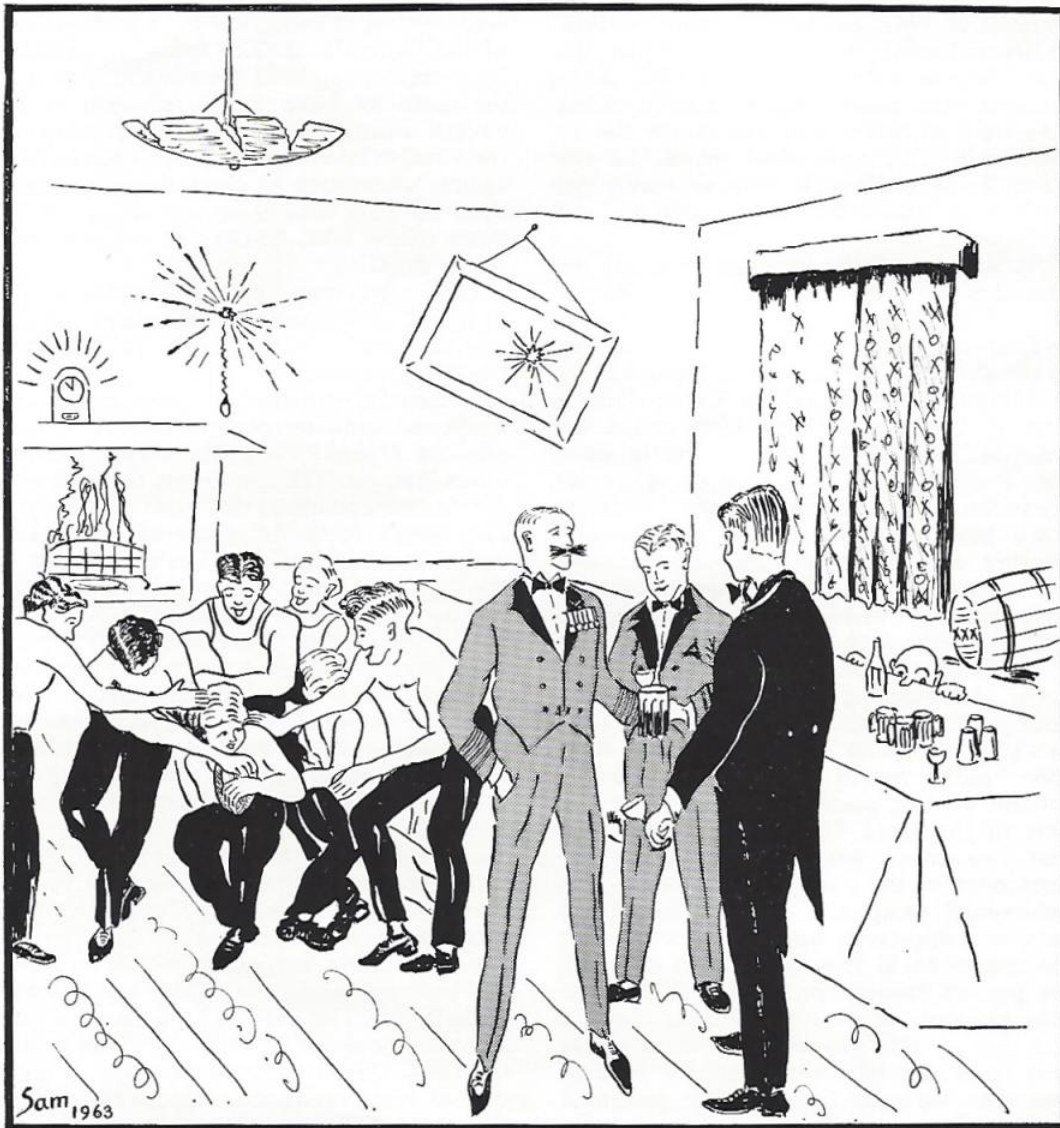
SURTAX and ESTATE DUTY. Suitable action can greatly reduce the burden. If these problems are at all large, let me advise you how to increase your net income AND net estate.

GENERAL INSURANCES. We also arrange Kit, Motor, Winter Sports and all other Insurances in the best markets.

BRIGADIER R. T. WILLIAMS (R. T. WILLIAMS LTD.)

2, Duke Street, Brighton
Telephone : Brighton 28181/2

CLUB OF AGE FROM



Civilian at College Guest Night : " And what are you looking for ? "
Officer Host : " We are looking for Air Marshals for 1993. "

NORTH SEA TO BALTIC

The Canoe Club expedition across Sweden was originally scheduled to take place in the summer of 1961, but lack of funds resulted in its indefinite postponement. When the grant became available early in 1962, preparations were made to train the eight cadets who were to canoe from the North Sea to the Baltic. This took place mainly on the River Trent at Newark, with an occasional attempt to launch the canoes into the sea at Skegness.

At the end of the summer term, all the necessary equipment was ready and stored. On the 22nd August, eight cadets returned to Cranwell and loaded the College minibus to the gunwales. At six o'clock the following morning the party set off for Tilbury Docks, here to board an ancient ferry called the "Suecia." Owing to some fortunate error they found themselves in First Class accommodation. The journey in the relatively small boat was fairly rough, but the fine weather and sunshine made up for any discomfort suffered. The other passengers were mainly Swedes and from them the canoeists were able to gather vaguely what they had let themselves in for.

On the morning of the 25th the ship docked at 5 o'clock and after a very light breakfast the party went ashore and were soon heading out of Gothenborg towards a suitable starting point on the river that was part of the Gota Canal system. Here the first two crews were launched while the remainder of the party went on to a pre-determined camp site. It was planned to have two ship crews for each canoe so that the canoes could keep going each day with the greatest possible speed, while at the same time not only giving the alternate crews a rest, but also the chance to move on to the next stage and establish a forward base. It was then that the first problem presented itself.

While the two crews battled on against an ever increasing current, the minibus sped back along the road with some packed rations to supplement the meagre breakfast that had been received on the boat. Six hours and almost twenty miles later the exhausted crews crawled ashore near a small village, where they were found by a now

frantic minibus driver. The first night was spent at Trollhatten, which, with its fantastic system of locks, was the true beginning of the Gota Canal. The following morning fresh crews completed the remaining part of the canal to Lake Vaner. Because of the violent storms that can quickly whip up the Swedish lakes, the party had been advised against attempting to cross them by canoe. Thus the next base camp was set up on the shore of the lake, halfway to the next part of the canal.

Each night-stop was spent at one of the many International Camp sites dotted around Sweden which cater for the overwhelming outdoor life of the summer months. The facilities provided at these camp sites made the camping part of the trip a real pleasure, especially when the weather damped down later on. Thunderstorms the following day forced a complete day's rest on the party and thence forth the canoeing took place under threatening skies. The second leg of the trip from Lake Vaner to Lake Vattern was accomplished in one day, the base camp having been set up at Karlsborg. There were some anxious moments as the crews paddled furiously across the small lake just in front of a storm which broke soon afterwards. The worst storm of the trip was spent in an improvised camp site, but the following day brought clear skies and sunshine. An attempt to cross Lake Vattern that morning was discouraged by the Met. Officer at Karlsborg, so the entire party travelled by road via the northern tip of the Lake to Motala, the third and final stage of the canal.

From Motala, two cadets set off on a two day journey, taking with them supplies and a small tent. This involved manhandling the heavy canoe down the 30 locks which lowers the canal almost to sea level. After a night stop at Norrkoping, two canoes set out for Mem, the finishing point of the trip. Mem is a ferry port in a fjord and although some distance from the sea, it was decided that because of its exposed nature and treacherous tides, it would have been unwise to canoe into the Baltic itself.

Having a few days in hand before they were due back in Gothenborg, they headed north towards Stockholm with the two

canoes strapped to the roof carrier like great torpedoes. During these last days, the almost non-stop rain made life a little tedious, but certainly did not detract from the beauty of Stockholm, which in all its modernity had retained much of that which was old and picturesque.

The route back went south around the tips of the two lakes, revealing still more of the beautiful Swedish scenery that before had been seen from the leisurely progress of the canoes. After a night stop at Jonkoping on the southern tip of Lake Vattern, the minibus once again stood alongside the "Suecia"

Popular opinion among the party was that the trip had been a great success, in spite of the weather. The aim of canoeing from the North Sea to the Baltic had been achieved. At the same time the slow pace across Sweden had given time to have a good look at the country and its friendly people. It was with some sadness that the Canoe Club sailed from Gothenborg the evening of the 8th September.



The Gota Canal

YOUR PROBLEMS

PRESENT :

ADEQUATE FAMILY PROTECTION
IMPROVED INVESTMENT YIELD
INCOME TAX SAVING

FUTURE :

EDUCATIONAL PROVISION
PENSION AUGMENTATION
HOUSE PURCHASE

These can be solved by modern 'programmed' LIFE ASSURANCE, specially 'tailored' by an EXPERT to 'fit' your own requirements, rather than by haphazard policies.

Whilst achieving this, the Income Tax Rebate on premiums is equal to an immediate return of $15\frac{1}{2}\%$ per annum on your investment and as profits are tax free, they are worth *considerably* more than a similar investment, subject to tax.

The cost of cover for ALL FLYING has now been reduced drastically and as the Air Ministry pay 75% of this, coupled with the fact that Income Tax rebate is allowed on the *full* premium, the ultimate net cost is negligible.

All Officers should take advantage of this up to the limit of £4,000 on which the Air Ministry grants this concession.

Detailed advice, entailing no obligation, will be forwarded, on learning your date of birth and requirements, by—

CAPTAIN FRANK S. ULYATT

Insurance Consultant

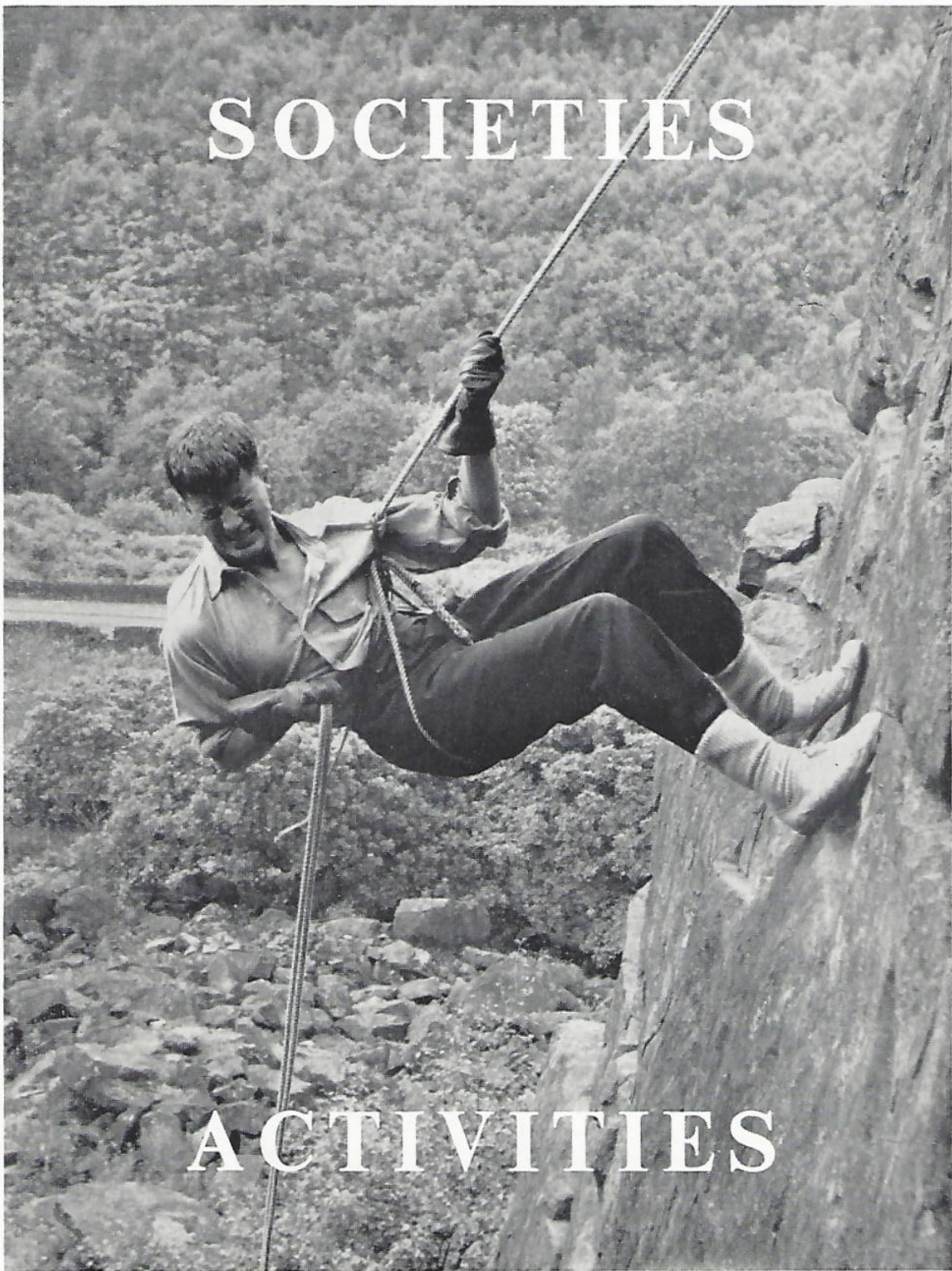
BANK CHAMBERS, TRENT BRIDGE, WEST BRIDGFORD, NOTTINGHAM

Telephone No. NOTTINGHAM 89851 and 88975

Don't take risks with Insurance! Consult an **expert BROKER**, who will give you the benefit of 30 years' experience and recommend the **BEST** Company for your needs.

SOCIETIES

ACTIVITIES





BY APPT. TO
LATE KING GEORGE V

SKINNER & CO

Sqn-Ldr. A. E. L. Skinner, M.C., R.A.F. (Retd.)
AVIATION JEWELLERS AND SILVERSMITH



BY APPT. TO
LATE QUEEN MARY



S 63/1 Silver & pale blue enamel £3.15.0.
9ct gold & pale blue enamel £8.8.0.



S 63/2 Silver, set with marcasite £3.3.0.
In all silver £2.2.0.
In all yellow gold £6.6.0.



S 63/3 Silver & pale blue enamel £3.10.0.
9ct gold & pale blue enamel £7.17.6.



S 63/4 In all silver £3.5.0.



S63/5 Silver with green
enamel wreath £4.18.6.



S 63/6 Silver & pale blue
enamel £4.18.6.

GOLD CHARMS



S63/A Any Crest
(to order)
9ct £4.10.0.
in enamel £5.0.0.



S 63/B 9ct gold &
enamel £3.0.0.



S 63/C 9ct gold
£3.10.0.



S 63/D 9ct gold
£2.5.0.



S 63/E 9ct gold
£2.0.0.

Please call in to see us or write for
our free illustrated catalogue-

35 OLD BOND STREET (2nd floor) LONDON, W.1

Telephone : HYDe Park 8909/5115

Open weekdays 9.30-5 (Saturdays by appointments only)

MOUNTAINEERING

After the activity of the summer term, the autumn term has been relatively quiet. There have been two meets in Derbyshire, a smaller one in North Wales and a New Year expedition to Glencoe.

A trip was made to North Wales from the 12th to 14th October. The party climbed the North Buttress of Tryfan and then amused itself on some short 'boulder problems' until dusk. On the second morning they started a climb on the North Buttress of Clogwen-y-Bustach but after two hours spent climbing a few hundred feet they were forced off without completing the climb. They left Ogwen at midday in order to reach Cranwell by midnight.

On the afternoon of Sunday 21st October, a party of ten went to Gordon's Edge, Derbyshire. As half the party were novices, it was decided that the afternoon would be spent on the less difficult climbs. Most of the climbing was done around the Och-Aye Wall and Garden Face area in almost ideal conditions.

Stanage Edge, the most extensive of all the Derbyshire edges, received its first visit from the College for some time on 25th November. Five hours good climbing was had, mostly in the Robin Hood and Black Hawk area, until deteriorating light and advancing mist called a halt.

A party of eight arrived at Glencoe on Saturday, 5th January 1963. As the arrival had been in darkness, it came as a complete surprise next morning to find that the glen was completely free of snow. The snow line lying at about 2,000 feet. After a quick breakfast the party set off up Sgor nam Fiannaidh, directly behind the hostel. It was intended to spend the whole of the first day on the first half mile or so of Aonach Eagah learning the basic techniques of step-cutting and rope-work in snow, but after three quarters of an hour on the ridge it was decided that little could be learnt in the

prevailing blizzard conditions and an early descent was made. This provided an opportunity for a few exhilarating glissades.

On the morning of Friday, a start was made for Sgorr Dhearg, on Beinn a'Beitho, a magnificent horseshoe ridge above Ballachulish. The going was very hard until the snow line was reached after 2,000 feet. Thick heather and a steep slope slowed the party down, but on the snow the going was much easier and good progress was made until patches of hard old snow began to be encountered. Their steep angle made normal walking impossible and either step-cutting or crampons had to be used. One party began step-cutting across the first patch. The second party stopped, put on crampons, adjusted them before starting and crossed the ice before the first party. However, the centre man of the crampon 'rope' of three soon began to get into difficulties as his incorrect straps worked loose. He was also having trouble with a weak knee and slowed the pace of his rope so much that they began to lose time and steadily fell behind the first party. Everyone agreed that the climb had been well worth while and an achievement in the high wind and drifting snow.

On Saturday, the party set off to tackle Bidean nam Bian, at 3,766 feet the highest mountain in Glencoe. The initial thousand feet was up the side of the very steep An-t-Sran ridge but fortunately on this ridge the snow line was about 600 feet lower than on the previous climbs. The first thousand feet of snow ridge was climbed in good conditions and the sea opening of Loch Linnhe, nearly 40 miles away, could be seen. However, as the last 500 feet of climb was approached, the eternal enemy, the weather, struck again with rising wind and descending cloud which soon engulfed the party, slowing progress and making it impossible to judge adequately the ground in advance. After difficulty in finding the actual peak on the

small plateau at the top, and a short foray down the steep ridge leading to Stob Coire nan Lochan, it was decided to return by the ridge up which the party had climbed. A straggling third pair, again plagued by the weak knee, soon made it obvious that, even following the known route, the last two pairs would not make it off the snow before dark. Therefore it was decided to make a glissade down a steep snow ridge for some 600 feet into the western valley. After a helter-skelter ride lasting about 90 seconds, four bodies finally slithered to a halt as the slope eased off into deep soft drifts at the end of what they will long remember as one of the most exhilarating experiences of snow and ice climbing. All that then remained was to pick their way down the rugged valley and on to the road, which they reached as dusk was falling.

The following morning a party of four set out to climb Aonach Eagah in almost perfect conditions while the others remained at the hostel to prepare a venison supper.

The Aonach Eagah is a snow ridge some nine miles long with many minor peaks and pinnacles along its length, and is considered to be the finest climb of its kind in Europe.

With a late start, it proved impossible to finish and a descent down one of the escape routes to the north had to be made. Nevertheless the hardest and most enjoyable part of the ridge was done, including some very interesting problems on the pinnacles along the route. It was a satisfied party that set out next morning for Catterick en route to Cranwell.

Planned activities for the spring term will be few until better weather arrives. Two mountaineering films have been obtained for showing on 31st January and if support is forthcoming a further trip to Glencoe may be undertaken at half-term. The proposal for an expedition to the Alps in the summer has been abandoned and the most likely venue for the leave expedition now seems to be the Pyrenees or perhaps the Moroccan Atlas, if a Beverley airlift for minibus and mountaineers could be obtained.



SUB AQUA

The autumn term has seen no outside activity for the section. However, training has continued steadily, and an enthusiastic response from 87 Entry has kept the pool busy on Thursday evenings.

The greatly increased numbers in the section have resulted in the introduction of a syndicate system for equipment maintenance, whereby groups of cadets are responsible for the maintenance and charging of lungs.

Early in the term the section put on a 10 minute demonstration of diving techniques in an interval in the Station Inter Wing Swimming Gala, which marked the opening of the new swimming pool.

MOTORING

Greater interest has been shown in motor-ing during the last term and the number of car-owning cadets has increased.

Two films were shown, one on economy driving and one on the 'Indianapolis 500' race. Attendance at both was good.

In order to learn a little about the organisation of motor rallies, three members of the section braved the elements one Saturday night and Sunday morning to marshal on a Lincolnshire Motor Club Rally. Despite Arctic weather conditions the two checkpoints were manned successfully and when the marshals had been defrosted they were even heard to say that they had enjoyed it.

SKI-ING

This year the society sent nearly fifty cadets on ski-ing holidays throughout the continent. The College team trained at Zermatt with the R.A.F. team and then moved on to St. Moritz for the races against Sandhurst and Dartmouth. As well as this, parties visited Mjolfjell and Geilo in Norway, Ancelle in France, and Lermoos and Igls in Austria. Everyone enjoyed what can be regarded as a 'vintage' year for snow and sunshine.

ZERMATT

Flight Lieutenant Ryan, three newly commissioned pilot officers, and seven cadets arrived in Zermatt on the 20th December. This was the end of a hectic journey. They missed the train at Calais, and one person, his proper ticket missing, managed to reach Zermatt on a couchette ticket alone.

On arrival the snow around Zermatt was over five feet deep and the bright sparkle from it in the sun meant glorious powder snow. Ski-ing that afternoon was not possible because the skis could not be fitted and adjusted for each person in time. We were lucky in hiring the skis — the R.A.F. team kindly organised a completely free hire of good new skis.

The team, in fact, was well equipped. Before Christmas, the College team was awarded a generous grant of money from the Nuffield Fund. This enabled the College to purchase six pairs of the best Austrian Riesenslalom metal skis, one pair of Slalom skis, safety bindings, ski sticks, College anoraks made up in grey and light blue colours, and crash helmets.

That same evening, an enormous avalanche crashed down into the valley below Zermatt. It swept away all the electric cables and blocked the valley for two days. As a result, we had cold food, only candle lighting, and very little heating. But worst of all, the ski lifts and cable cars could not operate. The first three days we spent on the Slalom slope, climbing up laboriously after each run. It was rather too steep a slope to start on

straight away, and some of us lost confidence very quickly with a rapid succession of falls. It took some considerable time to regain our 'ski legs.' The one compensation was that we were much fitter when the runs were opened.

At this stage, Pilot Officer Dick, our number one last year and unfortunately not eligible to race for us this year having graduated, and Flight Cadets Miller and Hughes were invited to train with the R.A.F. 'A' team. The others (Pilot Officers Shaw and Hood, and Flight Cadets Morrow, Hughes-Lewis, Akers-Douglas, Lanham, and Clegg), formed the 'B' team. The 'A' team trained with 'Zepp' of the Austrian Team, and the 'B' team with Odilo Julen of the Zermatt ski school. Each team completed a programme of downhill running and of slalom training.

The runs which had been so treacherously icy last year were deep in fine powder snow which made the running much more pleasant and the falls much more comfortable — even refreshing! In these conditions downhill running ('bombing') is more controlled and the improvement shown was very noticeable. Things became quite interesting when the teams' path was blocked by a slow moving ski class, and ways had to be found through it. In these situations, one sees a blurred vision of a terrified face, and then the fading shouts of a frightened beginner.

After a week, the improvement was borne out by our creditable results in the Anthony Irvine Giant Slalom race. We were racing against the British Kandahar Club Juniors, the R.A.F. team and many private entries, and we gained valuable racing experience.

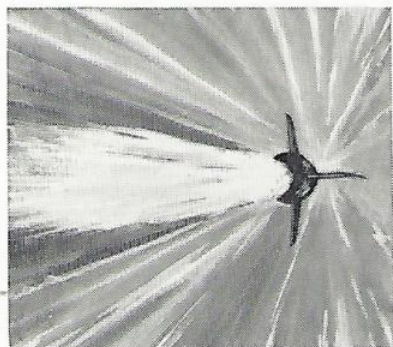
Of course, in the evenings, there were the usual "après ski," and the speciality this year, after a hard day's training, was tea at the Walliserkanne, a swim in the ornate heated pool at the Delphin with a scorching Sauna bath afterwards, and back to dinner at the hotel!

The time had arrived to travel on to St. Moritz. The team selected was Miller (captain), Hughes, Hughes-Lewis, Akers-Douglas with Morrow and Lanham as reserves.

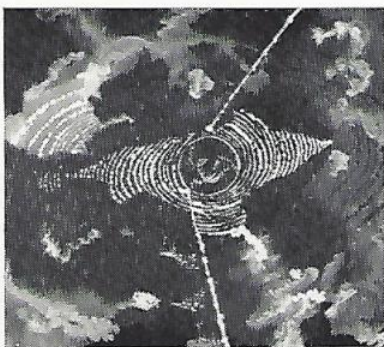
VICTOR



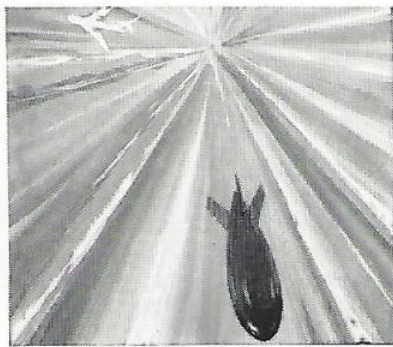
vigilant



Missile carrier



Reconnaissance



Bomber

While the world sleeps or works or plays, Victors are ready—waiting to fill any of their three roles as missile carriers, reconnaissance aircraft or nuclear bombers.

A single sortie by four Victors can map the whole of a continent.

At three minutes warning Victors can be airborne, retaliating against an aggressor country, carrying weapons with the destructive power of many million tons of TNT.

In the face of such a deterrent sanity decrees that global war is now unthinkable.

HANDLEY PAGE . LONDON & RADLETT

ST. MORITZ

This year the second Inter Service Colleges Ski Championships were again held in St. Moritz.

Wing Commander Scannell, who was so helpful to last year's team, had organised cheap ski-lift tickets for us and also an excellent trainer in Toni Zuber, a member of the Swiss Ski Team. We started our training with Toni the next morning. His training and that of the R.A.F. Team in Zermatt finally came to fruition in the slalom on January 3rd. The course consisted of thirty five gates and was open and very fast. Our first three to count, Miller, Hughes and Hughes-Lewis, managed times of 69.5, 65.7, and 67.69 seconds respectively. This meant that we were only ten seconds behind the trio of Sandhurst British Juniors, who each have five or six more years ski-ing experience than any of the College team.

Tension was running high at the start of the second run. Unfortunately, Miller and then the other two fell in some large ruts and spoilt what might have been very good combined times. Akers-Douglas, however, pulled up on the other three with a steady clear run. He finished only one second behind Hughes who was third for Cranwell. Despite these mishaps we finished second to Sandhurst, with Dartmouth third.

The team was determined to break through in the downhill, but the weather thwarted us. The poor visibility and the 'whiteness' would have made fast running very dangerous. The downhill was cancelled and the results were decided by the Slalom — Sandhurst first (379.3 seconds), Cranwell second (448.8 seconds), and Dartmouth third (530.3 seconds).

IGLS

This was the first year that the Combined Services Ski Association had included the Austrian resort of Igls on its list. Senior Under Officer Griffiths and Senior Flight Cadet Brawn, having spent two thoroughly enjoyable weeks ski-ing and "après-ski-ing," feel that it will not be the last time that the name appears in the C.S.W.S.A.'s lists.

Quite apart from the train journey, which is no hardship with such amenities as dance cars, the travelling is well organised and, disregarding odd train delays, went smoothly.

Arriving at Igls, it was obvious that the snow report of 3 to 15 ft. was based on fact, and the party settled into the Hotel Alpenhof. Ski Schule is run on slightly different lines in Austria, with both morning and afternoon tuition. As the 1964 Olympics are to be held at Igls one could be sure that the quality of the ski runs was very good indeed, if a trifle hair raising. Cable cars and chair lifts are, of course, available, all the necessary tickets being included in the cost of the trip.

After the ski-ing there are the tea dances and cafes. In the evenings there are the hotels, and very seldom were the cadets stuck for something to do. Innsbruck is only 4 kms. away !

It was with real regret that the cadets returned to London, but there is always next year

"It's harder than it looks!"



ANCELLE

At the invitation of the French Ecole de L'Air a party of four flight cadets visited the French Air Force ski-ing resort at Ancelle.

Ancelle is a very small ski-ing village perched high up in the French Alps some 200 miles from the Ecole de L'Air at Salon. It is mainly a ski-ing centre for the cadets at the Ecole de L'Air who all spend at least two weeks of their first year learning to ski, and most of them return for further ski-ing during their Christmas and Easter vacations. There is an abundance of excellent ski-ing instructors, most of whom are doing their National Service in the Air Force.

The College party which consisted of Flight Cadets Reddy, Holliday, Pearson and Seymour, drove up from Salon on the Tuesday and spent the first night with two captains, one lieutenant and eight senior cadets from the Ecole de L'Air, at the chalet below the village where all the equipment

was stored. The following morning the party was fully equipped and then moved up to the main chalet at Moissière which is situated a mile above the village near the ski-lifts.

The first day was spent falling down the nursery slopes and receiving instruction from our 'moniteur de ski' who spoke broken English with a colourful drawl. The next day, however, sufficient progress had been made to be able to attack the blue slope which was the easier of the three, and it was here that most of the time was spent.

For anyone thinking of taking a ski-ing holiday, Ancelle can be thoroughly recommended. However, if you are thinking of providing your own sport with a toboggan — think again. One of the party built a toboggan at home, took it across to Paris by aircraft, carried it through France on the railways, hauled it up the side of the mountain — but the only time he used it was to pull his baggage along the Edgware Road when he was hurrying to catch a train !

Plt. Off. I. C. H. Dick, a 20 year old pilot at R.A.F. Valley, Anglesey, is the downhill champion. He won by a fifth of a second after a close struggle with Flt. Lt. Guy Whitley, another Valley pilot.

Royal Air Force News, 2nd February, 1963

PRINTING

The section welcomed several new members during the term and with a combined effort many orders were accepted and successfully completed. A number of members, who had little or no previous printing experience, are now capable of carrying out most of the processes of printing and are discovering how rewarding a little well-spent time and patience can be. The new powered printing press is proving of great value as more members become fully acquainted with its capabilities.

During the term a large amount of new type was bought, and this, combined with patience, has helped to produce some good work.

The College Societies Exhibition at the end of last term showed the variety and volume of work which has been completed by members of the Printing Section.

FIELD SHOOTING

Once again the projected visit to Northern Ireland was sabotaged by the weather, and so for the second year running the section has had no major expedition. However, six cadets went to the Solway Firth in October for some wild-fowling and geese-shooting. This was a fairly successful expedition, but the only goose shot was seen to fall at the feet of some other shooters who promptly made off with it. Great sport was had on the evening flight and Weaver, on hearing a noise in the hedge, shot at the object, which turned out to be a hedgehog.

Barkston Heath provided a fair amount of sport, especially at the beginning of the season. The total bag consisted of 12 brace of pheasant, 7 brace of partridge, 15 hares, 4 pigeons and one squirrel.

A match was organised against a team from the Officers' shoot, who scored 34 out of 50, the cadets scoring 37 out of 50.



Flying

Winter is a difficult season for any flying club with both the weather and fewer hours of day-light to contend with, but the Flying Club has nevertheless fully utilised its aircraft since September. Flying at week-ends and evenings when possible, the Tiger Moth has clocked some 85 hours, and the Turbulents 55, and the overall total in the current financial year is already over 400 hours.

The Turbulents are proving the answer to training a number of pupils with only one dual aircraft, the Moth G-AOBH, available. The Club has purchased a second Moth which will be ready by the Spring, so that with two Moths and one Turbulent it is anticipated that there will be more flying for all members at whatever stage they may be and the Club hopes to earn some money by glider towing. In addition Bourne Flying Club's Auster Autocrat G-AGEE will be available for those members with P.P.L.'s. The Bourne

Club has entered into a form of amalgamation and is now based at Cranwell, and the advantages of an enclosed warm cockpit are obvious.

The club is at present moving its headquarters to what was the Chipmunk Flight at North Airfield. This means larger and better accommodation, which it is hoped will improve the social activities of the Club as well as offering better facilities for ground instruction during the Winter months.

Restricted to 50 members, the Club is only two short of that number, which includes cadets, airmen, officers and civilians from Cranwell, and several from nearby stations. The Club, expanding and on a sound financial footing, is well into its third year of flying and can offer all the thrills of string and canvas, and flying "by the seat of your pants."



WHERE CONFIDENCE IS THE YARDSTICK

**We are the principal suppliers of aviation fuel
to the Royal Air Force in the United Kingdom**



SHELL-MEX AND B.P. LTD.



SHELL-MEX AND B.P. LTD, SHELL-MEX HOUSE, LONDON W.C.2

Registered users of Trade Marks. Distributors in the United Kingdom for the Shell and the BP Groups

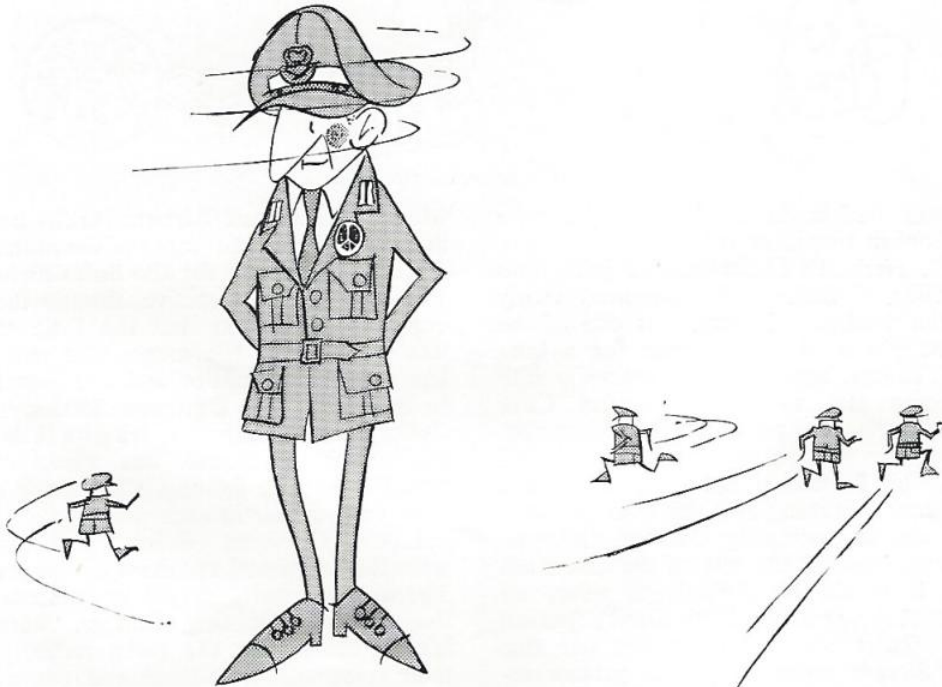
DRAMA

A programme of one act plays is rather like an evening of wine tasting, savouring, but never actually drinking. This can be frustrating if the wine is particularly fine, but good one act plays are rare. There also seem to be many disadvantages in choosing them. Neither the audience nor the actors can settle down before the whole thing is over. The audience has to reorientate itself to different situations, moods, and voices. Behind the scenes there is far too much diversification of effort, and the amount of work put into such an evening is often out of proportion to the results. But one act plays are very much of a family affair and the audience is always with the players, and such was the atmosphere in the Whittle Hall on the 11th December.

Priestley's *Rose and Crown* is a slight and sentimental joke. It needs to be handled delicately, or boisterously, by both the producer and the cast. Perhaps a compromise had been attempted, but the total effect of Ted Gorton's production was statuesque.

Dick Lilley's Mr Stone was a strong piece of character portrayal, but the Stranger, played by David Powell, who comes to collect his daily quota for immortality and seeks a volunteer, did not quite command the play as is necessary. But the cast dealt competently with the play which set the right note for the evening.

The programme notes described the second play, *The Valiant*, as "sincere, serious," portraying the last hours of a mysteriously anonymous murderer. The ending in which he is led to his execution quoting Shakespeare with the priest's prayers is pure ham, but to the great credit of the cast this is not what it turned out to be. John Cheshire as Warden Holt was of just the right power to set the play well on its feet, carried on by Colin Haigh as James Dyke the killer with a quiet confidence and command, backed very ably by Miss Eunice Broadhead as Josephine Paris. But again, the production was not fluid enough, nor did it escape the audience's notice that the



"Is it something I've said . . . ?"



Portrait of a persecution complex

cigarettes used in the Connecticut jail were very English tipped ones !

A. P. Herbert's Shakespearian joke, *Two Gentlemen of Soho* which balanced nicely with the sombre jail story, was one of the funniest pieces of theatre seen for a long time. The cast entered whole heartedly into this romp and were word perfect. Clive Mitchell's Plum was superb. His Dickensian extravagance was magnificent, from his red nose to his hobnailed boots. He showed a great sense of timing and the dramatic with what was an extremely difficult dialogue. His gusto infected the rest of the cast from whom it would be difficult to select an individual performance. Chris Slack's foppish Lord Withers was just right, nor can one forget Shaw's entrance as the private investigator. The three ladies, Roberta Smith,

Moira Gibson, and Barbara Birkby behaved and died with a great sense of the moment.

The set designed for the Soho night club was particularly attractive, though the general impression was that too little scenery was spread over too much. The new stage has great potentialities and one would like to have seen the Dramatic Section of the College Society spread its wings a little more ambitiously. Full use was made of the possibilities with lighting, though the effects were very similar in each play.

Lilley, Cheshire, Haigh, and Mitchell were the individual successes of the evening. The women's parts, played by students from the Lincoln Training College, were not leading parts, but the seven ladies played their roles with confidence and contributed to an enjoyable evening's entertainment.

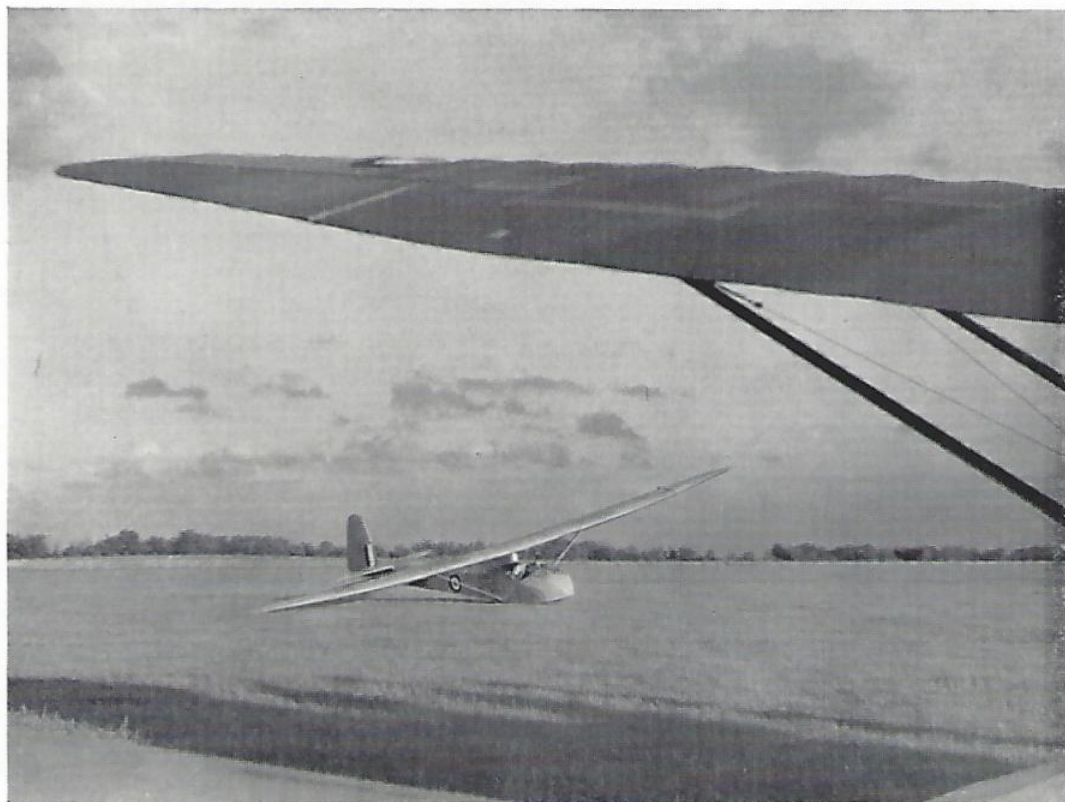
GLIDING

This term the section finished with as many aircraft as it started ! As is usual in the autumn term there were no significant flights and all flying was limited to circuit work. Of this, however, there was ample, and as bad weather revealed the keen members of the new entry, several of them were sent solo and are now flying the Tutor.

An interesting diversion was provided this term when we flew from R.A.F. Spitalgate because weekend jet flying would have severely restricted us at Cranwell. We flew the Chipmunk and T.21s to Spitalgate and

operated for two weekends alongside the local clubs. We are very grateful for the co-operation of these clubs in keeping us flying.

In one respect the section is seriously limited. At present we have no aircraft to replace satisfactorily the gap left by the Prefect. The T.21s, converted for solo flying, do help but they are unsuitable for cross-country flying and are usually required for instruction. Before cadets can take to the Olympia they need experience on an aircraft of higher performance than the Tutor.



Riding

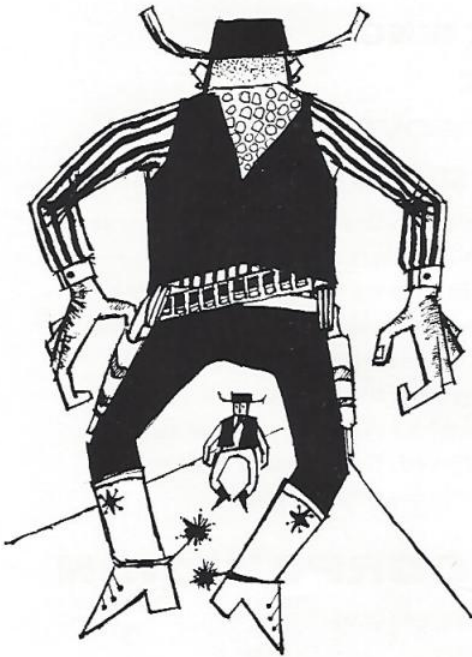
At half-term, the section acquired, on loan, another horse, rejoicing in the name of "Funny Eccles." Needless to say, no horse bearing such a name could remain undistinguished for long. He arrived on Friday afternoon: on the Saturday morning he escaped. He was chased by Erskin-Crum but even this wily beagler was soon left far behind and it was the Commandant who took up the chase, finally cornering him (Funny Eccles) in a Cranwell farmyard.

Six-year-old Eccles, a fifteen hands gelding, comes with a reputation of success in Pony Club and Handy Hunter events. He is owned by Flight Cadet Walliker.

With two horses the group is in a much stronger position and membership has risen accordingly to sixteen. The group is organised on a syndicate basis, each member subscribing 30/- per month for as many rides as he can fit in.

The first competition, against Imperial College, London, saw our team win by 179 points to 149 although two of the team finished on foot.

Six members of the group made a visit to the 'Horse of the Year' Show early in the term. The remainder of the programme consisted of films, including one on the United States Cavalry.



POTHOLING

In the past, the Society has pursued its underground activities on Sundays in three caves in Derbyshire. This term it was decided to extend our knowledge of the Derbyshire area and it was to this end that three members of the society set off to explore Hillocks Mine.

This cave was explored for around two hours during which time the party crawled through both natural and man-made passages made a 25 ft. descent with ladder and life line, and made a final scramble into the bottom chamber of the mine. From this chamber the outside world could be seen up the 210 ft. mine shaft. The route taken by the party had been the old escape route !

The second trip of the term, made for the same purpose, was to the Bradwell area of Derbyshire. The first cave visited, Bradwell Dale Cave, was found to be an excellent cave for beginners, consisting only of a low scramble leading into a large chamber in which there were fine formations.

The second cave, only 200 yds. down the road, was believed to be Hazlebadge Cave, although it did not fit the description given in the guide book. This cave is entered by a 25 ft. pitch using ladder work and chimneying. Three chambers connected by crawls and scrambling lead to the final chamber in which are some fine formations and fossils. Passages leading off from these chambers come out into excellent examples of stream passages.

The third trip of the term was again made to Derbyshire, but this time with a larger party of eight. While the beginners were introduced to Bradwell Dale Cave and Hazlebadge Cave, the more experienced members explored Oxlow Pot. Due to lack of equipment, this party negotiated only the first two pitches, both over 50 ft.

The final expedition of the term was made over the week-end of the 8-9th December. The usual week-end habitat of the Society is South Wales, but again it was decided to explore other areas of England. With members dropping out at the last moment, the party consisted of three only. Here is an eye-witness account from our reporter on the spot :—

“ We left College at 1100 hrs. and set out for the desolate wastes of Yorkshire. After lunching in Harrogate, we arrived in Pateley Bridge and staggered up Greenhow Hill, reaching Hebden (pop. 123, 1 church, 1 pub) at 1630 hrs. That night we stayed at a cottage owned by the Northern Cave and Mine Research Society.

The following morning, accompanied by two members of the N.C. & M.R.S. we set off for the cave. This cave, Mungo Gill North, has just been discovered by the N.C. & M.R.S. and digging is still in progress to try and extend the system. The initial descent is made down a 50 ft. ladder pitch, which we negotiated remarkably quickly. For the next half-hour we crawled, crouched, scrambled but never stood upright. The formations we saw, however, were fantastic ; stalagmites, stalactites, rock cascades and helictites were growing in abundance in every small chamber we crawled through. From these we passed down through what is known as “ the Bear Pit ” and scrambled even further down to the stream passage. The stream begins and ends in sumps, thus stopping any further chance of exploration. As time was short, we returned quickly to the surface without exploring Mungo Gill South.

We arrived back at College at 2330 hrs. on the Sunday night. It had been an extremely interesting trip and well worth another visit next term.”



ANGLING

Because of the numerous commitments of a busy autumn term, little local fishing was carried out by the society. It is hoped that this can be remedied in the coming months.

A visit was made to R.A.F. Ballykelly during the week-end, 13—15th October, and an enjoyable time was had by the six cadets involved. Unfortunately the sport was badly affected by the drought and, much to our annoyance, the only catches were made by the guiding officer. But at least the society as a whole did not return utterly empty-handed !

DEBATING

The Debating Society is unique among College societies in that it distributes free gifts ; in hectic moments the gift of the gab and, in the lulls, the blessed gift of silence. Although only about twenty cadets attended regularly, most meetings were lively and the standard of speaking certainly rose during the term. The motions chosen for debate were designed to provide entertainment rather than profound philosophy, and included such subjects as "Public Schools and Public Houses are the Backbone of the Nation." A particularly enjoyable debate was held against Nottingham University on the motion that "This House would rather not be here." Two visits were made to the Cambridge Union and the general impression was that the speakers there were rather better than our average. "The more the merrier" certainly applies to debating and therefore new faces are always welcome at meetings, so why not drop in sometimes and see what gives ?



CANOEING

After the rigours and hardships of the Gota Canal expedition across Sweden, the Canoeing Section settled down to a less strenuous programme for the autumn term. A great deal of servicing was required, especially on the Klepper canoes, which were taken to Sweden, and on the partially completed K1 racing canoe. The Section moved to new accommodation and it now has the facilities of a building large enough to house all the canoes and allow a comfortable amount of room for maintenance work.

During the term, work was continued on the K1 racing canoe, which was presented in a partly completed condition to the College by Squadron Leader and Mrs. Youd, in order to have it finished in time for the Exhibition at the end of the term. This was accomplished through the hard work of a few members of the Section.

A one-day expedition was organised a few weeks before the end of term and six members of the Section paddled down the Trent from Nottingham to Fiskerton. The bitterly cold weather spurred on the canoeists and the twenty mile stretch was completed in less than five hours. One crew were hooked by a keen fisherman and, in the ensuing struggle, their boat capsized. When they had righted the canoe, two dripping, frozen bodies could be seen paddling, as if possessed, down the river towards the next rendezvous with the minibus.

Towards the end of term, the Canoeing Section became the proud owners of a new Moonraker class 7C two-seat racing-cum-touring canoe. The boat was displayed at the Exhibition and, soon afterwards, was "christened" in the Thames and found to be very suitable for the long-distance racing-touring role.

Six members of the College Canoeing Section spent the last four days of 1962 canoeing down the River Thames. This expedition was organised in co-operation with a party of Leicester Senior Scouts who had had only a little previous experience. The College party acted in an advisory capacity.

The Scouts completed the expedition without mishaps but one of the College crews was less fortunate. The crew hit an ice floe and were up to their knees in icy



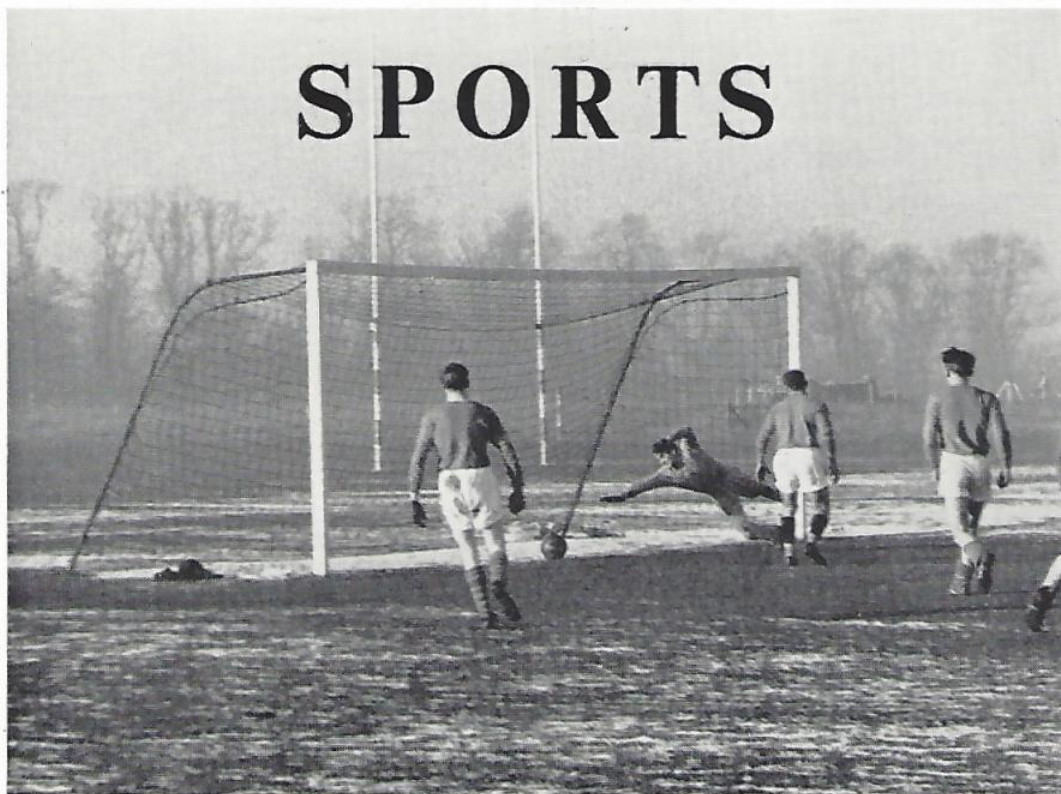
water before they succeeded in reaching the safety of the bank. The blizzard conditions in the Thames Valley slowed down the progress of the canoes considerably and made the task of the minibus extremely difficult. The canoeists depended a great deal on making regular rendezvous with the minibus, and morale would not have been nearly as high as it was, but for the praiseworthy efforts of those in the minibus. The river was frozen for long stretches upstream of the locks and portaging canoes

around these proved an exhausting pastime. The aim of covering 100 miles of the river was not achieved because of the poor weather conditions, but all members of the party enjoyed the expedition. The hospitality of Abingdon and Medmenham ensured warm and comfortable evenings after a day on the water.

The Canoeing Section is now preparing the boats and competitors for the major event of the year—the Devizes to Westminster Canoe Race.



SPORTS



SOCCKER

The 1st XI finished the autumn term by remaining unbeaten with an impressive record of 14 wins from a total of 18 games. Under the captaincy of Blake, and with a lively forward line and a sound defence, the 1st XI was able to defeat the Army Crusaders XI by 10 - 0 in the 1st round of the Argonaut Trophy Competition.

A few easy victories against weaker opposition in the early part of the season encouraged the team to produce their best form against tougher opposition and not yet become complacent as one might have expected.

The two inter-service games were both played in the autumn term this year. On a very wet day at Sandhurst the College team found itself two goals down soon after the start but recovered well to win by 5 - 3. The match against Dartmouth was played in a continuous downpour at R.A.F. Stadium Uxbridge, the result being a 1 - 1 draw. Dartmouth were

a much bigger and apparently much fitter side than the College side under such conditions and a win for them would not have been unjust.

Unfortunately both Blake and Malhas left at the end of term and their departure is sure to affect the team. These two players have held their places regularly over the last 3 years and replacements of their calibre will be very hard to find.

The 2nd XI had potentially a very good side but as usual the team was often depleted by injuries to key players either in the 1st or 2nd XI's. Three new players from the junior entry helped to strengthen the side considerably and we look forward to a more successful spring term.

The 3rd XI are taking part in the inter-section league competition where they are finding the opposition rather strong. The younger members of the team are now beginning to find their feet and their enthusiasm should reap dividends in the future.

RUGBY

Under the captaincy of Jones, supported by Latton as Vice-Captain and Scrum Leader, the College 1st XV had a very much better season than last year.

The traditional inter-collegiate games were the highlights of the season in that the College was victorious over Dartmouth 5 - 0, Sandhurst 8 - 3 and Henlow 16 - 6. In these three matches, the College played to a high standard and credit must be given to the scrum which frequently overwhelmed the opposition. In all three games, the weather was to the advantage of the College, being wet and muddy.

In the London games, the College had a good away win over Blackheath 2nd XV 13 - 11 in which the side came together as a team for the first time. This was to continue for the rest of the season. Against other London clubs, such as Harlequin Wanderers and Rosslyn Park, the team put up creditable performances, especially against the former in which the College lost by 9 points to 3.

The season opened with a few vacancies to be filled after the loss of two good forwards, McCarthy and Stephens. On the arrival of 87 Entry two of these places were filled by Humphrey at lock, and Loveday on the wing.

The front row of Latton, Maslin and Thorn was to prove a heavy and steady combination in the softening up of the opposition. Mention must be made of Maslin's hooking which improved as the season progressed and Latton and Thorn's fine loose play. The second row, Yarrow and Crook, were assets in the tight scrummaging. The back row this season matured, attacking and covering when the play demanded. Wood on the open side played notable games against Dartmouth and Sandhurst with his strong tackling in attack and loose play. Gainsford on the blind side covered and attacked with tremendous zest and few men were able to avoid his tackles in defence. Humphrey as lock had a very hard position to fill, but with good covering and tackling ability he soon satisfied the selectors.

In the three-quarters Jones at the base of the scrum and Blair-Hickman at fly-half proved to be a successful pair, with Jones controlling the game skilfully and Blair-Hickman supporting him with fine kicks and safe handling. Dick in the centre played some notable games with his fine dummying and side-stepping being helped by Allison, Wall and Loveday. Loveday as a newcomer to the side improved with every game and became, as expected of a wing three-quarter, the top scorer of the side. Allcorn at full-back played well throughout the season with his safe handling and good touch kicking. In all the games he excelled and much of the credit in the inter-collegiate matches must go to him in keeping the 1st XV on the attack all the time.

The captain's list contained 85 potential rugby players and thus four XV's were fielded although

the 4th only played three matches. The 2nd XV was led by Moore and had an average season. The finest record, however, was by the 3rd XV who won 9 out of 11 games and credit must go to Eeles for his hard work as captain in running the team.

Colours were awarded to the following :—S. W. S. Yarrow, I. C. H. Dick, D. Maslin, P. W. Crook, A. L. Wall, W. N. Blair-Hickman, M. A. Wood, P. G. Gainsford, T. G. Thorn and J. S. Allison.

The following officials were appointed :—Captain W. N. Blair-Hickman. Vice-Captain B. E. Allcorn. Secretary continues — T. G. Thorn.

R.A.F. COLLEGE versus B.R.N.C. DARTMOUTH

In wet, windy and muddy conditions with the wind against them the College attacked straight from the start using the scrum and touch lines. The forwards battled up front and by half-time it was noted that the Dartmouth pack were weakening. In the line outs and set scrums the College were gaining possession of the ball every time. The full-back kicking for touch enabled the scrum to advance into the Dartmouth half. Throughout the last half of the game Cranwell spent nearly all their time in Dartmouth's half and inevitably a score was produced after the fly-half kicked ahead for the winger.

R.A.F. COLLEGE versus R.M.A. SANDHURST

Sandhurst this season had not been very successful although on paper they had a strong side.

The weather was again wet, muddy and cold, and the College, as against Dartmouth, attacked from the start, although with not so much ferocity. The College, after ten minutes, were 3 points up with a penalty kick and, with morale running high, the side became a fighting team and the forwards were soon interlocked with Sandhurst. The College heeled the ball from all the tight scrums giving the three-quarters many opportunities to attack. In the line outs, the College were not so successful due to the wet conditions of the ball. Nevertheless College increased their score with a try. It was not long before Sandhurst made a break in the three-quarters, ran half the length of the pitch to score a fine try. The rest of the game was spent, with the Cranwell scrum now unrecognisable because of mud, wearing down the Sandhurst pack on Sandhurst's try line.

RESULTS

	Played	Won			Points	
		Lost	Drawn	For	Against	
1st XV	16	7	9	0	118	258
2nd XV	13	5	7	1	127	120
3rd XV	11	9	2	0	206	55
4th XV	3	2	1	0	20	58

SQUASH

The Squash team won twelve out of fourteen matches which included a 4-1 win over Sandhurst. No match against Dartmouth was arranged, but during the Dartmouth weekend, the Squash teams from the Station and College visited Headquarters, Royal Air Force Germany. The best match was against the Jesters Club, who produced an experienced and well balanced side. The College won 3-2 after a keen struggle.

Abbeyle produced a weaker team than usual and were defeated 4-1.

Just before half-term, the team visited London, where their first defeat 2-3 was at the hands of Imperial College. Their team consisted of the Egyptian No. 4 and three county players and the match was a valuable experience.

Bliss, at number one, set a fine example as captain. He was defeated only by the Egyptian No. 4 and then only after a hard fight. Lilley was a reliable second string and normally managed to baffle his opponent with his unorthodox style. Seyd, though inconsistent, normally produced energy from somewhere to last five games. Christy continued to gain experience and lost only one match, when playing No. 2 against Cambridge University Ganders who defeated the

College 4-1. Hughes and Sultan both played successfully at fifth string.

The Second Five had 3 wins and 2 defeats. Millar continued his faithful service, and three newcomers, Rizvi, Allport, and Gooding, all showed promise for the future of College Squash.

BADMINTON

With only Quek, Bowler and Hughes remaining from last season's first team, the autumn term was spent in remoulding the team, rather than in competition.

Six fixtures were played; four by the 1st team and two by the 2nd. The 1st team lost three matches and the 2nd team lost both of theirs. However, the teams improved greatly during the term as illustrated by the fact that the only victory was in the last match of the term, against Fitzwilliam House, Cambridge. Regrettably neither Dartmouth nor Sandhurst were played.

Although results were poor, spirit was not lacking. This was due to a steady improvement in play under the coaching of Sergeant Hall. The new members of the 1st team, Carter, Room, and McLean, benefitted particularly from this.

We confidently expect that this coaching will "pay off" in the coming term.

HOCKEY

At the beginning of the season all the team suffered from a lack of physical fitness — this being felt far more in the forward line than in the defence. This problem was soon overcome; in the extremely close and hard fought game against Dartmouth (no score), it was obvious that the team was sound. In the match against Sandhurst weather conditions and a very wet ground contributed to a poor game with many chances being missed by both sides. The resultant draw was a fair result for indecisive play.

The Henlow Officers' team was extremely capable and tenacious and the team did well to beat them by one goal. At mid-term, the team travelled to Germany to play Royal Air Force and Army teams. Although played on concrete and shale pitches the games were close and enjoyable. A game against a Signals Regiment team was lost by one goal scored in the last 20 seconds of the match.

After half-term there was a six-a-side tournament at Cranwell. The games were short and fast, and fitness was the most important aspect. After dispatching Lincoln Imps the 1st team fell to the Station side — which was still fresh — and had to retire.

In 1963 the team is without Junior who did so much towards improving the standard of hockey in the team, and who himself formed the backbone of defence. Three others of the ablest players have also left, and replacements are being sought in the 2nd XI and the new entry.

The 2nd XI also began a fairly successful season and gave nearly all the keen hockey players the opportunity to represent the College and improve their hockey. As usual there were several matches against Station teams of varying strengths. These proved very useful and gave the team the experience they needed when playing other teams.



CRANWELL—HENLOW ROAD RELAY

The Cranwell team had to beat a time of 8 hours 18 minutes and 55 seconds which was set up by Henlow on their attempt on 16th May 1962. The only rules stipulated are that only ten runners may participate and that it must be run over roads which are marked on an Ordnance Survey map. After looking over several alternative routes the route used by Henlow was decided upon. One of the reasons for this decision was that it is always better to beat a team on their own course. The route started by taking the road to Cranwell village, turning right at the end of the airfield, then through the Raucebys, over the A.153, and on to the A.15. This road was followed through Peterborough until it joined the A.1 at Norman Cross. The plan was to stick to the A.1 until Sandy, then take the B.658 to New Town, and finally the A.6001 to the R.A.F. Technical College. The race would finish on the steps of the Cadets' Mess.

Two vehicles were used, a large coach and an ambulance. In addition two bicycles were taken; one of which was used to pace the runner. A medical orderly and oxygen were carried in the ambulance. The orderly was very helpful and contributed enormously to the success of the relay.

The team was composed of the following, in order of running:—Cox, Jeffrey, Morrison, Featherstone, Radforth, Bayliss, Ford, Yule, Pearce and Ward.

The three cyclists were Gorton, Needham, Belson. The reserve runner, Bennett, also took a turn at cycling.

The weather conditions were fine and dry; cool at first becoming hotter in the late morning and early afternoon. What wind there was tended to be light and variable.

The race started at 0800 hours from the south-west corner of the Tutorial Wing on Saturday, 6th October 1962. The plan was for each of the ten runners to run two lots of three miles in order, i.e. each of the ten would run three miles, then do the same thing again in the same order. This would cover 60 miles; the last 24 odd miles would be covered by runners doing different distances depending upon how fit they were and how they had run on their first two stages.

Cox ran the first leg of the relay, covering approximately three miles in the very creditable time of 16 minutes. This was better than we had dared hope for and was very good for the team's morale. Throughout the entire relay the cyclists played a very important part; carrying a stop watch and using the mileometer on the bicycle they were able to give the runners an idea on how they were doing. The cyclist who accompanied Cox on his first leg was Gorton. Cyclists were changed after about three or four stages. Once Cox had established a lead on the predicted time the other runners increased this lead,

until after everyone had run once, i.e. about 30 miles had been covered, the College were 2 minutes ahead of the best time that had been predicted and nearly 10 minutes ahead of the schedule that would have ensured a victory.

Jeffrey, on his second run, went through Peterborough in a very fast time. As he lives near to this town and knows it reasonably well he was able to choose his own route. The escorting cyclist was left behind but soon caught up when on the open road again. Previously it was thought that Peterborough might prove to be a major hold up. About six miles after Peterborough the A.1 was joined at Norman Cross. Shortly after this a moment of tension when the ambulance was late in arriving at a change-over point, but after only a short delay it was sighted in the distance and all was well. During the whole race the ambulance waited at a change-over point for about 10 minutes with the runner who had just finished the previous leg. This allowed time for the orderly to look after him. The ambulance would then go on to the next change-over point just in time to pick up the person who had finished running.

Throughout the race a spare runner was carried in the ambulance in case the cadet who was actually running should collapse. It is perhaps interesting to note that all runners felt better during their second leg. At times it was shorter for the runners to take the up-lane on the A.1 and run against the traffic. The cyclist also took the up-lane when it was necessary.

60 miles had been completed in 5 hours 36 minutes 40 seconds which was more than 25 minutes ahead of the schedule that would ensure a win. This was at Buckden, still on the A.1. Ten miles after this the College turned off the A.1 on to the B.658. By this time certain runners were beginning to feel the pace and were being given shorter distances to run. Cox and Bayliss, in particular, were still running extremely well and clocking very good times.

Ward took over for the last leg about a mile and a quarter from the finish. The other runners joined him half a mile from the finish and the whole team ran in together finishing 7 hours 43 minutes after leaving Cranwell, beating Henlow by more than 35 minutes. The cyclist who accompanied the runners on the last few legs was Belson who knew the local area well having been recently transferred from the R.A.F. Technical College.

The victory achieved was largely the result of careful planning and route surveying. However, we were very lucky with the weather which was as near perfect as could be. Also the team was lucky not to have any other set backs such as punctures and serious traffic hold-ups. Another point was that both the level crossings which had to be crossed were open. It would seem that the R.A.F. Technical College is going to have a hard task to beat this time.

CROSS-COUNTRY

The team ran in eight races, one of which was a championship race with a large number of teams competing, three were against the other Service Colleges, and the remainder against local Universities and Colleges.

The championship race was the University College London Invitation Relay, in which each member of the team ran a $1\frac{1}{2}$ mile lap. As with all large races, the teams were widely varying in ability and our placing of 12th was satisfactory.

The three races against the Service Colleges were disappointing as both Dartmouth and Sandhurst won, by 25 - 54 and 21 - 68 respectively. Our morale booster was the convincing win over the R.A.F. Technical College, in which the whole team ran well and resulted in a score of 32 - 46.

The remaining four races against the local Universities and Colleges gave us only one victory, against Carres G.S., in a 26 - 60 win. Cox and Morrison repeated their performances of the previous year by coming in together ahead of the field of runners. The race against University College, London, had an exciting finish in that the last few runners home decided the final result, unfortunately a defeat by 34 - 44. Leicester University and Loughborough College proved to be too strong for the College.

Bayliss, Ward and Cox were awarded colours.

SHOOTING

The autumn term was the most disappointing term that the shooting team has had for many years.

The B.R.N.C. Dartmouth, Henlow, Nottingham University, Birmingham University and University College, London, fixtures were all cancelled by our opponents.

Without competition the team was in no form to beat R.M.A. Sandhurst and the triangular match with Cambridge and Imperial College London resulted in the College taking third place.

The inter-squadron small bore competition was shot by teams of four men. Each man shot two cards and final result was an easy win by 'A' Squadron. The standard of shooting was high and Flight Cadet D. C. Longden had the highest individual score.

Despite a disappointing term colours were awarded to Giles, Campbell and Piggott.

FENCING

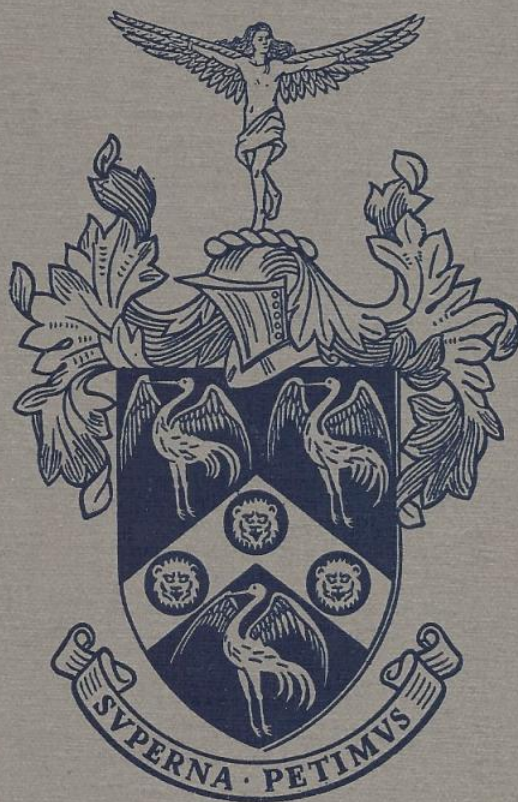
At the beginning of the season hopes were high for a successful season and the first two matches confirmed this. However an unfortunate accident to one of the senior members of the team showed how short the team was of fencers with match practice.

The two important matches against Dartmouth and Sandhurst were exciting but the results disappointing. Electric foil was used for the first time against Sandhurst and experience with this weapon is needed.

The results of the other matches compared favourably with the results of previous seasons and this next half of the season should bring the team a greater measure of success.



THE
ROYAL AIR FORCE
COLLEGE



JOURNAL

CRANWELL

SUMMER 1963

VOL. XXXV No. 2

THE ROYAL AIR FORCE COLLEGE JOURNAL

SUMMER 1963 VOL XXXV NO. 2

Managing Editor	. . . . .	Squadron Leader F. G. Rice
Assistant Editors	. . . . .	Squadron Leader C. N. E. Carryer Squadron Leader S. H. Grey Squadron Leader D. Grisbrook Flight Lieutenant D. T. Marsh
Advertisement and Business Manager	. . . . .	Flight Lieutenant J. L. Clayson
Cadet Editor	. . . . .	Senior Flight Cadet R. C. Betts
Cadet Sub-Editors		
<i>Articles</i>	. . . . .	Flight Cadets A. E. J. Weaver & R. G. Pike
<i>Activities and Societies</i>		Senior Flight Cadet P. P. Gilroy & Flight Cadet C. I. H. Cant
<i>Sports</i>	. . . . .	Senior Flight Cadets W. N. Blair-Hickman & T. Eeles
Cartoonists	. . . . .	Senior Flight Cadet C. C. Haysom Flight Cadet P. D. Brookes Flight Cadet J. Hughes

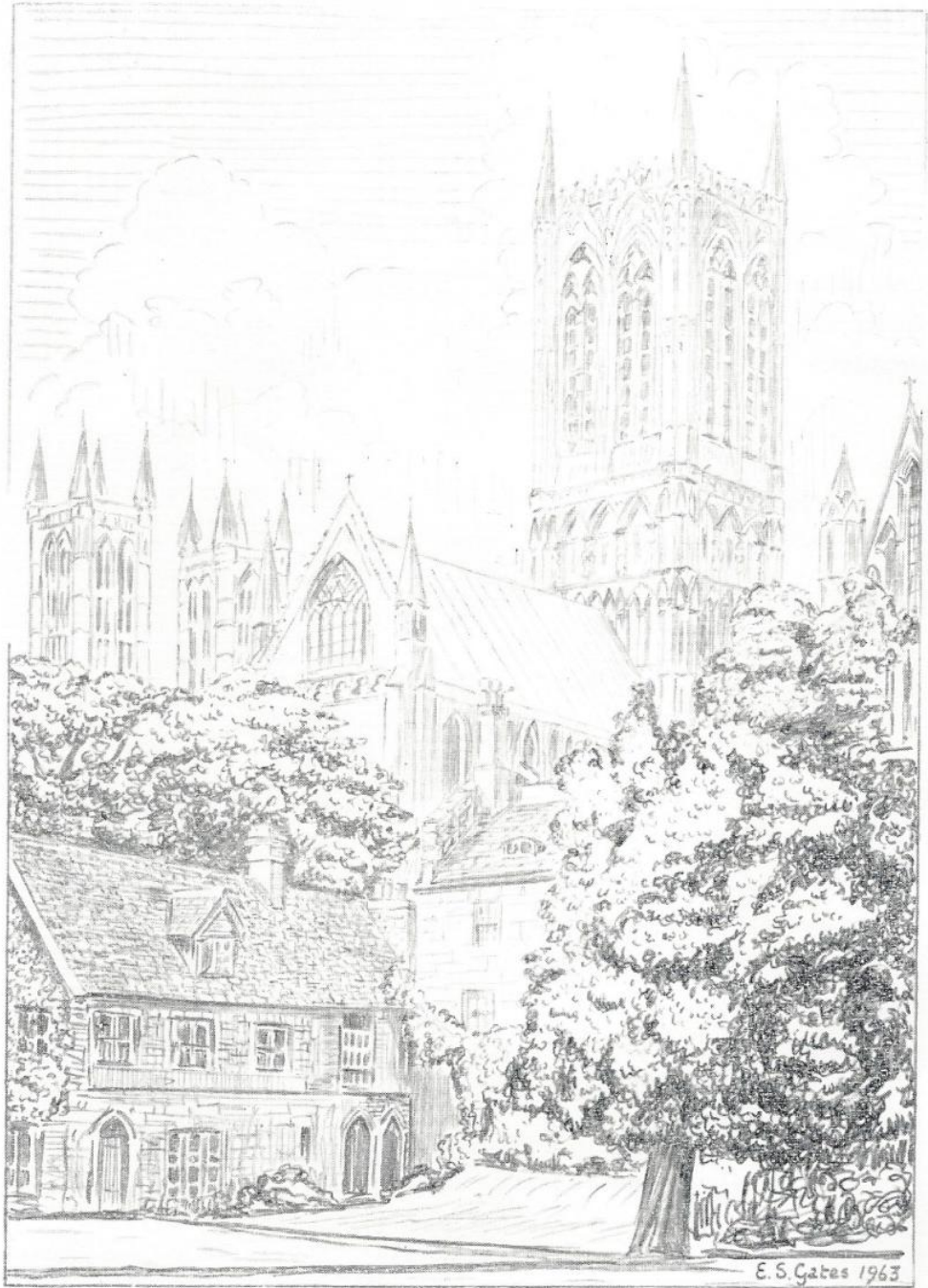
Edited and Published at the Royal Air Force College, Cranwell, Lincolnshire

and Printed by Dolby Brothers, Limited,

West Street, Stamford.

Contents

	<i>Page</i>
College Notes	107
Old Cranwellian Notes	120
Lincoln Appeal	124
Correspondence	126
 <i>Articles</i>	
Rendezvous in Russia	127
Book Reviews	131
Brrrr !	133
Colorado	135
The Cranwell Hovercraft	141
Training at Cranwell, 1963	146
 <i>Activities and Societies</i>	
Ruddigore	153
Cranwell Little Theatre	157
Ocean Sailing	160
Mountaineering	161
Sub-Aqua, Gliding	166
Canoeing	168
Riding	170
Jazz, Karting, Engineering, Film	172
 <i>College Sport</i>	 174



Lincoln Cathedral



College Notes

The dominant features of the Spring Term were the Arctic weather and the efforts made to overcome its stranglehold on flying and fulfil the flying commitments. At the beginning of the term there were two formidable handicaps. Firstly, persistently recurring fog at night and marginal weather by day throughout November and December produced an unwelcome heritage for the New Year ; Flying Wing was some 500 hours behind schedule and No. 83 Entry had not begun, instead of having half completed, their night flying programme. Secondly, the runways at Cranwell and Barkston Heath were unfit for flying ; the snow which fell in the Christmas vacation was well below the regulation minimum depth for the use of the snow ploughs, and, after a partial thaw, frosts had welded ice into the surfaces. The runways could not be used at all in January and were available only occasionally and intermittently in February. Throughout the first half of the Spring Term sustained efforts were made by the entire College and Station to overcome these handicaps.

There were two possibilities : to free the Cranwell or Barkston runways of ice, or to use other air fields which remained operational. Initially, efforts were made to clear the runway at Barkston. Everyone there turned out with shovels and brooms to chip and sweep clear the ice. The operation was mercifully abandoned after a day of ineffective toil. The alternative plan was then adopted ; 12 Jet Provosts, which were able to take off from the frozen runway, were deployed at Coningsby. Some 50 Cranwell and Barkston Heath

technicians travelled there daily to carry out the first-line servicing. They worked long hours day and night in the face of a bitter north-east wind and up to 22 degrees Fahrenheit of frost. Their morale, aided perhaps by a rum ration, remained very high. By using Coningsby, and also Waddington and Valley for special training flights, cadets were able to achieve 350 hours flying during the period from January 14th to 28th.

Meanwhile successive attempts were made to clear the ice-bound runway at Cranwell. Ploughs, squeegees and manpower made no impression on the ice ; a rented disc-harrow merely roughened the surface ; Jet Provost engines cleared small patches in the ice, but also produced impressive skating rinks ; sprinkled coal dust failed to show the melting properties predicted by a distinguished Air Marshal ; AVTUR, poured on the runway and then burnt, warmed a less distinguished Squadron Leader but had no effect on the ice. On 24th January some of the ice was melted by three hired asphalt layers which, with searing flame and belching black smoke, crawled down the runway followed by a phalanx of sweepers and a squadron of bowsers fitted with squeegees, but the water froze before it could be swept clear.

The thaw eventually came around the end of February, after half-term. The detachment at Coningsby was withdrawn as Cranwell and Barkston gradually came into service, but slush by day necessitated de-icing each aircraft after each flight and frost by night made operations hazardous. By early March the back-log of flying had risen to over 1800 hours — equivalent to about five weeks normal flying by the whole Wing.

To tackle this task, great efforts were called for and made. Flying Wing is manned for one watch only, but operated for 18 hours per day regularly and for 21 hours per day on several occasions. Flying took precedence over sport on Wednesday afternoons ; cadets flew throughout two week-ends. The General Duties cadets in Nos. 83 and 84 Entries continued flying in what otherwise would have been the first week of their Easter vacation. Nos. 85 and 86 Entries returned from vacation early.

The recovery was impressive. In addition to meeting the normal task, over 1000 hours were removed from the flying back-log. By early May the back-log was a mere 400 hours.

Useful lessons were learned. It was clear that specialised equipment was necessary to clear the runway in such conditions. It was shown that the best way to keep an airfield operational was to clear the

snow as it fell. For this purpose a 24 hour watch was maintained from mid-January onwards by the Duty Air Traffic Control Office, and the M.T. Section was called out immediately to clear each snowfall. The benefit of concentrated flying, once the weather improved, more than compensated for the winter setbacks in the cadets' flying progress.

The weather demanded exceptional efforts and physical endurance seldom called for. Although it is comforting to know that such demands can be cheerfully met, there are some who hope that the exercise will not become another Cranwell tradition to be repeated annually.



In April 1963, Flight Lieutenant R. E. C. Davies completed his tour as College Director of Music. He came to the College in February 1959 on the retirement of the late Squadron Leader Bill Bangay. On parades and sports days and at guest nights, concerts and performances of Gilbert and Sullivan, Roy Davies gave splendid service to the College. As Director of Music he was meticulous ; he always sought, and obtained the best from his bandsmen. As a musician he was versatile ; at one concert he provided a thoughtful rendering of the Schumann A Minor Piano Concerto and, in contrast, played traditional jazz with the College Jazz Band to the delight of those present at his final guest night.

It is easy to take for granted the high standards of musicianship consistently shown at Cranwell parades. Roy Davies will be remembered not only for maintaining those standards but also for his voluntary advice and comprehensive help to members of the College Choral Society in the mounting of musical productions. His coaching, attention to detail, and insistence on high standards brought out the best from principals, chorus and musicians alike. The last public performance of his tour here occurred on April 2nd when he conducted the final performance of the opera 'Ruddigore.' Roy Davies continued to look diffident and modest about his achievements when at the end of the opera the Commandant, Air Commodore E. D. McK. Nelson, C.B., thanked him, congratulated him upon his promotion to Squadron Leader and wished him success in his new posting to Uxbridge to the Royal Air Force Central Band.



The results of the Knocker Cup, the Ferris Drill Trophy and the Chimay Cup, upon which the award of the Prince of Wales Trophy and the title of Sovereign's Squadron depend, produced for the first time a triple tie between 'A', 'C' and 'D' Squadrons. Each scored 21 points. Reference to the rules of the award was necessary to resolve the deadlock. The rules state that in the event of a tie in the points for the Prince of Wales Trophy the Squadrons will, firstly be placed in order according to the number of first places gained in the Knocker, Ferris and Chimay competitions. This regulation did not indicate the winner because 'C' Squadron won the first, 'A' Squadron the second and 'D' Squadron the third of these events. The second rule, that if a tie still existed the award would be decided by the number of second places gained, eliminated 'D' Squadron, who gained no second place, but still left a tie between 'A' and 'C' Squadrons who came second respectively for the Knocker and Chimay Cups. The next rule was decisive. In the above circumstances the title is awarded to the Squadron with the higher placing in the Chimay Cup. Since 'C' Squadron came second and 'A' Squadron fourth for this event, the title of Sovereign's Squadron for the Summer Term was won by 'C' Squadron.



Group Captain Alan Christopher Deere, D.S.O., O.B.E., D.F.C., A.D.C., i.d.c., p.s.a., was appointed Assistant Commandant the Royal Air Force College in February, 1963.

Group Captain Deere was born at Auckland, New Zealand, in 1918. He was commissioned in 1938 after training at No. 6 F.T.S. Netheravon. In 1940 Group Captain Deere flew Spitfires as Flight Commander with No. 54 Squadron from Hornchurch during the Battle of Britain ; in 1941 and 1942 he commanded No. 602 and No. 403 Fighter Squadrons at Kenley and North Weald, and in 1943 was Wing Leader of the Biggin Hill Wing. By the end of the war he had, according to official records, destroyed 22 German aircraft. He holds the American D.F.C. and the Croix de Guerre.

Since 1945 Group Captain Deere has filled several staff appointments. From 1947 to 1952 he served at Air Headquarters, Malta and Headquarters No. 61 Group before taking command of Royal Air Force North Weald. After a tour as Wing Commander Administrative in Germany he joined the Directing Staff of the Staff College,



Group Captain Deere

Bracknell, in 1957, and from 1960 to 1962 was on the staff of the Air Secretary. While at Air Ministry he was appointed an Aide-de-Camp to Her Majesty the Queen. Group Captain Deere joins the College after completing the Imperial Defence College course.

The Journal cordially welcomes Group Captain and Mrs Deere and their son and daughter, and offers them best wishes for a pleasant and rewarding tour at Cranwell.



Group Captain T. P. Seymour, C.B.E., who was Assistant Commandant from December 1960 to February 1963 is now commanding Royal Air Force, Bassingbourne.

Everybody at Cranwell knew Group Captain Seymour and he certainly knew everybody. His unlimited supplies of energy which enabled him to be here there and everywhere simultaneously were a source of envy to his many admirers.

We wish him, his wife and family a very happy tour at Bassingbourne and good fortune in the future.



Station sports teams made considerable progress in several competitions last term, although final success eluded them. The Basketball and Badminton teams reached the semi-finals of the R.A.F. 'B' Cup competitions. The same stage was reached in the R.A.F. Cup Competitions by the Squash and Rugby teams. In the Flying Training Command Cup competition the Rugby XV reached the final which was won by Royal Air Force Church Fenton.

Five members of the Station teams represented Flying Training Command in various matches. Flight Lieutenant J. A. Lamb played for the Command at Rugby, Flight Lieutenant G. D. Andrews and Flying Officer N. Le Dieu at Squash, and Flight Lieutenant J. N. Gearing and Senior Aircraftman J. Simpson at Badminton.



Visiting preachers at the Church of St. Michael and All Angels were :

On 20th January, The Reverend Father Theodore Smith, Prior, House of the Sacred Mission, Kelham.

On 3rd February, The Reverend L. J. Ashton, Assistant Chaplain in-Chief, Flying Training Command, who preached at the Founders' Day Church Parade Service.

On 31st March, The Lord Bishop of Peterborough, Right Reverend Cyril Easthaugh, M.C., M.A.



On 5th February, the Founders' Day Service was held in the Memorial Chapel, and conducted by the Reverend T. R. Quin and the Reverend C. M. Gibson.

On 9th February, the "Opera for All" Company gave a performance in the Whittle Hall, at the invitation of the College Society, of Rossini's "Barber of Seville."

On 28th February, a Sports Quiz between a team from Bomber Command and a B.B.C. Quiz Panel was recorded in the Whittle Hall and broadcast a week later.

On 1st and 2nd April, the College Choral Society and College Band performed Gilbert and Sullivan's "Ruddigore." On both occasions the Whittle Hall was full. The event was well publicised by the House

Manager, Under Officer D. R. Green, and attracted considerable support from local civilian organisations, as well as from service personnel at Cranwell.

On 25th and 26th April, the Royal Air Force staged at Cranwell the Ministry of Defence 1963 Conference of Headmasters which was opened in the Whittle Hall by the Right Honourable Hugh Fraser, M.B.E., M.P., Secretary of State for Air, and attended by some 30 senior officers of the three services and over 150 headmasters of schools and colleges.



Flight cadets of all Entries except No. 88 made at least one Service visit during the Easter vacation. The visits were :—

By No. 87 Entry to their Leadership Camp in Cyprus, where their training was inspected by the Commandant.

By No. 86 Entry to several Army units in Germany.



*Two Cadets of 86 Entry with the
1st Battalion of the Cheshire Regi-
ment at Minden.*

By No. 85 Entry to Naval units. The entry was divided into three groups which visited the Mediterranean Fleet at Malta, the Portsmouth Command or the Joint Anti-Submarine School, Londonderry.

By No. 83 and No. 84 Entries to the United States. Included in the itinerary were the Headquarters, Strategic Air Command, Headquarters, North American Air Defence, the Naval Academy at Annapolis, the Air Force Academy at Colorado Springs, Washington and New York.

There were several extra-curricular visits during the vacation. 7 flight cadets flew to Malta for sub-aqua training. 3 cadet crews entered for the Devizes — Westminster Canoe Race. 11 cadets spent 10 days at Weston-super-Mare with the intention of carrying out concentrated gliding training; they were frustrated by the weather, but achieved their aim after transferring to Royal Air Force Upavon. 4 cadets went ski-ing in the Cairngorms. 26 cadets took part in five ocean sailing training cruises. Only one cruise reached France because of bad weather, but all the cruises were successful and provided good preparation for the summer racing season.

For the first time a team of flight cadets entered for one of the big annual Easter hockey festivals, held at Weston-super-Mare from 11th to 15th April. The team was deprived by service commitments of several regular First XI players but was supplemented by two Cranwell officers and two ex-cadets. The team was entered under the name of the Cranes and was accommodated at Royal Air Force Locking. Apart from the playing results the visit was most successful and rewarding.



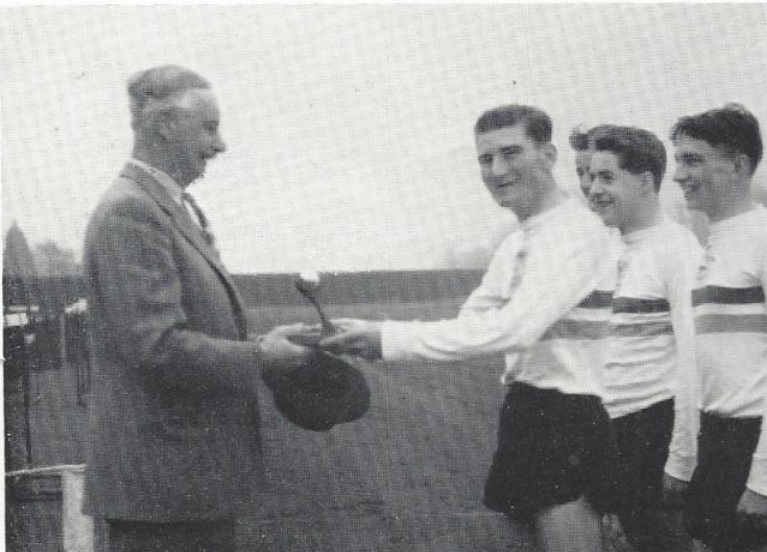
The sports activities of the cadets were inevitably curtailed by the bad weather. Except when travelling was prevented, indoor matches were played, but no football, no rugby and no hockey match was played in the first two months of the term. In these circumstances a new game, push-ball, was tried on 13th February. *The Daily Mail* kindly loaned an enormous ball, 6ft. 6ins. in diameter, to the College and teams of No. 88 Entry endeavoured to push the ball through their opponents' goal. The tourney was a great success while it lasted but the ridges of ice in the ground damaged the ball before all the games were completed.

The push-ball



On 16th March, amid rain and mud, the College Soccer XI drew 2-2 at the Royal Air Force Technical College, Henlow. A week later a group of cadets led by the Commandant, Air Commodore E. D. McK. Nelson, C.B., visited the École de l'Air of the French Air Force at Salon where the usual Rugby match was drawn but the Fencing match was lost. Thus the College lost no inter-College rugby, hockey or football match last winter.

The competition for the fastest time in which a team of flight cadets can run the distance between the Colleges at Cranwell and Henlow has grown fiercer. Although the College set the record at 7 hours 43 minutes last October a team of technical cadets ran the baton back from Henlow to Cranwell in 7 hours 28 minutes in March.



The Commandant hands the road relay baton to the Henlow team

At the beginning of the Summer term there were 270 flight cadets under training. They comprise, 217 pilots, 22 navigators, 20 Equipment, 10 Secretarial cadets and 1 R.A.F. Regiment cadet.



Handing over the Queen's Colour

The Queen's Colour was paraded on 13th January when it was handed over by 'A' Squadron to 'B' Squadron, on 3rd February at the Founders' Day Church Parade, and on 30th March at the Commandant's Parade.



Visitors to the College last term included :—

On 28th January, Air Commodore R. I. Jones, C.B., A.F.C., Director of Flying Training.

On 26th February, Mr. Rivers-Fletcher, Public Relations Officer of the Owen Organisation, who lectured on "Motor Racing."

On 28th February, officers of the Directing Staff and students of the Royal Air Force Staff College, Bracknell.

On 11th March, Dr. H. J. Nimtz, Ph.D., who lectured in the Whittle Hall on "The Politics of the German Federal Republic."

On 12th March, officers of the Directing Staff and students of the Royal Air Force Staff College, Andover.

On 14th March, Air Vice-Marshal R. B. Thomson, C.B., D.S.O., D.F.C., Air Officer in charge of Administration, Flying Training Command.

On 14th March, the High Master of Manchester Grammar School and the Headmasters of Ashville College, Blackpool Grammar School, Burton-upon-Trent Grammar School, Lewes County Grammar School for Boys, Loughborough Grammar School, North Manchester Grammar School, Preston Grammar School, Vinehill, Salford Grammar School and Wirral Grammar School; Housemasters of Malvern College and Rugby School; C.C.F. Masters of Haileybury and I.S.C., Radley College and Worksop College, and the Careers Master of Stonyhurst College.

From 18th to 20th March, 21 schoolboys, selected by the Officer Commanding Air Cadets, from the following Schools:—Birkenhead School, Bournemouth School, Bradfield College, Downside School, Framlingham College, Hampton Grammar School, Highgate School, King's School (Bruton), Royal School (Wolverhampton) and St. Paul's School.

On 21st March, 10 officers of the Indian Air Force.

On 26th March, Air Commodore H. A. C. Bird-Wilson, C.B.E., D.S.O., D.F.C., A.F.C., Commandant, Central Flying School.

On 27th March, Brigadier General Katsaros and 3 other officers of the Royal Hellenic Air Force.

On 1st April, Air Marshal M. Asghar Khan, Commander-in-Chief, Pakistan Air Force, and Wing Commander S. M. Bakhshi, Air Adviser to the High Commissioner for Pakistan. Wing Commander Bakhshi also visited the College in connection with the progress of the Pakistani flight cadets on 1st March.

On 2nd April, Brigadier General F. C. Schlichting, Commander of the Training Command of the German Air Force, and 3 other officers of the German Air Force.



Groups of cadets following specialised training again made a series of visits as part of their courses of study.

The visits made by Equipment flight cadets included :—

From 28th to 31st January, 3 cadets of No. 84 Entry to Royal Air Force, Waddington, to study the practical applications of Forward Supply and to obtain experience of the functions of a Supply Squadron supporting V-force aircraft.

From 18th to 21st February, 3 cadets of No. 84 Entry to the Joint Services Air Trooping Centre, and the Royal Air Force Supply Control Centre, Hendon, Gatwick Airport and London Docks. By doing so the cadets obtained practical experience of service and civilian movements organisations, of handling passengers and freight, and of the headquarters of Automatic Data Processing.

From 11th to 13th March, 3 cadets of No. 84 Entry to Stanlow Oil Refinery to see how aviation and M.T. fuels are obtained.

From 25th to 29th March, 5 cadets of No. 85 Entry to No. 16 Maintenance Unit Stafford, to witness depot procedures and the handling of priority demands.

The visits made by 'B' Stream flight cadets, as part of their preparation for the Associate Fellowship Examination of the Royal Aeronautical Society, included :—

From 19th to 22nd February, 6 cadets of No. 86 Entry to the Royal Air Force Technical College, Henlow, to carry out a programme of testing in the high-speed and low-speed wind tunnels.

From 20th to 22nd February, 4 senior flight cadets of No. 83 Entry to Royal Air Force Bedford and to the College of Aeronautics, Cranfield.

On 12th March, the same 4 senior flight cadets to Messrs. Cossor Radar and Electronics Limited, Harlow.

On 21st March, 4 senior flight cadets to London to attend a lecture on "The part played by wind tunnels in modern Aeronautics" at the Royal Aeronautical Society.

The visits made by Language students in preparation for London University B.A. (General) Degree and Civil Service Commission examinations, included :—

From 8th to 10th February, 12 cadets of Nos. 83, 84 and 85 Entries to the University of Nottingham for a French language course.

From 18th to 21st February, 12 cadets to London to enter for the French Linguist and Interpreter examinations set by the Civil Service Commission.

From 25th March to 5th April, 1 senior flight cadet to Birkbeck College, London, to attend a French language and literature course arranged by London University for external B.A. candidates.

From 29th to 31st March, 6 flight cadets of Nos. 83, 84 and 85 Entries to Leeds University to participate in Russian language studies.

From 5th to 7th April, 3 flight cadets of Nos. 85 and 88 Entries to Leeds University to attend a course of German language training.

OLD CRANWELLIAN NOTES

The interest and the accuracy of this section of the JOURNAL depend largely on information being sent in. Any news of Old Cranwellians will be welcome. We are always prepared to consider for publication general or special interest articles, photographs, drawings or other contributions.

OLD CRANWELLIAN REUNION DINNER

On 15th March, 1963, about seventy Old Cranwellians attended the first Reunion Dinner to be held in Germany. The Commandant and the Air Officer i/c Administration, Royal Air Force Germany, Air Commodore R. A. C. Craven, C.B., D.S.O., D.F.C., were present at the dinner, which was organised by Group Captain E. H. Lynch-Blosse, O.B.E., who was successively Chief Flying Instructor and Station Commander at Cranwell between 1958 and 1961.

The Commandant and eight other Old Cranwellians flew to Germany in a Valetta of Navigation Squadron on 15th March and returned on 17th March. A squash match was arranged between the Cranwell contingent and Old Cranwellians from R.A.F. Germany ; the result was a victory for the home side by 5-0.

The dinner, which was held in the Officers' Club at Rheindahlen, was voted a great success.



HONOURS AND AWARDS

The following Old Cranwellians received honours and awards in the Queen's Birthday Honours List and the *Journal* offers congratulations :

- K.C.B.* : Air Marshal T. N. Coslett, C.B., O.B.E., M.I.Mech.E.
C.B. : Air Vice-Marshal S. W. B. Menaul, C.B.E., D.F.C., A.F.C.
Air Commodore G. F. W. Heycock, D.F.C.
Air Commodore J. M. N. Pike, D.S.O., D.F.C.
Air Commodore J. C. Pope, C.B.E., M.I.Mech.E., A.F.R.Ae.S.

We also congratulate Flight Lieutenant D. C. G. Brook who has received the Queen's Commendation for Valuable Service in the Air.



PROMOTIONS

Our congratulations go to the following Old Cranwellians on their promotions :

General Duties Branch :

Squadron Leaders A. I. Le Gresley and R. A. Robinson ; Flight Lieutenants J. D. Rust, A. J. Sheppard, A. C. Tolhurst, M. J. Webb, D. N. Wetton, J. D. T. Wingfield, R. F. Birch, N. Bonnor, R. J. Howard, W. J. Howard, R. M. Prothero, C. C. Le Cornu, R. R. Lucking, M. A. B. Collin, D. J. Liggitt, R. B. Lloyd, W. L. McKee, R. K. C. Melville, B. C. Johnson and E. H. Hunter; Flying Officers D. R. Conran-Smith, H. J. Crone, S. A. H. Maffett, J. A. W. S. Laurenson, J. R. Legh-Smith, K. F. G. E. Miles, J. Swaine, A. L. Terrett, W. D. Thomson, J. B. H. Wood, D. V. Zotov, R. I. Morris and L. S. Penny.

Equipment Branch :

Squadron Leaders J. Meadows and J. Peel.

Secretarial Branch :

Flying Officer P. F. A. Canning.



APPOINTMENTS

Air Chief Marshal Sir George Mills, G.C.B., D.F.C., p.s.a., who retired last year, has been appointed Gentleman Usher of the Black Rod in the House of Lords in succession to Lieutenant-General Sir Brian Horrocks.

Air Marshal T. N. Coslett, K.C.B., O.B.E., M.I.Mech.E., became Air Officer Commanding-in-Chief, Maintenance Command on 4th June, 1963. Air Marshal Coslett entered the Royal Air Force in 1926 as an Aircraft Apprentice at Halton. He was awarded a cadetship at the R.A.F. College and was commissioned in 1930. After a variety of appointments, which included service with Army Co-operation and other Squadrons in India and the Middle East, he transferred to the Technical Branch in 1940. Between 1940 and 1957 his posts included special duty in the United States and a tour with Headquarters, B.A.F.O.

After attending No. 2 Senior Technical Officers' Guided Weapons Course at the Technical College, Henlow, he was appointed Senior Technical Staff Officer, Coastal Command in 1957. In 1958 he went to Halton as Commandant, and in 1961 he became Air Officer Commanding No. 24 Group.

Air Commodore P. E. Warcup C.B.E., Assistant Commandant at the R.A.F. Staff College, Bracknell, since January, 1961, has become Director of Manning (2) at the Air Ministry. Air Commodore Warcup, born at Catford and educated at Calday Grange Grammar School, West Kirby, entered the R.A.F. in 1931 as an apprentice. Awarded a cadetship to the R.A.F. College, he later joined No. 54 (Fighter) Squadron. In 1939-40 he was with the Aeroplane and Armament Experimental Establishment and tested various experimental fighters, including the Martin Baker MB 2, the Gloster F5/34 and the twin-engined Gloster F9/37. In May, 1940, he went to No. 1 (Fighter) Squadron in France, but was shot down the following month and spent the rest of the war as a prisoner. In 1947-48 he commanded the Flying Wing at R.A.F. Coningsby, and in 1950-53, was Senior Personnel Staff Officer at No. 205 Group in Egypt. He then served as a Deputy Director of Plans at the Air Ministry, commanded R.A.F. Kuala Lumpur, Malaya, and took the 1960 Imperial Defence College course.

Squadron Leader Brian Taylor has been appointed V.C. 10 Project Officer and for the next three years will be flying with B.O.A.C. on that project.

No. 76 ENTRY

An interesting letter has been received recently from Mr. D. J. C. Phillipson, a member of No. 76 Entry, who, as he says, "for acceptable reasons failed to graduate." Now, he would like to re-establish contact with old friends. He says :

"Since leaving Cranwell I have come to Canada, married, and taken a degree in philosophy at the University of Western Ontario, where I am now doing graduate study (though I expect to move to a different university, probably in the U.S.A., next year) I would be delighted to hear from any old comrades, or offer what hospitality I can to any Cranwellians who may find themselves in this part of Canada.

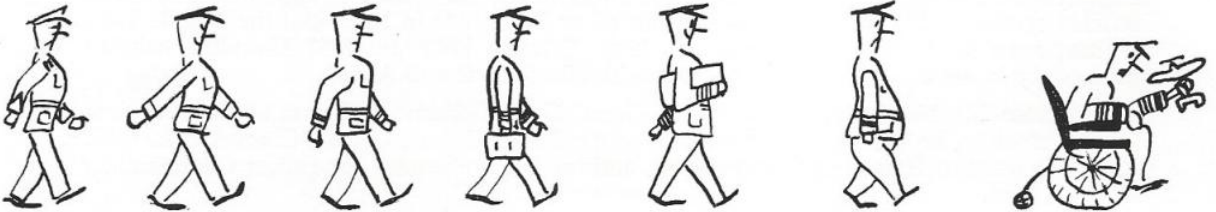
I know how easily the drop-outs who do not switch to ground cadetships slip away from contact with Cranwell. But you can probably guess how warmly the majority of us look back on our time with you, however our civilian professions may differ from more youthful ambitions."

Mr. Phillipson's address is :—

603 Queen's Avenue,
London, Ontario.



A revised list of graduates is about to be published and can be obtained from the Honorary Secretary at a price not exceeding 7s. 6d. plus postage.



Lincoln Cathedral Appeal



The Commandant, Air Commodore E. D. McK. Nelson, C.B., is representing the Royal Air Force as a member of the Council for the Lincoln Cathedral Appeal. The Cathedral has a special link with the Royal Air Force, for there were many aerodromes in the county during the war and the towers became to thousands a welcome landmark. In the Chapel of Saint Michael rest the Memorial Books of Nos. 1 and 5 Groups of Bomber Command containing the names of 21,000 aircrew lost on operational missions.

After a thousand years of storms and weathering, many repairs are necessary, but a recent survey has revealed the alarming extent of damage and decay. £57,000 is needed to replace the lead roofing alone. The decaying roof timbers will need another £50,000 spent in repair and replacement.

The Cathedral has launched an appeal for the £200,000 necessary to prevent partial collapse. The Right Reverend the Dean of Lincoln has stated : " This is a sacred and splendid heritage that must not be allowed to collapse. If that were to happen then our children and their children would find it difficult to forgive our generation."

An addressed appeal envelope is enclosed with each copy of the JOURNAL.

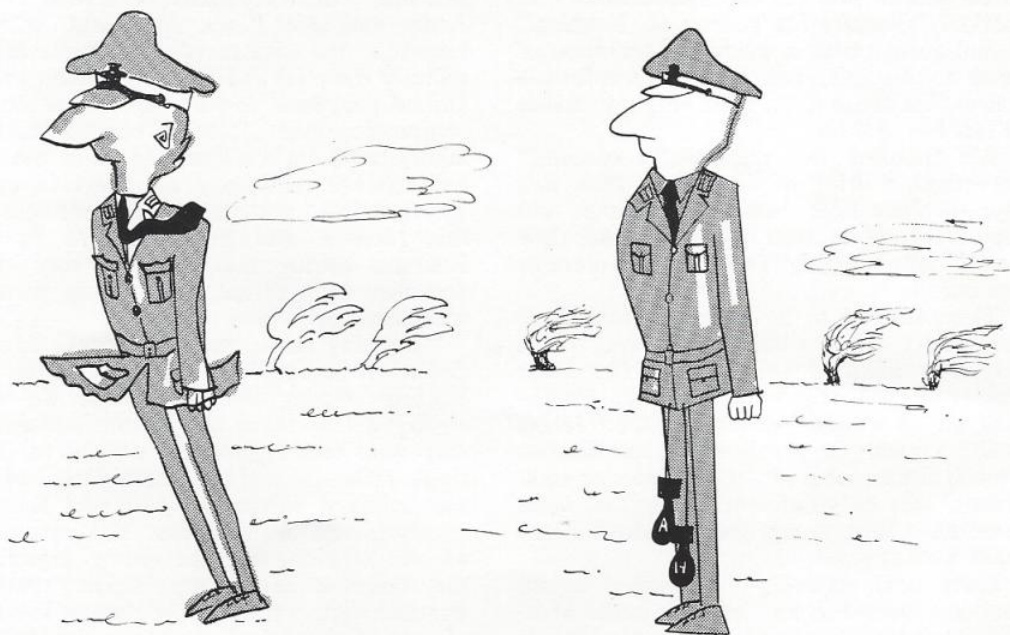
Correspondence

Royal Air Force College,
Cranwell,
Sleaford,
Lincolnshire.
8th March, 1963

Sir,

Wing Commander Price appears to take exception to the wind raising the uniform jacket of a graduating flight cadet. Has he forgotten that there has been a built-in wind in Lincolnshire at least since February, 1920, or does his tailor line his jacket with scrap metal? Having suffered the former for so long we are prepared to resort to any suggestions that the Wing Commander cares to make.

Yours faithfully,
T. W. Devey Smith.



Rendezvous in Russia

This is the last of three articles by a former R.A.F. officer who graduated from Cranwell in 1927. He was sent to the U.S.S.R. in 1941 to supervise the reception and distribution of British aircraft and equipment to the Russian front.

As events turned out he led an Alice in Wonderland existence from the time he embarked in Scotland until he returned there by flying boat nearly a year later.

The "pantomime" atmosphere continued on the train journey to Moscow which took five days instead of the customary thirty-six hours pre-war. Fortunately we had enough service rations to last us for three weeks and it didn't take the train officials long to discover this!

After about an hour's travelling the train pulled up and I received a deputation of the guard and his mate, the engine driver and his two mates, and one or two other characters in railway uniforms. Courtesies were exchanged; they were glad to have such "gallant" allies on the train and the engine driver would supply shaving water — straight from the engine — on request. All we had to do was to pull the communication cord, marked "Penalty for pulling 50 Roubles." It had always been a schoolboy ambition of mine to do this, but I couldn't afford a "fiver" in those days. Here was my chance at last!

We thanked the railway "comrades," gave them a drink of whiskey — their first ever — some bully beef and cigarettes and they went off to start the train with their "red" tails wagging. The train was more or less ours!

There seemed to be about six classes on the train; first, which was a very plush wagon-lit affair down through the other classes to extremely hard, where the passengers sat on wooden benches in the freezing cold: much on the lines of the famous French trucks labelled "Forty men or eight horses," the only difference being that there must have been nearly four hundred in the truck we inspected.

Early next morning we stopped again, (nobody seemed in any hurry to get to Moscow), and the "comrades" trooped along to see us; after the usual exchange of compliments the guard asked permission to turn out all the male passengers, except the

"wagon-lit brigade," to chop wood, in the nearby woods, to refuel the tender. This took an hour or so and after a shave in scalding engine water we were soon on our way through the deep snow. We were visited several times during the trip but a day's journey from Moscow the visits ceased and we were given the brush-off by these same officials — no doubt the N.K.V.D. were just around the corner!

In Moscow we joined the British Military Mission, which had recently been allowed back from Kuibyshev — where it had been packed off by Stalin, along with all other foreigners, when the Huns were hammering at the gates of Moscow. The purpose of this Mission, which consisted of British Navy, Army and Air Force specialists, was to translate the Russians' requirements of military material and to submit them to the United Kingdom, to study the use of British equipment under Russian conditions, and finally to advise the Russians on its use and maintenance, and to assist them in every way possible. The lack of achievement by this Mission and our treatment by the Russians during the war was very aptly described by a former head of the Mission who wrote as follows:—

"Looking back, there is not the slightest doubt we took the wrong line with the Russians during the war. While we were rightly giving them all possible assistance, they were refusing to give way to us on a single point. At one important period of the war military liaison did not exist between ourselves and the Russians. The boycotting of our Mission, and the strong objections they raised to having any foreign personnel on their soil, were entirely due to the fear of loss of prestige if their own troops saw too many examples of our much higher standards of living and of military efficiency. For a long time the Russians concealed

from their people the fact that we were sending them very large quantities of munitions ; and right to the end they were most anxious that their people should think that Russia was playing by far the largest part in the war. It was of vital importance to them that the people should be told that the Communist party had been the main instrument of victory."

When Churchill came to Moscow in 1942, the Head of the Mission tackled him about our humiliating treatment by the Russians: could anything be done about it. ? I gather his answer was, "you have my full sympathy, but you and your officers must understand that the Russians are killing Germans at a far greater rate than we shall be able to do for some long time to come." Fair enough I suppose, but after nearly a year of being kicked around by a bunch of political soldiers, one's feelings can well be imagined.

Our contact with the Russian Admiralty and War Office (which also handled air matters), whenever they condescended to make contact, was through special sections supervised by political sailors and soldiers, specially trained, we were sure, in obstruction and delaying tactics. The Red Navy section was moderately efficient and cooperative, but the Red Army section, with whom we dealt, was staffed entirely by incompetent and ignorant officers. Its head was a major-general, appropriately described by the head of the American Military Mission as a "stuffed shirt." "He impressed me," he said, "as the grand-daddy of them all. I have never encountered such dignity and condescension, linked up with such stupidity. There were times when I would have welcomed an appointment with a lance-corporal !"

They were invariably late for meetings and always started by telling us what a poor show we were putting up in other theatres of war. They criticised our equipment and complained that it really wasn't much use in their climate. This we knew to be quite false because the Russian fighter pilots were full of praise for our aircraft. To begin with my opposite number on air supply matters was a Russian Tank Corps major, but as he had never left terra firma he didn't know one end of an aeroplane from the other. After many protests, over a period of three months, we managed to get a Red Air Force

colonel, a charming but utterly clueless chap who was, without exaggeration, worse than useless, because he had no authority to do or say anything except refer back to higher authority in the tangled maze of Russian bureaucracy. We became convinced "red tape" was a Russian invention !

The Russians had a sneaking regard for our Navy, possibly because the Red Navy is the most popular service in Russia. They had a faint admiration for our Air Force ; but they thought our Army was quite useless, and they rarely missed an opportunity to say so. They couldn't understand our difficulties in Egypt, and said quite openly in the Soviet press that a Russian force would have thrown the Huns out of Libya long ago.

There was great agitation in the British press, in 1942, for Britain to open a second front to relieve the pressure on the Russians. Second front is an expression in Russian I shall never forget. The Russian papers were full of our inability to open a second front ; and Russians in the streets stopped us many times to ask when we were really going to start doing something in the war. They were, of course, so stuffed full of propaganda that they had no idea what was going on outside Russia. That the Royal Navy was guarding sea communications many times longer than the Red Army's land communications, that the R.A.F. was diverting German strength from the Russian front, in its mounting offensive against the heart of the Third Reich, that the Army was rolling up the enemy on the Red Army's southern flank : these were facts that the strategists of the land-blocked Soviet Union side-tracked, or would not see. What is more, amphibious operations were a closed book to the Russians.

Our thousand bomber raids raised a little enthusiasm, and were even reported in the Soviet press ; but when they didn't happen every night the Russians lost interest, and said we weren't trying. I visited three Red Air Force units. They were all "put up" jobs, and what I saw didn't greatly impress me. The usual line was to show me a bunch of unserviceable British and American aircraft, and bemoan the lack of spares. The answer was, of course, that the spares were already in Russia, but where they were the Russians hadn't the faintest idea.

There were two services in Russia. The Red Navy and the Red Army. The Air

Force was an arm of the Army, and was completely dominated by soldiers. Hence it was used almost entirely in the tactical role. There was also a Red Naval Air Arm under the Red Navy. It, however, operated on land as the Russians had no ship-borne aircraft. They ran the flying boats and seaplanes, and were responsible for the air defences of port areas. In 1943 there was a big clean up in the Red services. The aim was to raise the status of the officers. The Officers' Corps, exterminated during the Revolution, was reintroduced. A most significant change was the reintroduction of epaulettes. During the Revolution the Bolsheviks tore the epaulettes off the White Officers' tunics, and ever after scorned to wear them again. Another significant change was the introduction of orders and medals similar in pattern to those worn in Imperial Russia before the Revolution. In fact, people who had been awarded the Order of St. George under the Czars were allowed to wear it again. Naval Guards' units, for example, wore the orange and black ribbon of this order on their caps. Another method of rewarding bravery and exceptionally good work was to honour the whole unit. These units were known as Guards' units, and all the members wore a special badge, and got extra pay and rations, and other privileges.

The Commissar system which was abolished after the Finnish war, but reintroduced in the German war, is of interest. After the Revolution, almost all the personnel of the new Red services had served under the former Czar. To check up on their loyalty to the new regime, and to stuff them full of Communist doctrine, political officers and men, known as commissars, were infiltrated into the organisation from top to bottom. Stalin defined a commissar as, "the mental and moral leader of his unit, and first defender of her material and moral interests. The commander is the leader of the unit, and the commissar its father and soul." Thus, for example, in a Red Air Force regiment, the equivalent of our squadron, there would be a lieutenant colonel in command, and a lieutenant colonel commissar, with a staff of officer and other ranks commissars. Quite often the commissars were pilots, and in tank units there was a commissars's tank, manned by commissars. Many of them won the highest decorations for valour. Commissars were given military

training, but they had no executive command. They held the whip hand though, because they could veto operations. If for political or moral reasons they didn't like a plan they could squash it. That is one of the reasons why the Russians were so often beaten by the Finns.

One sure method of making a commissar hopping mad was to call him "padre" !

Although the smaller service, the Red Navy enjoyed greater popularity in Russia than the Army. They also treated us better than the Red Army, and seemed to have greater freedom to take decisions. The reason was, I understand, that they were regarded as the heroes of the Revolution. The Navy were the first to revolt, and they were the spearhead of the Revolution in Petrograd. During the war most of their fighting was done on land ; and their defence of Sevastopol was one of the epics of the war.

I cannot say much about their Army. We all know what it achieved during the war. How they did it is hard to tell. It seemed to us that their organisation was very poor compared with ours. Everything is over-centralised in Russia, and few people outside the Kremlin dare make decisions or accept any responsibility. But commanders in the field must have had some freedom of action, otherwise they would never have achieved what they did. Their troops were incredibly brave and tough, and could carry on fighting under the most impossible conditions. Stalingrad, the Crimea, and Leningrad are examples of their resilience and toughness.

The Air Section of the Mission suffered a good deal because the Red Air Force was run by the Army. They did not understand why we had an independent air force, and still less the strategic employment of air forces. The air force fighting unit was a regiment of 20 aircraft. A fighter regiment had no more than eighty personnel all told, which included maintenance, if you could call it that. Their system, as far as British and American aircraft was concerned, and I believe Russian too, was to form up a regiment at the erection unit, and after 14 days training to send it to the front. There, the aircraft were flown until they burst, and what was left of the unit, when only a few aircraft remained, went back for more, and got made up to strength again. At one stage pilots were converted to Hurricanes after 30 hours total solo ; and their loss rate was

considerable. Their servicing and maintenance were very crude, and rough and ready, compared with our standards. Inspections were rarely made, and as long as the aircraft behaved more or less satisfactorily in the air they never worried about much else. They seemed to have a genius for improvisation, and if a vital spare was required they would try and make one locally. If they couldn't make it, then, as often as not, a pilot would fly back to the erection unit to see what he could find. It was all very much hit or miss. We called it the "hammer and sickle technique"—if you cannot bash it down, cut it off!

Technically it is fair to say they were many years behind the Americans and ourselves and much of their equipment was a copy of some other nations', usually German. Radar for example, was unknown to them, although later they claimed to have invented it!

Supply as far as the soldier himself was concerned was relatively simple. The basic ration was a pound of black bread daily and some cabbage soup. Sometimes he got a bit of meat or dried fish, plus a ration of the most revolting smelling tobacco.

The Germans failed to take Moscow in 1941. They got to within eighteen miles of the suburbs and they could get no further. Our experts attributed most of the Russians' success to the exceptionally cold winter, which set in earlier than usual. The lowest temperature that winter was -45°C . The Germans were not equipped for these conditions, and their personnel and equipment simply froze up. They had no shelter, because the Russians had systematically destroyed everything in their retreat. The Russians, on the other hand, knew all the answers about cold weather fighting. Their cavalry, for example, played havoc with the frozen up Huns. They told us that captured German plans revealed that Hitler expected to defeat the Red Army by October 1941, and that all resistance would end by Christmas. There is little doubt that if the Germans could have spent the winter in Moscow, the war would have taken a significant turn for the worse.

I had no experience of the Russian people in peacetime, but as I was there only six months after the war began, I cannot imagine that their living conditions deteriorated, in so short a time, to the level I experienced.

They seemed to us to be drab, colourless, hungry and apprehensive, and for ever looking over their shoulder. They lived in mortal dread of the secret police. There was no doubt that its activities were dreaded throughout the country. Its main object was to stamp out the slightest sign of revolution, or even of criticism of the Communist party. Our Russian servants were called in by the N.K.V.D. once a month to be cross-examined in our activities, and what we thought about things generally. The servants always gave us a good report, and repeated the whole conversation when they got back.

The Communist party in Russia claimed there was no class distinction. That, of course, was arrant nonsense. Members of the party and their families lived on the fat of the land, and had all the privileges. Officers of the armed forces had many privileges, according to rank. Leading scientists, doctors, artists, authors, actors, musicians, ballet stars, and others, had their pickings of what was going. Privileges took the form of good accommodation, fuel, furniture, clothing, better and more varied rations, motor cars and many other items. The ordinary Russian got very little—barely enough to exist on. The shops were all state owned, and even the best of them were drab, bare and dirty. About all we found in them to buy, were red flags and busts of Lenin and Stalin!

Marriage and divorce were just a formality with the Russians. I know that because one of our corporals was foolish enough to marry a Russian. She was already married to a Russian, but the whole business was fixed in twenty minutes. We moved heaven and earth to get this woman out of Russia, but she is still there.

One bright spot in the Russians' life was the ballet. It brought some colour into their lives for a short while. Their ballet was first class, and their opera was good too. Their few attempts at musical comedy were, however, ludicrous. I saw an excruciating performance of "Rose Marie," which was only recognisable by the music. The rest was just anti-British propaganda. After the show, an old Russian asked us if life was really like that in the British Empire. "It must be awful if it is," he added!

It was hard for us to understand the Russians' attitude towards us during the war; their obstruction of almost every move to help

them and their lack of co-operation. Looking back I think that as we were the hated "capitalists," the enemies of the "proletariat," they never really got used to the idea of us being their allies, and they regarded all foreigners on their territory as spies. They feared our technical superiority and material strength; and I think, too, they believed we were sitting back letting them and the Germans exhaust each other in the struggle and that we would then turn on them. That is how their tortuous minds worked.

Finally, there is no doubt that technically they have made enormous progress since 1945. In most fields they have caught up with the West, and in some have left us standing. How have they done it? They are quick to learn and they learnt a lot from us

and the Americans during the war and the Germans after it, particularly in the sphere of rocketry and submarine construction. Furthermore, their post-war espionage activities, greatly assisted by traitors in Britain and America, unlocked the secrets of nuclear fission and they have cashed in on this in a big way. What is more, their totalitarian system enables their leaders to devote the bulk of the nation's wealth to the development of all these projects, all aimed at security against attack, at the expense of the living standards of the unfortunate Russian people. I think they fear war as much as we do, hence these superhuman efforts to catch up. It is tragic for us all that it seems impossible to dissipate these fears on both sides of the Iron Curtain!

Book Reviews

WORKSHOP PROCESSES VOL. 1

R. T. Pritchard: *The English Universities Press Ltd.*
Price 12/6

The teacher of workshop processes needs a text book to supplement his descriptive work and provide examples in detail for reference and study by his students.

It can be particularly helpful when the text book follows closely the syllabus laid down by the various examining bodies for the appropriate stages of the subject.

Any such syllabus can only indicate the frame-work of the programme and successful teaching will depend upon the character experience, imagination and initiative of the teacher.

Here is a book which confines itself to this frame-work; it is intended as a class book to be enlarged upon by the teacher and also gives a lead, in the form of additional sample questions, for which additional reading and library reference will be required. This attempt to encourage the engineering student to additional reading, observation and to think for himself, is to be commended.

This book is the first of four volumes designed to cover the requirements of the syllabus for Mechanical Engineering Technicians T1 to T4. It follows closely the programme for T1 and presumably the remaining volumes will be similarly aligned to their respective stages.

The sources and preparation of iron and steel are covered by a reasonable minimum of detail leading to rolling, forging and heat treatment of steel. This leads to the characteristics introduced into the material by the different processes and basic examples of application in each case are given. This method of treatment, following the origin of the process with the basic principles involved and practical examples of their application, is applied throughout the book.

Always the information leads readily to variation and amplification by the teacher, who is expected to enlarge the student's records with supplementary notes.

There are times, however, when the author leaves a great deal to the teacher and here the saving grace is that the basic principles given provide a sound foundation.

In the preface we are told that the written text has been kept to a minimum and that this has been balanced "by providing ample illustrations; not of actual tools or components, but of the principles and techniques involved." In a written text it is possible to evade the controversial, those so called basic principles which are accepted by a large body of opinion but are nevertheless questioned by some quite eminent workers in the field.

However, when it comes to illustrations, these are drawings and drawings are the

engineer's means of instruction because they give a precise and accurate statement of the requirements.

In the illustration of basic principles and techniques it is inevitable that tools and components will be included and it is on these occasions where great accuracy is desirable.

The over-riding skill of the engineer is observation and attention to detail and this the teacher must at all times encourage. It is therefore very unfortunate that Fig. 1 should expose an ignorance of the usual method of fixing the pedal crank to the bottom bracket spindle. In the past many attempts have been made to improve this particular fixing but the cotter pin has survived. The artist's suggestion of a taper pin could not overcome any clearance which may occur between crank and spindle.

In text book illustrations the artist's limited knowledge can lead to misrepresentation, as in the shading on Figs. 168 and 169 and again in Fig. 205, where "draw" has not been allowed in the toolpost slot so the toolpost would not be clamped at the same time as the tool.

These and other lapses by the artist can be overlooked, in a broad view of the book — they are to be found in all text books — but for the first illustration to be seriously at fault in a basic principle does undermine confidence in an otherwise very useful book.

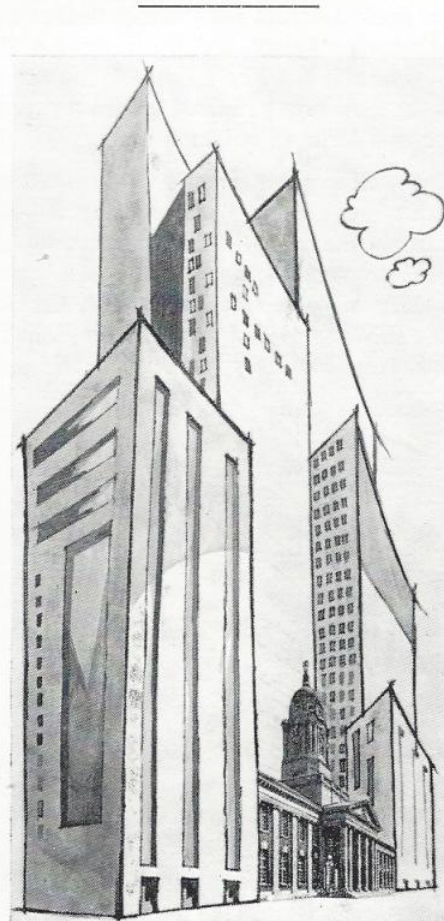
AN INTRODUCTION TO THE MATHEMATICS OF SERVOMECHANISMS

J. L. Douce : E.U.P. 1963 : 240 pp. Illustrated 25/-

The wealth of books on Feedback Control Theory published during the past few years has not been so much an indication of the growth of knowledge, but rather of the rapidly increasing fields of application of this comparatively new technology and therefore of the vastly increased number of readers. This book is of the latter variety and, according to the editors, was intended to be a text in applied mathematics at degree and postgraduate levels primarily for mathematicians, but which would also be of value to scientists and engineers. In the event it has proved to be another book for control engineers, fortunately costing much less than its American counterparts.

The sequence of chapter headings is Introduction, Basic Equations of a Linear System, Analysis of the Differential Equation

of Motion, Absolute Stability Assessment, Compensation, Random Signal Analysis, Effect of Saturation, System Components, and Self Optimising Systems. The chapter on system components seemed out of context and should have been omitted or relegated to an appendix. Otherwise the development was logical but lost considerable impact by the omission of a final chapter reviewing the many aspects of control theory which would be appropriate fields for study by post-graduate mathematicians. As it is the book gives the impression of an air of complacency and lack of opportunity for the new-comer, whereas in truth it is a field of immense opportunity and exciting possibilities.



*We shall build and build—
you see if we don't*

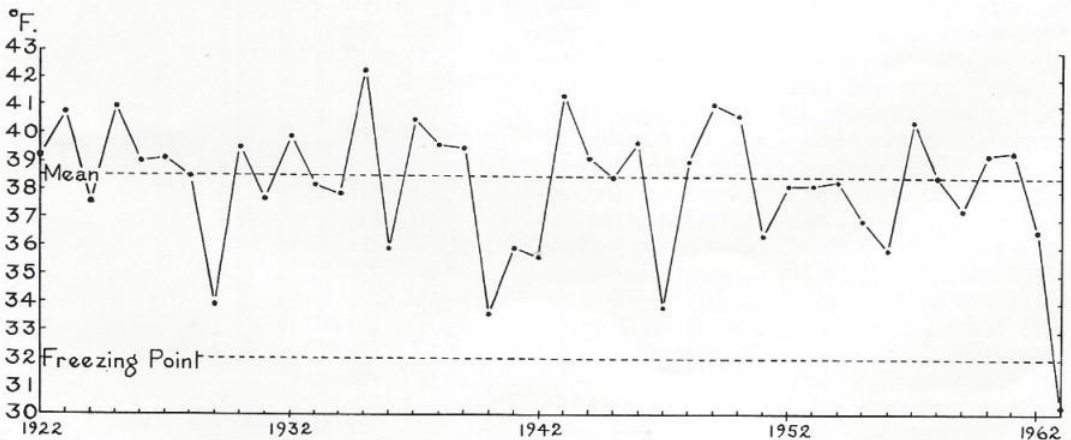
Brrrrr !

It has been said that the weather in these islands forms our main topic of conversation. By mid-January 1963 it was well on the way to becoming the only topic, and as the taxpayers shivered in their centrally unheated homes, they pondered the official explanation that there would be plenty of coal and electricity if only people stopped using so much.

Obviously someone else was to blame, and naturally suspicion fell on the Met. Office. After all, their chaps on the "telly" kept apologising for the weather, and we had never had minus temperatures until they brought in that foreign Centigrade. At Cranwell this suspicion crystallized into certainty : the water supply to the met. section was cut off, and snow ploughs studiously avoided the area.

This icy isolation lasted until spring arrived on a flood of burst pipes, and the last of the snow poured across the runway. Helicopter crews were able to look forward to the drowning holidaymaker season, and the forecasters sharpened their coloured pencils and filled the Atlantic with fronts. It was also a time for looking back, for taking the winter to pieces and fitting them into the long term pattern. Perhaps the records would show that a good summer would follow, or at least a run of milder winters.

Cranwell weather records were started in 1921. The met. office is not open around the clock, as are a great many, but every day at 0900 G.M.T. a full observation is made. Among other things, the maximum and minimum temperatures for the preceding 24 hours are noted. Between these extremes lies the "daily mean," and by averaging the daily means from December to February of each succeeding year, the winter mean temperatures can be found. The graph below shows a plot of such figures from 1922 to 1963, the date referring to the year in which January and February readings are added to those for the preceding December.



It is immediately obvious that winter 1962/3 was very much colder than the earlier records could have led us to expect. Was it, therefore, a freak, or a portent of what is to come? It would be very pleasant to be able to say that cold winters only occur every N years, but the graph shows no such apparent pattern. Also, the run of 6 below-average winters in the 1950's offers no promise of a sudden return to milder conditions.

Only two conclusions can safely be drawn. First, the results of 40 years are insufficient for a recognisable pattern to emerge. Secondly, the problem of very long range forecasting is far too complex to respond to over-simplified treatments such as the one used here. In fact, where longer histories of seasonal temperatures are available they indicate that the changes from relatively cold to relatively warm winters, and vice-versa, occur irregularly and infrequently. Local figures indicate that 1940 marked the end of a relatively warm period.

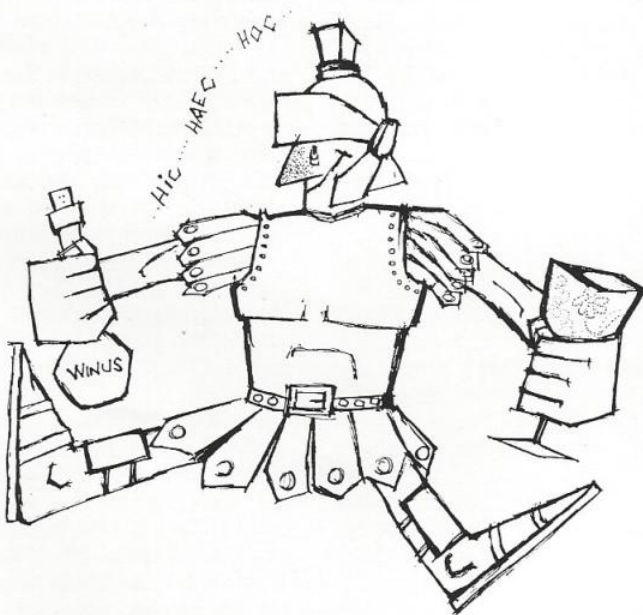
Can we expect a good summer? The pattern of summer mean temperatures is no more helpful than the winter graph, and the notion that a severe winter heralds a warm summer is insupportable. The odds, in fact, are 11 to 7 against, to borrow a phrase from a simpler field of forecasting.

I must end on this chilly note, and prepare some figures for the River Slea (Location) Unit. Perhaps 1963 will restore to Sleafordians the amenity of a river at the bottom of the garden.

Or, possibly, a garden at the bottom of the river.

[March, 1963]

The Geography Department of the Royal Air Force College has undertaken the task of trying to find out why the River Slea is drying up.





Each year the visit of the senior entries at Cranwell to the U.S.A. takes very much the same form, and each year the result is the same. Each cadet waits with eager anticipation in the weeks before the visit for the beginning of what promises to be the outstanding trip of the Cranwell syllabus, and no one ever returns from America disappointed in the visit.

At 0900 hours on 16th April, 15 officers and 77 cadets of 83 and 84 entries, under the command of Group Captain G. F. Reid, D.F.C., set off in a westerly direction from Cranwell aboard Transport Command Britannia No. 392. Armed with cameras, dollars and high expectations, they were off to U.S.A. to see for themselves those things that previously they had known about only from the stories of their predecessors.

It was raining at Cranwell, Gander Airport was desolate in a setting of snow, ice, frozen lakes and fir trees, and Andrews A.F.B., Washington, was bathed in warm sunshine. During the thirteen hour trip, including the stop at Gander, the party had gained seven hours, consumed three lunches

apiece and now had the entire evening ahead. The intrepid travellers were not slow in making use of it. A coach trip took the party to Bolling A.F.B. where it was to stay while in Washington and after yet another meal and a quick change in the communal quarters allotted to the cadets, the process of exploring as much night life as possible in the relatively short time to be spent in America was begun. This process was assisted by the precedent, established on this first day, of never spending more than three hours in any 24 asleep.

Two days were spent in Washington. On the morning of the first, a visit was made to the strikingly modern British Embassy, where the party was given an introduction to the U.S.A. in general and the U.S.A.F. in particular. In the afternoon there was a sightseeing tour of Washington. The milling masses of American sightseers at the Capitol were visibly shaken at the weird and wonderful selection of headgear sported by the cadets, and it was then that the first strains of the chorus of "Say, are you boys English?", a chorus which was to be heard on numerous occasions in the next nine

days, was heard from the 99% of Americans who have lived in, visited, or "just love" our country.

The second day in Washington was spent at the U.S. Naval Academy, Annapolis, a vast college, with just under 4,000 midshipmen under training. The facilities of the Academy are capable of meeting the demands of even this large number of midshipmen, and they include the largest living area under one roof in the world, and a full scale indoor sports arena.

The following morning the airborne trek westwards was continued, and Washington was left far behind. Next stop was Offutt A.F.B. Nebraska, headquarters of Strategic Air Command. The party had only four hours at Offutt, but in this time received a thorough briefing on the workings of S.A.C. The underground headquarters was visited, a fascinating experience in itself, and if any of the party had any doubts as to the efficiency or capability of S.A.C. these were very rapidly dispelled. Then, after a brief look round one of the tanker aircraft, the Britannia took off, and continued the journey over the seemingly endless plains of the Mid-West. Eventually, however, the Rocky Mountains appeared and the Britannia landed in the arid and dusty atmosphere of Peterson A.F.B. Colorado, over 6,000 feet above sea level. A three point turn at the end of the runway, and the aircraft taxied along to stop in front of the military band which was lustily rendering 'The Lincolnshire Poacher' and 'Colonel Bogey' for the benefit of the visitors. While the aircraft captain was trying to persuade an airport official that "that thar Canadian Britannica" was in fact from the motherland and not from the U.S.A.'s fellow-colony, the party travelled by coach the last few miles to Colorado Springs and the U.S.A.F. Academy.

Visits to the U.S.A. tend to breed superlatives, and the Academy deserves its fair share of these. The hospitality shown to the cadets during the four day stay at the Academy matched the surroundings: it was magnificent. The Cranwell cadets were met at the Academy by their hosts, who, in the minimum of time, were driving their guests away from the Academy in a selection of fast cars to sample the delights of the neighbourhood. The westward journey had again added some bonus hours to the day, and the

whole evening lay ahead, and was suitably filled.

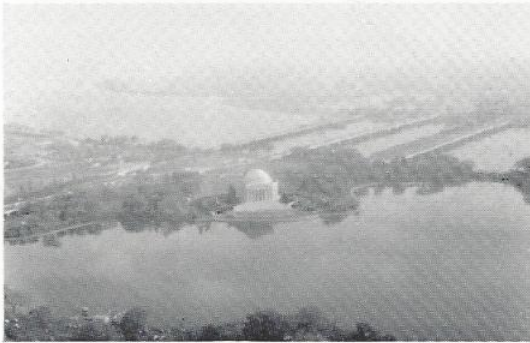
The next day was Saturday. In the morning there was a cadet wing parade, in which half the members of the Academy participated. The other 1,200 members watched, along with members of the public, the Cranwell party, and a collection of very attractive girls from Texas and Oklahoma who turned out to be called the "Angel Flight." These girls were to be the cadets' dates for the formal dance at the Academy that evening and when they appeared at the parade, the gregarious instinct in man and the patriotic desire to further Anglo-American relations dominated the proceedings. On Saturday afternoon cadets watched various Academy sports, including American football in the Academy stadium, recently opened, which holds 40,000 spectators. It is perhaps superfluous to add that the dance in the evening was a great success. Early on Sunday morning a party of skiers left for the higher slopes of the Rockies to participate in their chosen sport while the remainder engaged in a variety of occupations in Colorado and the surrounding states. Most people were back at the Academy in the evening for a show starring Bob Newhart, the comedian, and the Travellers 3, a folk singing group. Bob Newhart was supposed to be the big attraction, but L.P. records of the Travellers 3 are to be found, and heard, all over the College this term.

By way of a change, most of Monday was spent at the Academy. In the morning the party received a detailed briefing about the curricula and activities of the Academy, and a conducted tour was made round the planetarium, classrooms, laboratories and the library. In the afternoon each cadet attended the first lecture period with his host, and then came the traditional rugby and soccer matches. The Cranwell rugby team won, having played twenty minutes each way, with an English referee, but the soccer team lost after playing 45 minutes each way, with an American referee, and against a team which fielded no fewer than 11 substitutes in the course of the match. Both the Cranwell teams suffered from the altitude, the heat, tiredness and the fitness of their opponents. Earlier in the day, at the breakfast parade, several of the Cranwell party had found themselves acting as executives, and at the "noon meal formation"

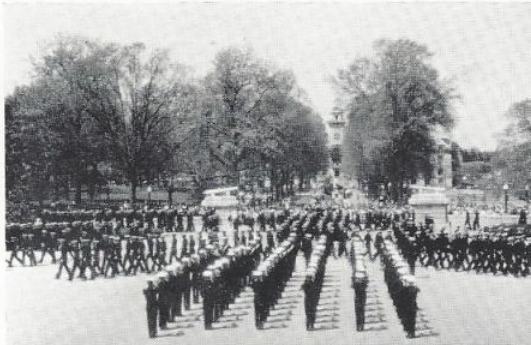


And what did we see . . . ?

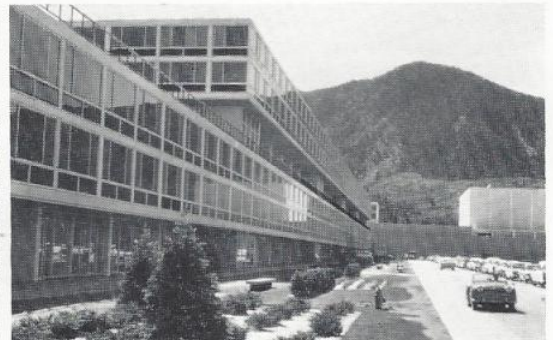
goose pimples . . .



Washington . . .



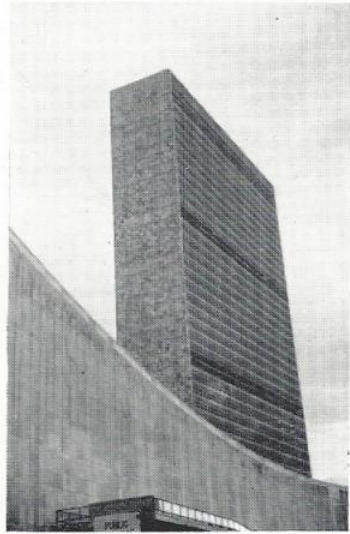
Annapolis . . .



Colorado Springs . . .



and New York . . .





The formal dance at Colorado

the Cranwell cadets held their own parade, which, they subsequently discovered, was filmed, and shown on Denver T.V. that evening. A dining-in night concluded the official programme for the day, but only the official programme.

Early the next morning the party bade farewell to the Academy, and travelled into Colorado Springs for a very rapid visit to NORAD headquarters. Here Air Marshal C. R. Slemon, ex-Chief of the Air Staff of the R.C.A.F. and now Deputy Commander in Chief of NORAD and a team of officers from the American and Canadian staff gave the party a briefing on the work of the Command.

After a brief visit to the operations centre, the party travelled on to Peterson A.F.B. to rejoin the Britannia for the flight to Maguire A.F.B. and the visit to New York. Just after take-off one of the Britannia's engines had to be feathered, but the flight across America continued on three engines. When the aircraft landed at Maguire in the middle of a rainstorm it was pursued down the runway by a whole host of crash wagons and fire tenders, but the landing was perfectly normal. Maguire is some 70 miles from

New York, and again coaches were on hand to complete the journey by road. The party was in New York for just under two days, but the only official visit was to the United Nations building, where the unfortunate guides had to cope with a barrage of unorthodox questions. After the conducted tour, a member of the British staff at U.N. gave the party a very interesting and informative talk on the workings and complications of the organisation.

For the remainder of the stay in New York, cadets were spread over a wide area, visiting, sightseeing, shopping, and wonder-

ing whether the aircraft might remain unserviceable for long enough to give them some bonus time in New York. However, repairs were effected in time for take-off from Maguire, and the Britannia reached Waddington five minutes late after an eleven hour flight.



Postscript

As others see us

This American impression of the English was gleaned from an article written in a college newspaper by a young American lady who was associated with Cranwell "troop."

"You think we speak the same language but we don't," said one cadet from Cranwell, the Royal Force Academy in England. I had to agree with him.

Tech's Angel Flight was visiting the Air Force Academy in Colorado Springs. Some were dated with English cadets, who were also visiting. It was a real education.

For years, I've heard the English stereotype come out with "jolly good," "old chap" and "ra-ther." They are all true with the addition of an occasional "quite" and "Oh my yes."

In England, you are not "out to lunch," but "around the corner." When we have a lousy date he or she is called "cull," or "bad head," but Cranwell calls them "grimmies."

It is a mystery how they got it but "cup-cake"¹ is said for "making out." Tennis shoes are called "blimp shoes,"² and a resounding "dash it" means darn or damn.

We Americans take much for granted. These cadets had never seen a drive-in movie or drive-in restaurant. Motels were also new for they don't exist in England. Some of the guys got their first taste of pizza, Mexican food and pretzels. They didn't like it.

It is a status symbol at our Air Force Academy for the "firsts" or seniors to have Sting Ray Corvettes. That vast parking lot is full of them. I did not see five cars under two years of age. The Cranwell "Chaps" find it "marvellous" to get to ride bicycles when Seniors. They do have cars, but generally these are somewhere in the 30's models. A car 10 years old is relatively new.

I did notice one thing about the cadets as a group. They abounded with national pride. One said, "There will always be an England" to which some of the U.S. cadets sort of laughed. A Cranwell "troop" recounted with a "Don't scoff at it, national pride is a wonderful thing." Their pride was so emphasised that it made me wonder if we "came over," the same way about our country.

On Saturday night, a formal ball was given for our flight, Cranwell and first classmen (seniors) at the Academy.

The British boys taught us one way to liven up a rather stiff dance. During one of the songs, one Cranwell "troop" yelled "Ants." The cadets immediately fell down on the floor, rolled over on their backs and kicked their arms and feet in the air. At the sound "dead ants" the legs and arms went stiff. Rather quaint, I'd say, but still effective enough to break everyone up.

The Angels with the U.S. Academy cadets were wondering that night if they were included in the "ghoul pool." It goes like this: The Academy hostess arranges for blind dates for the formals. Cadets within each Squadron enter a pool for 25 cents. At the dance Squadron Officers act as judges and dance with the dates of each cadet entered in the pool. Afterwards, these officers decide which had the worst date and he wins the money. If we did it here, I would be rich.

1. A piece of cake? (*Editor*).
2. We can only assume this an American's view [of the English pronunciation of "Plimsolls"! (*Editor*).

The Cranwell Hovercraft



At about the same time as the Saunders-Roe Hovercraft, S.R.N.1. first hovered, work began at Cranwell on the design-study for a single-seat hovercraft. The studies progressed slowly until early in May 1961 when Saunders-Roe fostered the interest. With such a ready source of information and encouragement the design-study was well advanced by July 1961, and a model hovercraft was constructed. The model hovered well and proved very useful to test design features.

By this time the commercial battle was on — Vickers-Armstrong and Britten-Norman both making all out efforts to catch up the Saunders-Roe lead. As the commercial field widened, so the scope for visits and information increased to such an extent that by April 1962 two cadets spent a week touring the companies of the Hovercraft Industry. With each visit, ideas and plans began to form and an outline design of the Cranwell Hovercraft — designated C.H.1. — was drawn in the Summer of 1962. The design specification was quite simple :—a single-seat craft that would hover in a stable condition at about six inches, and, with modifications, be capable of low/medium forward speeds with adequate control.

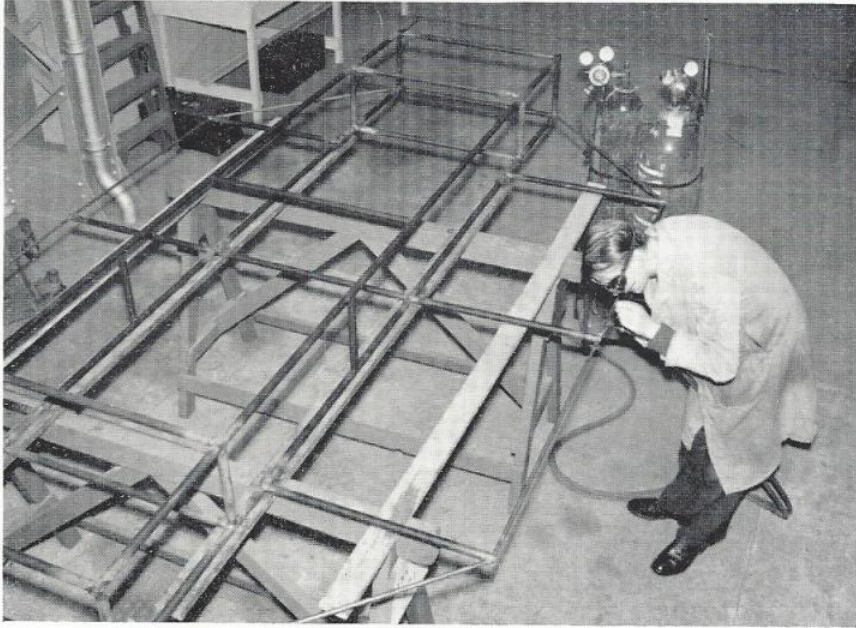
The hovercraft principle is basically the formation of a peripheral air curtain to contain an air cushion, at sufficient pressure underneath the craft, to support it.

The estimated loaded weight of 800 lbs., and the use of the relatively low air cushion pressure of 10 lbs./sq. ft. entailed a cushion area of 80 sq. ft. This requirement, combined with the use of an aspect ratio of 2 : 1 necessary for low/medium forward speeds, resulted in the overall dimensions of : length — 12ft. 6ins. and beam — 7ft. 6ins. Other design features — chosen from purely theoretical considerations — were the jet angle of 45°, the jet thickness of 1½ins. and an engine power of 30 b.h.p.

From early on it was obvious that such an ambitious and experimental project could hope for very little official backing. Fortunately a number of companies responded generously to the request for help — (B.S.A. — engine ; Accles and Pollock — steel tube ; Dowty-Rotol —

impeller ; Shell, and Flamingo Foam — expanded polystyrene ; Atlas Preservatives — protective paints ; Renolds — chains and sprockets ; Smiths — instruments) — and the components stockpiled in the Cadets' Instructional Workshops, where the craft was to be constructed. When it came to the construction the only limitations were those imposed by the cadets' engineering abilities.

It took a long time, but eventually, after many hours of gas welding, the tubular steel skeleton took the shape of the basic space frame. Into, and on to, this frame had to go the impeller, the ducting, the buoyancy chamber, the engine and the pilot's seat

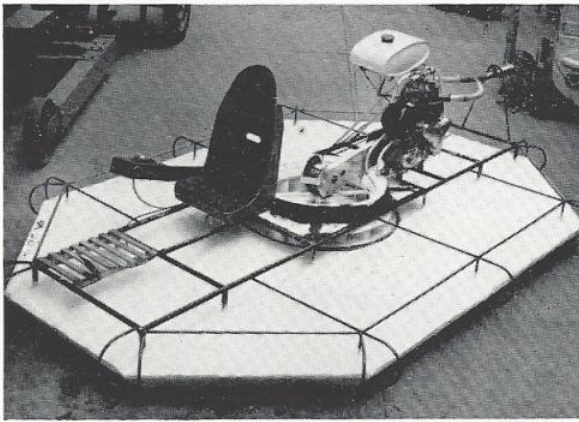


The tubular steel skeleton took the shape of the basic space frame

At first the craft was intended to employ an axial-flow impeller, but it soon became obvious to the designer that the radial-flow type would be far better. So it was that the Dowty-Rotol "bicycle wheel" impeller was mounted on its special shaft in the centre of the frame. There were many problems to take into consideration when the transmission system was designed. The final system entailed off-setting the engine, which in turn meant that the pilot would have to sit to one side to counter balance the engine. B.S.A.'s engine — a 500 c.c. "twin" — was mounted in its own frame, which was mounted on the main frame. Chain drive from the engine leads to a bevel gear transmission box located on the upper end of the impeller shaft — the gearing arranged so that with the engine at maximum continuous revs the impeller would run at its optimum r.p.m. Under such conditions the main problem seemed to be that of overheating, so an oil temperature gauge was fitted and displayed on the pilot's instrument panel. A tachometer was also displayed on the panel, which incorporated the twist grip throttle and an engine cut-out button. A clutch pedal completed the pilot's engine controls.

C.H.I., with impeller installed, engine mounted and transmission connected, was ready for engine trials early in the New Year of 1963. These initial tests showed that the engine, its mounting, the transmission system and the impeller installation were all satisfactory.

The craft was designed for amphibious operation so provision had to be made for it to float. Consequently a large buoyancy chamber was built into the lower half of the space frame. Expanded polystyrene, covered with special protective paints and glass cloth, was used to form



and far too ambitious — system was evolved along the lines of the Britten-Norman ideas. Two longitudinal ducts contained controllably vanes that would deflect the air forwards or backwards. The ducts were never satisfactorily completed.

At this stage of the story it is interesting to note the man-hours required by this project. The design-study was done by one person, but once the construction work began a group of cadets formed. The tubular frame was made by four cadets. Then, as problems cropped up and the going became tedious, the group diminished to two. There was a sudden influx and the numbers rocketed to twelve, but over half of these cadets were



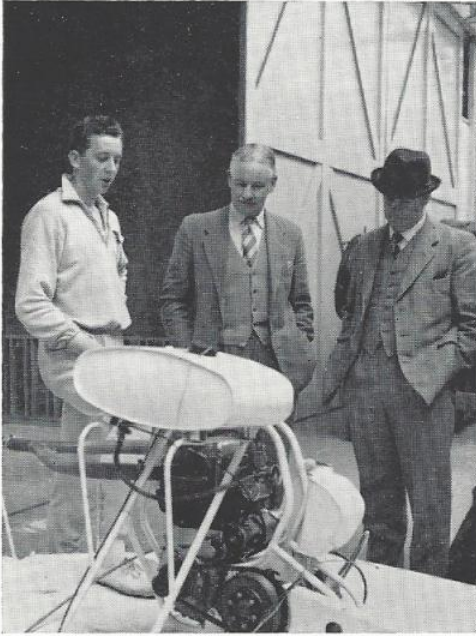
this chamber, — which also acts as the lower ducting to guide the airflow. Sheet polystyrene was used as the upper ducting, forming the outer skin of the craft. It was this ducting that would guide the airflow radially from the impeller, through the diffusion region and into the convergent nozzle around the periphery of the craft. This produces the air curtain which is directed inwards at a given angle, (the jet angle), — for C.H.I. this was 45° . A small air intake lip completed the ducting.

Although the main aim was to construct a craft that would hover statically, there was always the question of propulsion and control. A very refined — “part-timers.” The “full timers” numbered four, and these cadets went on to finish the project alone. The project would have been impossible without the co-operation of the staff of C.I.W. The idea of C.H.I. had taken two years to materialise, and from “drawing board” to “maiden hover” took just one year.

4th May, 1963, and the time had come to test the theory and the construction. The first hover was satisfactory — the hoverheight varying between $\frac{1}{2}$ in. and 2ins. The tilted altitude was due to the incorrect positioning of the pilot’s seat. Other problems that were immediately obvious were the vibration and overheating of the engine.

No one could have expected an experimental project to “get off the ground” without some snags and this first trial was very satisfactory.

The group now had some results, and problems, to work on — and modifications were necessary. The impeller had to be tightened more securely on the shaft ; the oil pipes had to be made more flexible to withstand the vibration ; but perhaps the most significant modification was to decrease the jet thickness to 1 lb.



Quite easy, really

With all these “mods” embodied C.H.1. hovered again, and this time the results were remarkable. Hovering at 4ins. the craft was static and stable — conditions very difficult to achieve.

Four days after the maiden hover, the Commandant took the controls of C.H.1. and hovered.

The first public hover is scheduled for 14th June, at the Air Ministry. To this end the craft has been stripped and overhauled. Further modifications have been introduced and once again the question of propulsion and control arises. One idea was to use auxilliary engines driving propellers, but on the advice of the Royal Aircraft Establishments this was discarded and instead it was decided to use the pressure of the air cushion for propulsion and control.

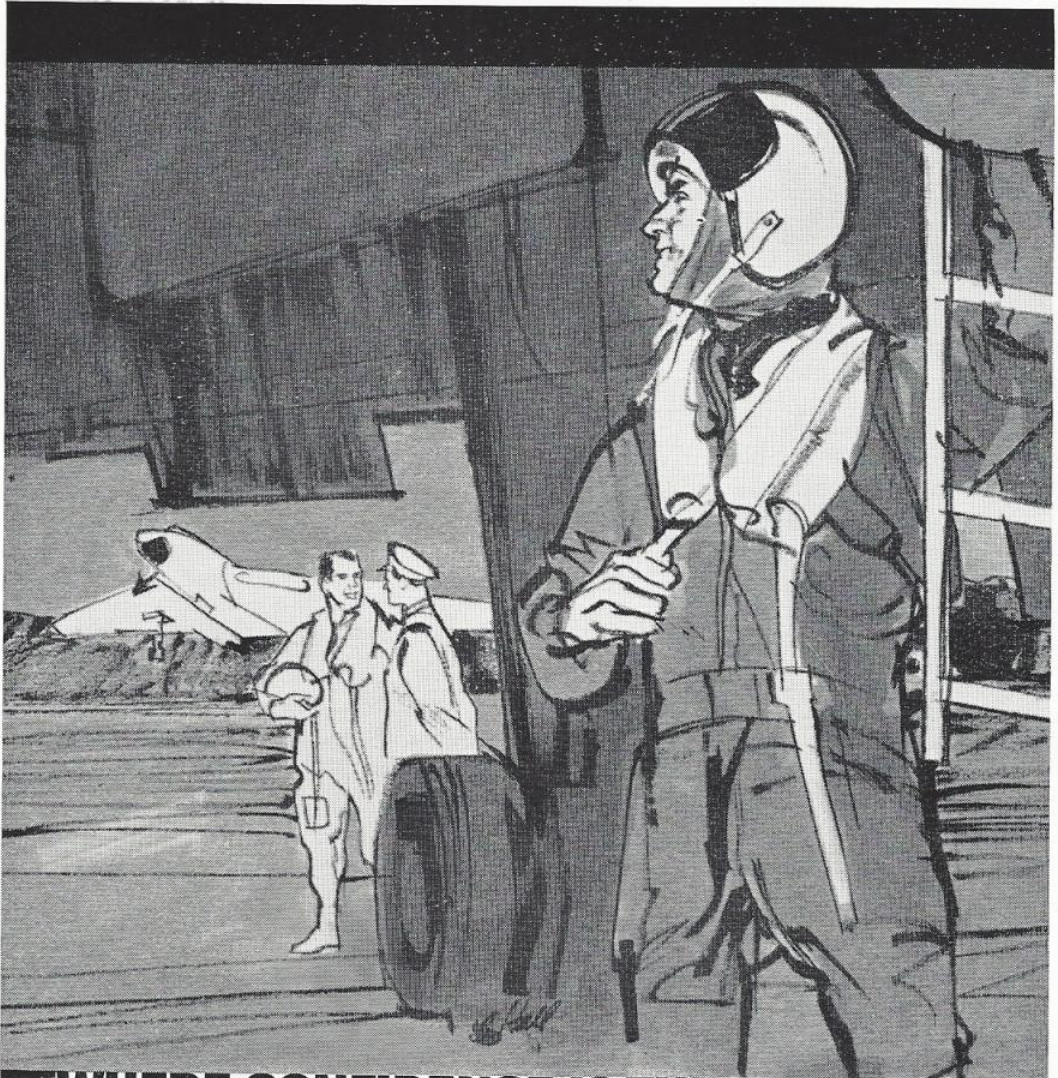
At the time of going to press the propulsion and control system has not been tested, but there is every indication that it will prove very satisfactory.

The successful completion of C.H.1. has surprised many people — Cadets who, for two years, have said “it’ll never fly !” and scientists who were convinced that the project was too ambitious — but it is only the beginning of a new interest at Cranwell. Already ideas for C.H.2. are forming — carrying two people at a hoverheight of two feet, and travelling at 60 knots

A cash prize is available for the best contribution to each issue of The Journal.

For the Spring 1963 issue the prize was awarded to Senior Flight Cadet C. C. Hayson for his illustrated article “And Jazz Music was Born”

The prize for this issue goes to Under Officer D. R. Green for his article “The Cranwell Hovercraft.”



WHERE CONFIDENCE IS THE YARDSTICK

**We are the principal suppliers of aviation fuel
to the Royal Air Force in the United Kingdom**



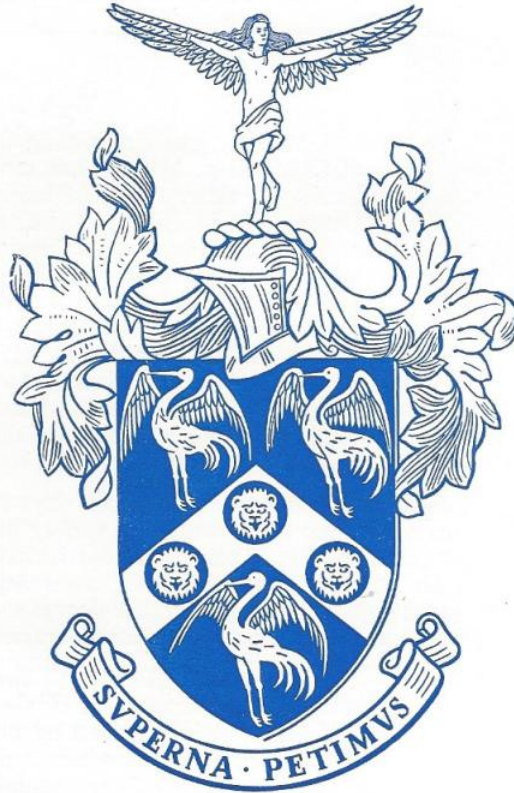
SHELL-MEX AND B.P. LTD.



SHELL-MEX AND B.P. LTD, SHELL-MEX HOUSE, LONDON W.C.2

Registered users of Trade Marks. Distributors in the United Kingdom for the Shell and the BP Groups

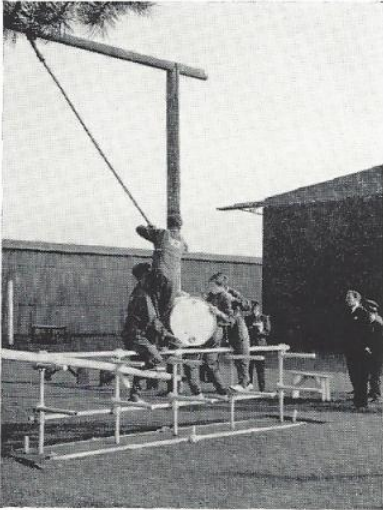
TRAINING AT CRANWELL 1963



This article has been prepared — largely from material already published elsewhere — to give a general picture of the R.A.F. College training pattern at this time. We hope that this will be of interest not only to past and present Cranwellians but also to our many other subscribers.

This training pattern is at present under review. Whatever the outcome of this review, the Henlow merger must affect the look of the programme.

This seems, therefore, an appropriate moment to sketch in the present picture “for the record.” To help give a rounded report, the article opens with an account of the work of the R.A.F. Selection Board.



THE ROYAL AIR FORCE SELECTION BOARD

A suitably qualified young man seeking a cadetship at Cranwell or Henlow has more than one preliminary hurdle to clear. At the Officer and Aircrew Selection Centre, Biggin Hill, he submits to a series of aptitude and medical tests and a filter interview. If successful, he moves on to the R.A.F. Selection Board at Cranwell, which is required to assess and report on his personal qualities and training potential. This Board does not in fact "select" candidates, but grades them and reports on them for the Air Ministry Awards Board. The Awards

Board — the ultimate selecting authority — has the Director of Manning as its Chairman and includes among its members the Cranwell and Henlow Commandants. The President of the R.A.F.S.B. attends to advise.

At Selection Board stage, a candidate spends three and a half days at Cranwell during which he tackles — individually or as a member of a team — a variety of situations, all carefully chosen and presented by experienced officers. These situations include paper and pencil tests (designed to give pointers to his intelligence and general "awareness") and graded indoor and outdoor group exercises (used to assess personality, the degree to which he can use whatever native wit he has and the impact he makes on his contemporaries).

The candidate's first day at Cranwell is a Sunday. He attends the cadets' church parade, tours the R.A.F. College and sees films of life at Cranwell and Henlow. The Board procedure starts on the Monday morning. Each candidate is interviewed by the President, by a Headmaster (primarily, though not solely, concerned with his educational potential) and by the Wing Commander and Squadron Leader who will spend the remaining two and a half days with his team.

The young man's final ordeals are delivering a lecturette to his team and performing a series of individual tests.

When the candidate has departed, each officer with him prepares a report covering his performance, the impression he left and his potential for the College of his choice. These reports, together with those of the President and the Headmaster, are considered in conference. The candidate is then given a grading and his final report is raised.

Each year, 120 Cranwell places and 60 Henlow places are filled from about 1,000 candidates passing through the procedures of the R.A.F. Selection Board.

When each of the 120 young men reaches Cranwell, his training life centres on three major commitments, viz. officer training, professional training (as pilot or navigator or for commissioning in the Secretarial or Equipment branches or in the R.A.F. Regiment) and academic training. Together, they give him a very full programme for his nine terms.

CADET WING TRAINING

The new cadet spends his first few days in a bewildering round of interviews, "kitting," etc. The Cadet Wing (four squadrons, each sub-divided into flights) begins his planned programme of formal officer training in the lecture room and on the drill square.

During his first three terms, he spends three hours each week on foot drill to raise his standard of discipline and bearing. He is expected to be ready to take part in full ceremonial parades from the start of his third term.

The Sovereign's Squadron has the honour of bearing the Queen's Colour and each term the squadrons contest keenly for this distinction through competitions in physical fitness (Knocker Cup), drill (Ferris Trophy), and sport (Chimay Cup). Great emphasis is placed on the cadet's physical fitness and he does regular physical training during his first two years. This training is extended to include toughening exercises, swimming, life saving, dinghy drill and parachute training.

In his first term, too, great attention is given to ground defence training. The cadet is taught to use small arms and radiac instruments and instructed in tactics and defensive organisation. He visits units of the other Services. The general aim of this training is to give him a sound, practical understanding of the problems involved in defending airfields and R.A.F. installations against all modern forms of attack.

At the end of his second term, the cadet will join a "Leadership Camp," probably in the Troodos mountains of Cyprus, designed to test his leadership qualities. He spends a fortnight (under the overall supervision of the R.A.F. Regiment) undertaking progressive exercises in map reading and day and night movement over rough ground. The camp ends with a three day escape and evasion exercise.

Throughout his stay at Cranwell, the cadet is expected to learn something of the organisation and the administrative system of the Royal Air Force and the other armed Services, Air Force Law, R.A.F. customs and traditions and Service writing conventions. During his time as a senior flight cadet — whether or not he is promoted Under Officer or Senior Under Officer — he takes an active part in running his squadron, upholding discipline in the College and joining in the routine duties normally required of a junior officer.

Cadet Wing aims at a gradual transition in the cadet from the discipline of obedience to the responsibility of command.





FLYING WING TRAINING

Note : Cadets who will serve in the Equipment or Secretarial Branch or the R.A.F. Regiment would instead be undergoing a course of professional training from the end of the fourth term.

From the start of his second term a cadet flies Chipmunks one day a week. He is given elementary instruction and, if he is to be a pilot, will fly solo. This flying is not intended as a pilot grading scheme but it does enable the future pilot to gain some 40 hours valuable flying experience as well as giving him the pleasure of flying in the early days of his course. Even the cadet not intending to become a pilot enjoys and benefits from dual flying in the Chipmunks.

THE PILOT

Late in his fourth term, he is introduced to the Jet Provost in the Flying Wing Ground School. The introduction leads in most cases to a pleasantly ripening friendship in the Flying Wing squadrons (two of which are based at Cranwell and two at Barkston Heath). In his fifth term the tempo of his flying training is increasing and he will fly solo after seven to eleven hours instruction. He will then have a period of closely supervised consolidation training on the airfield circuit.

The flying training syllabus aims at natural progression. More than half the total of the 170 hours training in the syllabus is devoted to general handling which includes circuits, aerobatics, low flying and learning the art of getting the best performance possible from the aircraft under varying conditions. Throughout, emphasis is placed on instrument flying. As the cadet passes practical instrument grading tests in successive terms, he is qualified to fly solo in progressively more demanding weather conditions. In his final term he is awarded a professional pilot's instrument rating. Map reading and the use of radio and navigational aids are taught and practised. Towards the end of his course, the cadet does formation flying and fourteen hours night flying.

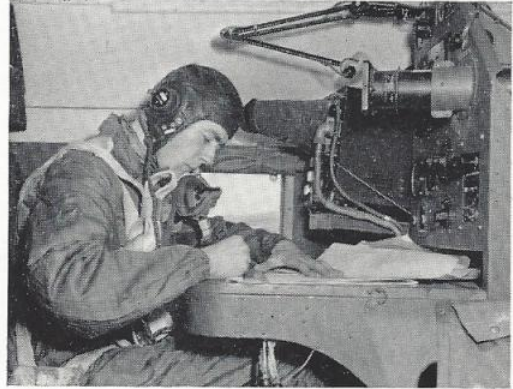
By the end of his ninth term, the cadet has usually about 220 hours flying experience and has finished his *basic* flying training. On the day before he graduates, he receives his wings. He will then (as a Pilot Officer) be posted for *advanced* training on either the Gnat or the Varsity — depending on which Command he is to join for his first operational tour.

THE NAVIGATOR

If a cadet is destined for the General Duties Branch as a navigator, he, too, will do only his *basic* professional training at Cranwell. At the start of his course, he will spend more time in the lecture room and less time in the air than his pilot colleague.

The three stages of his basic navigation training in the air (in Valettas based at Cranwell) will cover 174 hours spread over four terms. The first stage includes ten to twelve sorties, each lasting between two and four hours during which the cadet learns to use simple topographical maps. The second stage begins with the cadet navigator (under instruction) making no use of ground or visual aids but relying on radio and radar. After four or five sorties, the cadet continues his training but without the presence of his instructor. Stage three introduces astro-navigation.

Having completed his basic training, the cadet is awarded his brevet and moves to the Advanced Training School as a Pilot Officer.



TUTORIAL WING TRAINING

Throughout his stay at Cranwell, the cadet also pursues a fairly intensive and extensive course of academic studies. This is guided mainly, though not solely, by officers of the Education Branch who work under a civilian Director of Studies.

The current academic syllabus is not governed by the immediate practical requirements of the service. The Cranwell graduate is expected to reach high rank where he will need a trained orderly mind as well as sound professional training and quick reflexes. Thus, the present syllabus was designed some three years ago to deepen and extend the education gained from school and to enable the cadet with the ability and the inclination to reach degree standard in sciences or arts. To this end, the cadet may join the "A" (general) stream, the "B" (science specialist) stream or the "C" (arts specialist) stream.

The general stream provides a balanced course in the sciences and the arts, time being divided between them in the ratio 3 : 2. A cadet studies physics, mathematics, aerodynamics, thermodynamics and electronics on the science side. His studies on the arts side must include English, war studies and one optional subject of the seven available. Some cadets in the "A" stream take external examinations, e.g. additional G.C.E. "A" level examinations or linguist or interpreter examinations.

The science specialist in the "B" stream prepares for the examination for Associate Fellowship of the Royal Aeronautical Society. He will take Part I of this examination (physics, pure and applied mathematics, aero and thermodynamics) at the end of his fourth term. In his final term he will take Part II (aerodynamics, meteorology, radio engineering).

The "C" stream arts specialist prepares for the University of London B.A. General Degree in three subjects — war studies and two others. He will take the examination in one part during his ninth term.

SOCIETIES AND ACTIVITIES



Ruddigore



Photographs by N. S. B. Reynolds

'Ruddigore' is one of the lesser known of the Savoy operas. This is a great pity because it contains some of Sullivan's happiest music. The first act shows the collaborators at their best. But the second act has weaknesses. The opera abandons itself to melodrama and stage tricks. Well executed, these are effective, but there are many pitfalls for the amateur company. After the ghost scene, the plot rushes headlong towards the inevitable happy conclusion with little of musical note and nothing of dramatic worth.

It is interesting that the opera was considered a failure after its first night on 22nd January, 1887. The critics condemned it out of hand. The Victorian audience was shocked and embarrassed by the ghosts. Gilbert and Sullivan had done much to make the theatre generally acceptable — and to be frank — generally nice. But in 'Ruddigore' they seemed to be descending to the depths from which they had previously lifted English operetta. Even the title, originally spelt 'Ruddygore,' was thought offensive.

Sullivan was upset ; Gilbert was furious. He suggested — in all seriousness — that the title should be altered to 'Kensington

Gore or Not Half so Good as The Mikado.' Sullivan was not amused and it was finally left as 'Ruddigore or The Witch's Curse.' But Gilbert, who never took kindly to criticism and had no great love of the press, never forgave his critics. He bore the scars for many years.

An inquest was held. Sullivan re-wrote the finale of Act 2 — contenting himself, in the end, with the repetition of a melody from the finale of Act 1. Further first aid and a little surgery revived the opera. It ran for a year — a success by most standards — but a failure by those of Rupert D'Oyly Carte !

It was then dropped from the D'Oyly Carte repertoire and was not revived until 1920. It has never been really popular and it is rarely performed by the Company today.

So, all things considered, it was a brave choice for the Choral Society — full of pitfalls, little known, technically difficult. Furthermore, it was the first full scale production in the Whittle Hall. Using the large, generously equipped stage for the first time was, in itself, a problem. For the first time in the history of the College, there was room to move — and even dance — on the stage !

And yet, all things considered, the production was a great success. It was greeted with generous applause on both evenings.

As was to be expected, the first act was the more successful of the two. Bright, full of summer light, with attractive tunes and much humour, it carried itself along with pace. A little theatrical? Yes — but that is how it should be done. A little melodramatic? No — it never became that.

The second act is melodramatic without being theatrical. There are good melodies in a routine sort of way; but the dialogue is wordy, uneven and rarely amusing. That the production carried the audience with it and made much out of little was no mean achievement. It was right to play the act as a melodrama. To play it straight would reveal its weaknesses.

Mike Dales, who also produced, took the part of Robin Oakapple, the hero who finds himself translated, against his wishes, into a wicked baronet. His performance was polished, professional, and difficult to fault. His acting and singing were in the best Savoyard tradition. The contrast between the young farmer, 'diffident, modest and shy,' and the 'bad young bart' was most effective. The production owed a great deal to his ability and assurance.

Rose Maybud, the heroine who rules her life by a book of etiquette, written by no less an authority than the wife of a Lord Mayor, was played by Sandra Webb of Grantham. Since her appearance last year as Josephine in 'H.M.S. Pinafore,' she has developed much greater confidence. Her singing was confident and attractive.

Richard Dauntless, the sailor brother who reveals Robin's noble birth in order to marry Rose Maybud was played by Brian Sandford, a newcomer to College productions; his light, but firm, tenor voice will be a great asset in the future. His singing was good, his dialogue strong and vital — but his dancing weak. Nevertheless, he made a brave showing in a difficult part.

Mad Margaret, a strange remnant of Victorian melodrama, was ably sung by Jean Akrill, another Grantham lady. Margaret's dramatic entry on to a darkened, empty stage is one of the most testing entries in the Savoy operas. Previously all has been sunshine and effervescence. And then suddenly, out of context, enters a Gilbertian Ophelia. Mad as a March hare, yet strangely

moving, she has to melt the audience to pity. Jean Akrill came through the test with flying colours and a warm ovation.

The third leading lady, Dame Hannah, was played by Helen Quin. This, her first leading role, was a promising and confident beginning, although her accent sometimes lifted the action from Cornwall to Conne-mara. It is a pity that she is leaving Cranwell shortly and so we will not be able to hear her rich contralto voice again.

The genuine wicked baronet, Sir Despard Murgatroyd, was played by Peter Presland. He has a strong voice, full of light and shade. He followed much of the Savoyard tradition, but was not sufficiently menacing. This is an ogling, swash-buckling, larger-than-life, villain. Peter Presland, because of limited experience more than anything else, did not quite match up to that and some of his effects misfired. It is a pity that he chose to declaim rather than sing some of his lines on the last night.

Sir Roderick Murgatroyd, the leading ghost, was also played by a new principal, Graham Maynard. With a pleasant, but a not too strong, voice, he made an impressive

Sir Despard Murgatroyd and Mad Margaret





showing in one of the most difficult scenes in the opera. The famous 'When the Night Wind Howls' song, during the ghost scene, is formidable; he and the men's chorus did well.

The men's chorus was lively and in fine voice, if a little uncertain of itself at times. As Bucks and Blades, there should have been a little more swagger and, as Ghosts, there should have been a little more menace. But, by and large, they were satisfactory and clearly were well and intelligently rehearsed.

The ladies' chorus, as usual in College productions, sang and acted attractively. The Bridesmaids, particularly in their wedding chorus, were charming, alert and attentive.

Chris Haysom, who was also responsible for the set to Act 1, was the Stage Director.

He used the stage and the cast, with their attendant strengths and weaknesses, with originality and taste. Many of the best effects were achieved by the simplest ploys — for example the carefree abandon of the bridesmaids in their hornpipe.

The scenery was strikingly modern. The set to Act 1 was in brilliant blues and reds, echoed by pastel azures and pinks. The cottage was a happy blend of conventional and modern. The whole was most effectively drenched in sunlight and provided a gay background to the act.

The set to Act 2 was designed by Peter Brookes. If anything, this was even more successful. A gallery of stylized stonework in greens, blues, browns and blacks, with gold frames for the portraits, made a change from the conventional, heavy oak-panelling.

Dame Hannah and Bridesmaids



It was remarkable that such a striking effect could be produced by the use of five ordinary flats and a simple archway.

The lighting played its part in the second act just as much as in the first. The green lighting gave an eerie perspective to the gallery. Other lights picked out the stonework so that some stones glowed almost fluorescently and other stones were lost in mysterious depth. It is difficult to see how it could have been improved upon. Frank Redmond's first production on the new stage was most professional.

The College Orchestra, augmented by the strings of the R.A.F. Central Band, was

conducted by Flt. Lt. R. E. C. Davies. A professional musician and a professional orchestra are, of course, a great help in amateur opera and it was clear that musically the production leant heavily on their skill. Flt. Lt. Davies is to be specially complimented on the way he used the orchestra to cover up the rare musical lapses on the part of the soloists.

All in all, the choice of 'Ruddigore' was vindicated. It was a creditable and enjoyable performance—a credit to all who were associated with it and enjoyed by performers and by spectators alike.

CRANWELL LITTLE THEATRE

"*The Tiger and the Horse*" by Robert Bolt was presented in the Whittle Hall last spring by the Cranwell Little Theatre. It was Cranwell's contribution to this year's Flying Training Command Drama Festival and Mr C. L. Lucas, Administrator of the British Drama League, was present as adjudicator.

Cranwell Little Theatre has collected (and held) some fine players and has regularly given us good evenings of theatre. For that reason its productions warrant more critical study than most amateur offerings. But its resources after all are fairly slender and this play, I think, demanded rather more than they could provide. In the first place, the play is a parable and a rather complex one and I was not convinced that producer (Edward Spindler) and players had grasped the message clearly enough to pass it on to an audience. Then, each act had a different setting, none of them easy to build convincingly. The sets were frankly disappointing—neither solid nor imaginative enough to help the play's illusion. Finally, the characters have subtleties which it would be unreasonable to expect even the best amateurs to convey. It would be idle to pretend that producer and players quite surmounted the difficulties inherent in the play. Nevertheless, they made a creditable attempt, produced some memorable performances and gave a large audience an enjoyable evening of real theatre.

Within the players' physical limitations, the general acting standard was high but it lacked incisive direction, particularly in the opening scene. This early performance—important in capturing the audience—was slack: it gave the impression that one was looking and listening through plate glass. The production needed tautening and the playing needed much more attack and projection.

The most interesting feature of this production was the quality of some of the individual performances. In Act I, I was very impressed by Paul Madox's portrayal of Sir Hugo Slate—crisp, clear, forceful, convincing. Yet by Act III, Sir Hugo was uncomfortably close to caricature. I do not think that Madox's performance in fact tailed off. His work was consistent but by this time was being overshadowed by the completely credible and moving characterization of Jackie Coombs as Mrs. Dean. At the price of underplaying the strange Mrs. Dean's growing madness in the early scenes, this actress brought great force to the vital closing scene in which her husband is led violently to change the direction of his life in an effort to save her and their life together. Jackie Coombs deserves congratulations on an admirably restrained and ultimately convincing performance in a very testing role.

Norman Dick as Jack Dean, the husband was acceptable in the early scenes without managing to convey that fundamental indifference to personal and family life which is the key to the whole parable. However, in the last scene he rose to the challenge magnificently. This scene is dominated by the interchange between Dean and his mad wife which gradually shows him to himself as he really is. It was deeply moving and utterly convincing and even without the rest of the play made the trip worth while.

Ocean Sailing

CRUISE I — LADY CORINNE

Saturday, 6th April, 1963.

Five flight cadets of No. 85 entry assembled at Hamble at 5.0 p.m. ; unfortunately they had been expected at mid-day to help in the speedy completion of fitting out.

To pay for food, fuel, etc., each member paid two pounds into a kitty. This was sufficient for the week. Head was elected in charge of the galley.

Sunday, 7th April, 1963.

An early start was made on the completion of the fitting out. While this was not sailing, it was an excellent way of getting to know a yacht. The yacht is a 38 foot Bermuda rigged yawl with jib, stayrail, mainsail and mizzen. It had little in the way of modern yachting aids but the hard manual work made it an excellent training vessel.

Monday, 8th April, 1963.

The morning was spent in finishing off, fitting out and taking on stores. After an early lunch the rest of the day was spent sailing in Southampton Water and the Solent. During this sail the cadets learnt how to handle the yacht. None of the cadets had had any previous experience of large yachts.

Tuesday and Wednesday, 9th and 10th April.

The skipper pronounced the cadets seaworthy and, after taking on fuel, Lady Corinne left with the tide at mid-day bound for Cherbourg, France. The Needles were passed just after three and the crew went on to a watch keeping system with two cadets on watch for spells of two hours. The sea was short and a wet and rough passage ensued. This was a day and night crossing. Harfleur light was sighted just after two on Wednesday morning. Lady Corinne tied up in Cherbourg Yacht Harbour just after five o'clock. A tired crew went to bed looking forward to a good morning's sleep.

After two blissful hours, the crew was awakened by an irate Frenchman. The yacht was moored between two barges at the end of a slipway. They were due to launch a new fishing boat in one hour's time and would we please tie up alongside the quay. This

was done, other boats were warped around us, and the launching was watched. All the French disappeared and the tide started to fall. This was also interesting, as Lady Corinne draws over six foot of water, six feet more than the low water mark alongside Cherbourg Harbour. After some time rapidly remembering French and anxious arguments with 'Patrons,' 'Guardians' and the 'Chef du Porte,' the imprisoning boats were removed and Lady Corinne retired to safer waters.

The rest of the day was spent in looking around Cherbourg.

Thursday and Friday, 11th and 12th April.

The crew were up at 6.30 a.m. on Thursday morning for the return passage. Lady Corinne cleared the outer harbour just after 8.0 a.m. A difficult crossing followed with a rough sea and unfavourable winds. Two of the crew succumbed to sea sickness and retired to the forward bunks. During the crossing some practice was had in navigation, and also on the wireless. The Queen Mary was passed quite close at about 4.0 p.m. With visibility down to two miles some difficulty was had in making a landfall. Just before 6.0 p.m. St. Catherine's lighthouse was seen just off the starboard bow. Then followed a hard beat against wind and tide up the west coast of the Isle of Wight to the Needles which were rounded at about 1.30 a.m. With a light wind and adverse tide the engine was turned on for the cruise down the Solent to Hamble.

After another tiring crossing and with our engine stuck in forward gear, sails were taken down and an immaculate mooring was made at the mooring of the Royal Air Force Sailing Club just after 5.30 a.m.

A huge breakfast was prepared, then all hands set to tidy up the yacht. Galea was able to repair the engine. The customs launch came alongside to welcome the crew back officially.

After making farewells to a skipper who is over seventy eight, a very satisfied crew departed for home at about mid-day.

The cruise had proved valuable and whetted appetites for more. It was regretted

that the crew had not been informed of the earlier expected arrival time which would have resulted in an extra day's sailing. As it was, about 48 hours were spent underway.

CRUISE II — LADY CORINNE

Friday, 12th April, 1963.

Five cadets of No 87 and 88 Entry were on board by 10.00 a.m. They found the boat very comfortable with six bunks and every convenience; duffle coats and oilskins were also provided.

Two members went ashore to purchase provisions whilst the others settled in. The Commander arrived and the crew spent the rest of the day making the boat ready for sea.

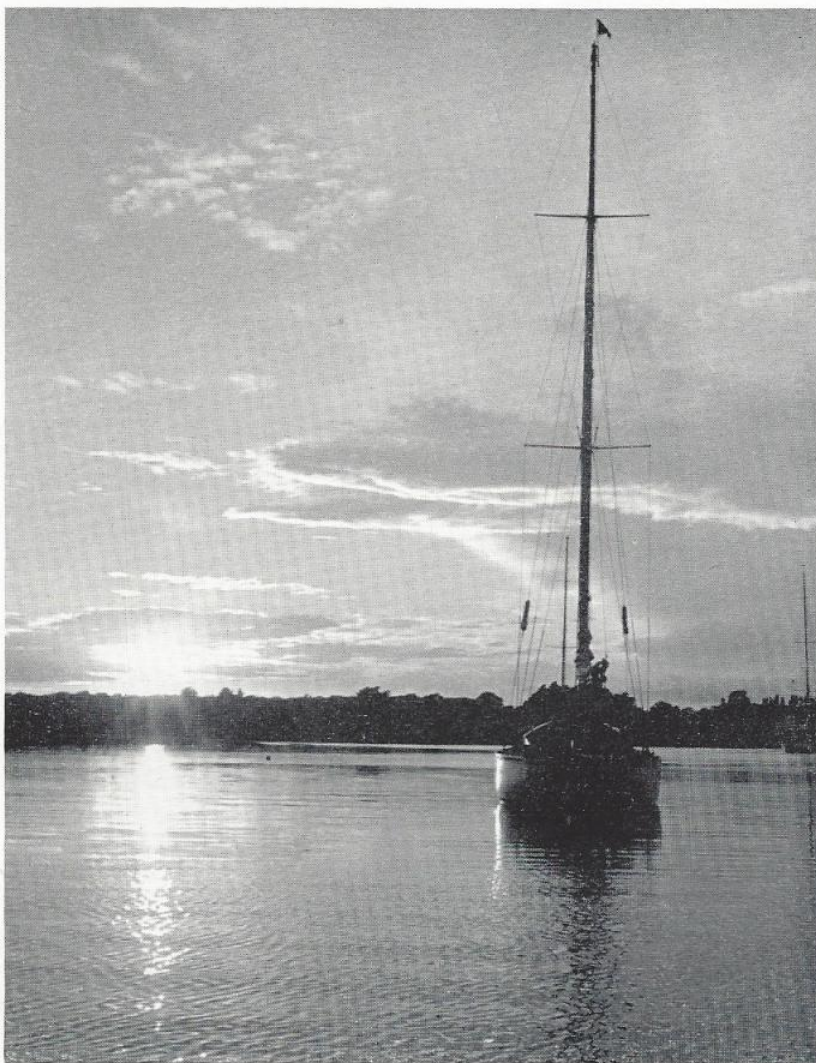
Saturday, 13th April, 1963.

A dull, overcast day with light drizzle and force 6 winds. After putting up a new "topping lift" (the other had broken away on the previous trip) we set out for Southampton Water. The rest of the day was spent sailing up and down Southampton Water so that each member could learn to handle the steering and the rigging of the boat. By the end of the day each member of the crew could put the boat about, luff up to wind, round buoys, sail close hauled and running free, and handle all rigging.

We kept regular times, coffee at eleven, lunch at noon, tea at 4.0 p.m. and supper at 7.30 p.m.

Sunday, 14th April, 1963.

An overcast sky with slightly lighter winds than the previous day. When we tried to haul up the mainsail outside the Hamble we discovered that the halyard had jammed in its runner at the top of the mast. We picked up a mooring and one member went up the 'bosun's chair' to free the jam before continuing on our way. We again spent the day



in Southampton Water revising what we had learnt the previous day as well as how to put up and lower various sails whilst sailing, how to take in reefs and how to furl the various sails and finally how to take the dinghy on board whilst under sail.

Monday, 15th April, 1963.

The Commander considered that we were now ready for a Channel crossing but because of gales in the Channel and prevailing S.W. winds we had to give up the idea. This trouble was to dog us right to the end. Consequently we sailed the boat down to Portsmouth and through the forts before beating back to Cowes and returning to Hamble. The weather was fine with a good stiff breeze so we enjoyed a very useful day's sailing.

Tuesday, 16th April, 1963.

We awoke to pouring rain and bad visibility so we decided to spend the day in port. Spirits were restored by adjourning to "The Bugle."

Wednesday, 17th April, 1963.

We made an early start on an overcast day with good sailing winds. Using the engine against the flowing tide we beat up to the Needles with the weather improving all the day. 'Jethou' followed us as far as Yarmouth where she gave up the chase and headed back for Hamble. By the time we reached the Needles, the wind had dropped so we turned and ran back to Hamble with the engine to help us. The crew took the opportunity to get a tan.

Thursday, 18th April, 1963.

The crew was very keen to get in some sailing before going home that afternoon so despite a thick fog we motored out of Hamble. On reaching Southampton Water however it became clear that it was too dangerous to carry on, so we reluctantly returned to port. The rest of the day was spent in tidying up the boat during which we discovered that one of our fuel tanks was leaking and the bilges were full of diesel oil.

CRUISE III — LADY CORINNE

Saturday, 20th April, 1963.

The first crew member arrived at 11.0 a.m. on a very wet Saturday. By 1.30 p.m. Commander O'Riorden and four cadets were on board and the last cadet arrived at 2.0 p.m.

The afternoon was spent in choosing bunks and stowing away luggage ; going

ashore to purchase stores ; and generally chatting to the skipper.

Sunday, 21st April, 1963.

On Sunday it was again raining so it was not considered worthwhile going to sea. The day was spent learning the ropes and the various ways of starting the engine.

It is perhaps best to mention at this point that the skipper's wife was seriously ill in hospital, and he was not living on board as he had to visit her each morning and evening. Therefore, he was only on board from 10.0 a.m. to 6.0 p.m.

Monday, 22nd April, 1963.

We left our moorings for the first time on Monday. We cruised around Southampton Water and met one of the skipper's "friends" — the harbourmaster. We also went out into the Solent in the general area of Cowes.

Tuesday, 23rd April, 1963.

As there was no chance of any offshore sailing, McGrath left the ship on Tuesday morning : there was a chance of sailing across to Holland if he arrived home by Tuesday evening.

Once again we sailed around Southampton Water ; the Queen Mary was in. We also did a "Grand Tour" of the Union Castle docks.

Another crew member, Wise, left ship on Tuesday evening.

Wednesday, 24th April, 1963.

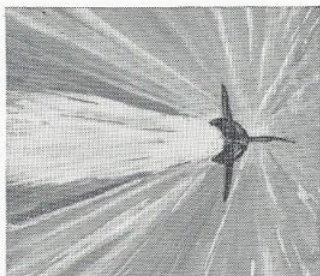
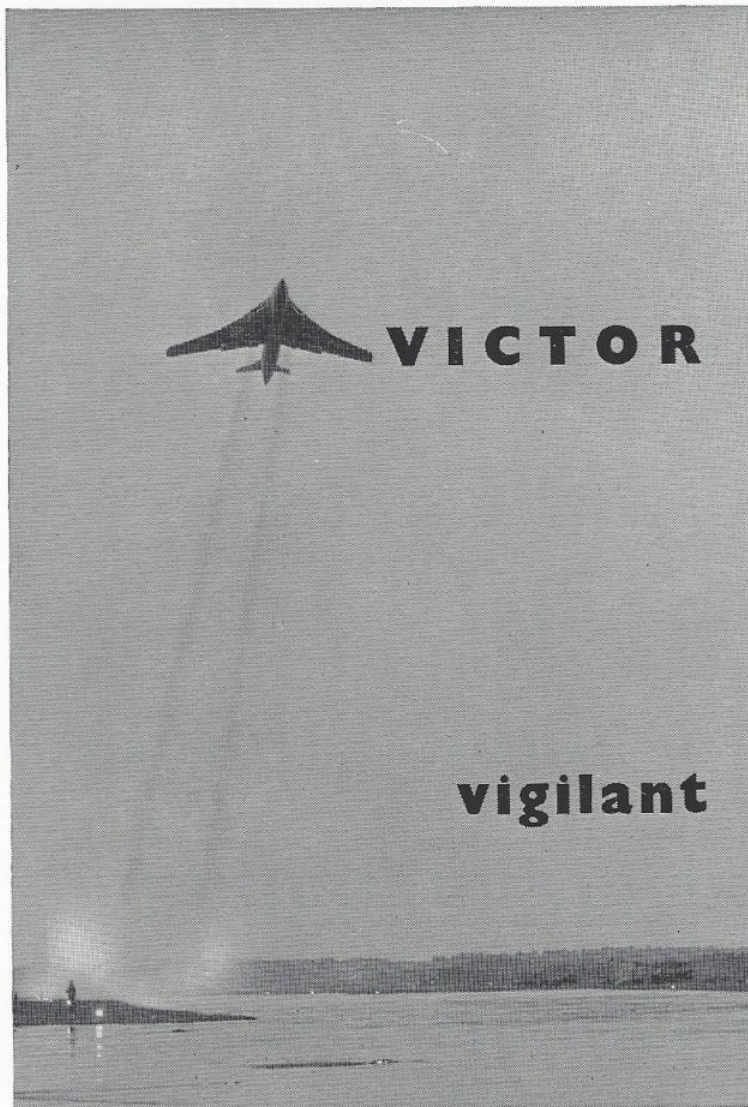
Wednesday was spent in the Solent. The skipper considered us fit for an offshore cruise but he was unable to take us. The day was spent trying to top 2 knots — there was very little breeze.

Thursday, 25th April, 1963.

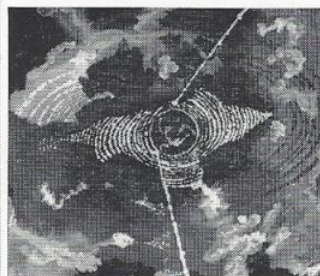
The Day of the Great Calm. After using our motor to get out of harbour we had to anchor at the end of Southampton Water : we seemed to be going backward at one stage. After waiting for a couple of hours a stiff breeze blew up but did not last for long as we had to use the engine to return.

Friday, 26th April, 1963.

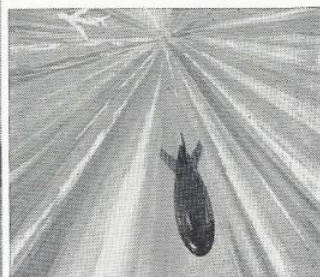
As it was considered fruitless to 'stooge' around the Solent and Southampton Water, it was decided to finish the cruise a day ahead of schedule. Therefore the ship was tidied up and the remaining cadets left on Friday morning.



Missile carrier



Reconnaissance



Bomber

While the world sleeps or works or plays, Victors are ready—waiting to fill any of their three roles as missile carriers, reconnaissance aircraft or nuclear bombers.

A single sortie by four Victors can map the whole of a continent.

At three minutes warning Victors can be airborne, retaliating against an aggressor country, carrying weapons with the destructive power of many million tons of TNT.

In the face of such a deterrent sanity decrees that global war is now unthinkable.

HANDLEY PAGE · LONDON & RADLETT

MOUNTAINEERING

Owing to poor weather, the Mountaineering Society was quiet and relatively inoperative after the New Year expedition to Glencoe. The climbs on the gritstone edges of Derbyshire are such that favourable conditions are essential if meets in this area are to be worthwhile.

Two films were obtained from the Mountaineering Association and were shown in the College Main Lecture Hall on the 31st January. The first, "Rock Climbing — Basic Techniques" was a Marine Commando film showing how climbing should be done. This very good film was followed up with "Mountain Magic," which gave some idea of the scenic grandeur of alpine climbing.

The opportunity to put the lessons learnt from the films into practice arose on March 24th, when a meet was held on Stanage Edge in Derbyshire. The society walked the length

of the Edge, a distance of about six miles. In addition, climbing was done in the Robin Hood and Black Hawk areas.

To remedy the lack of activity during the spring term an expedition to Scotland was planned for the Easter leave. However, service visits made it impossible to find a time when sufficient cadets were free and the expedition was cancelled.

The summer term is a favourable time for gritstone climbing and Sunday afternoon meets are planned for the 15th and 30th June and the 7th and 21st July. In addition, the weekend of 22 — 23rd June will be spent climbing in North Wales. It now seems unlikely that the Mountaineering Society will go abroad this summer. The most likely venue for a summer expedition is the Western Highlands of Scotland, in particular a little-frequented area to the north of Loch Leven.



SUB-AQUA

During the spring term no sea-diving was possible owing to the weather and the section concentrated on pool training. The only attempt at 'sea'-diving — a proposed dive through the ice on a local gravel pit — unaccountably failed for lack of support.

As a result, Easter found us with a large number of cadets who had completed their pool training and were keen to gain sea-experience, in order to be eligible for the proposed North Africa trip in the summer.

A trip to R.A.F. Valley was suggested, but this proved impossible. Transport to Malta became available, however, so this was reluctantly accepted. A party consisting of Flight Lieutenant Hunter and seven cadets took advantage of this opportunity, and arrived in Malta after an eight hour trip in a Beverley, staying at R.A.F. Luqa.

With skin diving equipment bought in Valetta, the first afternoon was spent in trying it out in a choppy sea at Delimara Bay (diving in the sea is not as easy as it sounds). Some of the party managed, with great difficulty, to reach a depth of two feet. Others sank like bricks to the bottom. The first task was obviously to adjust the lead weight-belts.

The following morning was spent in walking over practically every inch of R.A.F. Luqa, carrying aqua-lungs and looking for the R.A.F. Luqa Sub-Aqua Club hut. With great joy it was finally found. At last the bottles could be filled. But no such luck! Someone had forgotten to bring the 'key' to turn on the compressed air supply. By using an air trolley from a Hastings, two lungs were hurriedly filled. Missing

Because of the bad weather the activities of the gliding section were greatly curtailed during the spring term. With snow before half term and high winds afterwards, very few weekends were available for flying. The possible weekends were, however, used to the full and the more hardy members of the Junior Entries who went solo will no doubt reap the rewards next term. A camp was held during the Easter leave at Weston-super-Mare. Once again the weather intervened,

lunch, the party jumped onto a three-tonner with members of the R.A.F. Malta Sub-Aqua Club to spend an enjoyable afternoon at Salina Bay, spoilt somewhat by gloomy weather.

The M.T. Section was unable to provide further transport, and consequently the club funds provided civilian transport. Much to everyone's surprise, this turned out to be a thirty-five seater bus. The party left, with packed lunches, for Delimara Bay again, the following morning. The whole day was thus spent diving, and everyone had a good dive. In the evening the party visited Valetta and nearby Sliema.

This turned out to be the general pattern for the rest of the week and most of the small bays around Malta were visited. The diving was thoroughly enjoyed by all, and in the latter half of the week there was a noticeable increase in the confidence, skill and efficiency with which the party used their equipment, although on the last day all the regulator valves were left at Luqa. Ingenuity and the co-operation of two members of the Malta club solved the situation.

During the visit the party gained considerable sea experience, — not to mention a suntan — and all were genuinely sorry to leave for England.

This summer the section hopes to send a party to North Africa to visit the ruins of the ancient port of Sabratha. This was one of the three main ports of the North Africa trade in Phoenician and Roman times. While the town itself has been extensively excavated, little is known about the port and it is hoped that a survey of it may yield interesting information.

GLIDING

and only the last few days provided good weather and decent gliding.

The latest addition to the section, a caravan, is well under way to being reconditioned and it is hoped to bring it into use during the summer term. Also the section has now available a second Chipmunk converted for aerotowing. This will relieve the hard working No. 1, and should prevent the section losing weekends without a tow aircraft.

CANOEING

THE DEVIZES — WESTMINSTER CANOE RACE

The 15th annual canoe race was held over 126 miles of canal and river, between the town of Devizes in Wiltshire, and Westminster Bridge. The race takes place each year over Easter weekend.

The Crews

The College Canoe Club entered three crews in the Senior Race this year.

They were :

Team No. 110

F.C. Redmond
F.C. Werb

Team No. 112

F.C. Stableford
F.C. Tyack

Team No. 111

F.C. M. J. Hughes
F.C. S. P. Hughes

The Canoes

Team 110 used a canvas "Moonraker" privately constructed by F. C. Werb. Team 111 and Team 112 used "Moonraker YC" canoes, a fibre-glass hulled, canvas topped vessel.

Training

During three training weekends the crews canoed along almost the entire length of the course of the race. Where other sports commitments permitted the canoeists trained on the River Trent at Newark on Wednesday and Saturday afternoons. Circuit training facilities were provided at the gymnasium.

THE RACE

The College mini-bus was used to transport the three canoes, two of the crews, and a support group, to R.A.F. Lyneham on the evening of Thursday 11th April. Crew III travelled independently. The support group of three consisted of S.U.O. Ward and F.C. Childs as drivers, and U.O. Needham as race manager.

The party spent the evening in the Officers' Mess at Lyneham, where they met members of the R.A.F. Swindon team. They travelled to Devizes at 0900 hours on Friday, 12th April.

The two slower crews 110 and 112 were to start at around 1000 hours after a kit check at the start.

Crew 110

Redmond and Werb left Devizes at 1015 hours, after officials had checked that they were carrying the required camping equipment and emergency rations in the canoe. The first 15 miles of the race proved uneventful except for the rather frightening experience of canoeing through the $\frac{1}{4}$ mile long Savernake Tunnel.

Pulling the heavy canvas, "Moonraker" around the many locks on the canal with the weight of kit inside it began to damage the bottom of the boat. After 30 miles of Canoeing it began to leak, and had to be emptied of water at each lock. It should be remembered that in the first 53 miles of the canal there are some 70 locks. At the 40 mile stage some 5 holes had to be repaired in the bottom of the boat.

Despite these setbacks Crew 110 were averaging a little over 4 knots. The onset of darkness slowed them down slightly, and negotiating locks and bridges became increasingly difficult. After 11 hours on the water they had covered 46 miles and had passed the most difficult section of the race.

Just before reaching Sulhampstead lock near Theale, the canoe had to pass under a very low footbridge. Because of heavy rain, there was very little clearance under the bridge. In the darkness the crew turned the boat over when half under the bridge. At 2130 hours with the air temperature on freezing, Werb and Redmond dragged their canoe from the water, and found that, besides being completely soaked to the skin themselves, they had holed the canoe.

The crew set up camp along side the canal, where they were found at 0900 hours next morning by the mini-bus support group. Having dumped their wet clothing in the mini-bus, the crew decided to repair the canoe and attempt to press on. They patched the canoe, and set off again at 1000 hours on Saturday morning. It was necessary to stop a further five times to repair the canoe during the 7 miles to Reading, and there, having covered the 53 miles in about 16 hours of canoeing, they withdrew from the race.

Crew 111

M. J. Hughes and S. P. Hughes travelled independently to join the support group at Devizes at 1200 hours on Friday, 12th April. They had proved the fastest crew in practices and, having studied information on the Tides from Teddington to Westminster, decided to delay their start until 1700 hours.

The first 15 miles of sluggish water proved monotonous, but the crew made good time. Flt. Cdt. S. P. Hughes' family followed their progress by private car, and gave encouragement at the bridges and locks. Darkness fell at about 1930 hours and the crew began to find the portaging of locks difficult. They had covered this section of the canal in daylight during training but, because they delayed their start, they were obliged to pass through the Savernake Tunnel and around many locks in darkness. This tended to slow them down, but at Hungerford (25½ miles from the start) they were only 10 minutes behind schedule, having maintained 4 knots.

Friday night was very clear and the air temperature soon dropped below freezing. A full moon rose at about 2300 hours, dead ahead of the canoe, and it became difficult to see ahead. Whilst canoeing between Dunmill Lock and Wire Lock two miles short of Kintbury Village, at 0015 hours on Saturday, the front crew man caught his paddle on a tree trunk protruding half way over the canal. The crew failed to see the obstruction because of the bright moon. They hit the tree and the boat capsized. Inflating their Mae Wests S. P. Hughes, and M. J. Hughes, swam with their canoe to the bank.

It was decided to canoe on in the hope that paddling would warm them up. However, their clothing and hands began to freeze up. They pressed on to the village of Kintbury, and there they withdrew from the race.

Crew 112 — *The Successful Crew*

Stableford and Tyack left Devizes Bridge exactly as planned at 1000 hours on Friday, 12th April. Over the 15 miles of clear canal they settled down to a steady pace. Spectators on every bridge gave encouragement, but no other crews were sighted. At the first lock and just before the Savernake tunnel, they began to pass a group of some 20 canoes, stragglers from canoes which had started

some two hours before. Little ground was gained on the water, but quick portaging around locks took them around a lot of other crews. The canal was dry for about 2 miles at the Croftons Lock, and the canoe seemed very heavy after carrying it around by the tow-path.

The support crew made rendez-vous with the canoe at roughly 4 hourly intervals, and kept them informed of their progress. For the first part of the race, along the canal as far as Reading, Crew 112 averaged slightly less than 4 knots. Darkness did not hamper them too much as they had been over this stretch of the canal in darkness during practice.

Reading (53 miles) was reached just before midnight, in a time of 13 hours 43 minutes. At Reading the crew stopped for their first meal of the race: as all food had to be carried in the canoe this meal was nothing substantial. As yet the crew were feeling quite fit, as they informed the support crew, who met them at Sonning Lock at 0130 hours on Saturday morning.

The moon rose very brightly and the temperature dropped. To add to their discomfort the transistor radio, which had been suspended in a polythene bag around Stableford's neck, failed; hardly surprising after 15 hours of continual use. Fatigue began to tell, ice formed on their clothing, and worse, on their hands and paddles. When the support group saw them at 0400 hours near Marlow, they were almost ready to give up. They were persuaded that they would like to see the dawn over the river at 0500 hours and pressed on.

Once the sun had risen the temperature rose, and the crew felt less cold and more tired. They stopped at 0700 hours for a meal, and began to fall asleep. They pressed on to Runnymede, but then fell asleep on a warm wooden bridge alongside the river. During the course of the morning they were awakened by people walking on them periodically, but did not wake up from a dead sleep until 1300 hours.

Stableford and Tyack canoed on to rendez-vous with the mini-bus crew at Staines at 1615. They were encouraged to find that they could now catch the flood tide, running out from Teddington onwards. They arrived at Teddington at 1900 hours, and they were subjected to a kit check. Once on the tide-way the going was all "down hill." Although

exhausted the crew managed to keep up a speed of almost 6 knots with the help of the tide. Darkness overtook them for the second time in the race, but this time they were not far from home. They made good time to Hammersmith Bridge, where they stopped to relieve cramp and have something to eat.

A white navigation light had to show ahead of the canoe on this part of the river, but this did not prevent a river steamer passing very close to them and almost capsizing them. The river was calm, but the tide was now racing out and a good 7 knots was maintained. Some of London's bridges were lit up, and increasing signs of activity

on the river banks indicated that they were nearing the finish. Westminster Bridge and Big Ben were a welcome sight. After 126 miles and 36 hours of canoeing Crew 112 were glad to step out at the finishing post at 2244 hours on Saturday, 13th April.

CONCLUSION

Stableford and Tyack were the only crew to finish the race, itself an achievement. Their time of 36 hours 44 minutes was slower than the College record for the race, but was sufficient to beat the three Sandhurst crews and the two Henlow crews.

R I D I N G



The RAF Equestrian Championships were held at Cranwell on 25th and 26th May, 1963. In our photograph, Flight Cadet R. A. Walliker is seen taking part on his horse "Funny Eccles"

LIFE ASSURANCE

ITS FUNCTION. The main function of Life Assurance is the protection of present or prospective dependants against hardship resulting from your premature death and provision for yourself and them in later years if you survive normally.

INVESTMENT VALUE. Life Assurance, especially Endowment Assurance, is however also the best possible long-term investment, because the money is invested wisely, and partly in "growth equities," by the Life Assurance Companies *and* because it is the only form of investment subsidised by the Government. The subsidy consists of Income Tax Allowance on two-fifths of Premiums. For those liable to Tax at 7s. 9d. in the £ this means 15.5%. Thus, a net outlay of £84 10s. a year provides a premium of £100 a year, which is 18.34% increase.

WHEN TO START. The advantages of starting at the earliest date, to the extent which you feel you can afford, are : Lower Premiums because the load is spread over more years ; More years in which the Sum Assured grows by the addition of Bonuses ; Acceptance without extra Premiums on account of ill-health or postings to danger areas (*Note*—Once a Policy is in force, subsequent ill-health or postings do NOT affect it) ; *and* the factor of "Compulsory Saving" which prevents money being frittered away.

EDUCATION. If you have or plan to have children, I suggest that you should safeguard their future. If you agree, I should be glad to discuss your problem and advise you of the best action for you to take.

SELECTION. There is a deal of difference between Companies and between various types of Policy. Therefore, do NOT deal directly with any Company or its representatives. You need the unbiased advice of a Broker specialising in Service problems. I offer this advice without fee or obligation. I am not tied to any Company, and select the most favourable for each type of risk.

INFORMATION REQUIRED. May I suggest you should let me know your date of birth, whether married or single, dates of birth and sexes of children, rates of pay and next increase, and how much you can afford in addition to any existing outlay. If you have any Policies in force, I recommend you to let me inspect them and tell you whether they are good value. In any case they may affect the type of new Policy you should consider. With this information, I can give you recommendations which you can accept or reject as you please.

FLYING RISKS. For aircrew, extra Premiums are required, but the net cost is NOT greatly increased, because a large part of the extra cost is refunded by the Air Ministry (or Admiralty or War Office for Royal Navy and Army). I always give full figures and explanations.

RETIRED or RETIRING OFFICERS are advised to consult me in regard to House Purchase, Investment of Capital, and the advantages of commuting half Retired Pay.

OTHER INVESTMENTS. The factors affecting the problem include personal preferences for high yield, or the hope of capital appreciation ; the degree of risk acceptable ; existing investments. I shall be glad to discuss your problem and make recommendations.

SURTAX and ESTATE DUTY. Suitable action can greatly reduce the burden. If these problems are at all large, let me advise you how to increase your net income AND net estate.

GENERAL INSURANCES. We also arrange Kit, Motor, Winter Sports and all other Insurances in the best markets.

Brigadier
R. T. Williams

R. T. WILLIAMS LTD.

Major
T. F. Williams

2, DUKE STREET, BRIGHTON

Telephone Brighton 28181 (2 lines)

Member of the Services Insurance Brokers Association

JAZZ

The Jazz Band for the spring term was made up as follows: Rump — clarinet; Jarron — trumpet; Haysom — trombone; Lanham — drums; Doyle — banjo and Sandford — double bass.

The only changes in the "line up" were Doyle who replaced Mitchell on the banjo, and Sandford who took over the double-bass from Pym. The newcomers, however, had no difficulty in fitting in with the band at the end of the autumn term. The band was already playing well together, and on occasions sounded like the real thing.

Throughout the term the cadets enjoyed informal Jazz sessions, one night stands at Lincoln, Kesteven and guest nights in the college, where the performances were fairly well received. The emphasis was always on new scope; from the vague strains of "The Saints" and "Way Down Upon the Swanee River" popular in 1961, the band ventured to experiment with such syncopating old numbers as "Muskrat Ramble," "Twelfth Street Rag" and "Zulu Warrior."

It had been pointed out that although the Jazz Society was great fun for those in the band, it offered little scope to the other cadets in the college who appreciated Jazz but do not play any instrument. Thus it was decided to organise outings to Jazz concerts and possibly in the future to start a Jazz record library. The first step in this direction was taken when twenty-five cadets attended the Duke Ellington concert in Leicester in February. This term it is hoped to continue this up by visits to other Jazz concerts in the area.

KARTING

The Karting Society is under new management and this necessitates some reorganisation. A general meeting will be held (between officers, cadets and airmen) in order to form a committee, and so form a combined Kart Club. This is essential as there are now three separate clubs.

The society has been given a sum of money. This will be used not only to buy new and spare parts for the old karts, some of which are falling to pieces, but also to buy another kart.

For both these plans to materialise, a large membership is required, and it is hoped that with the advent of long summer evenings this will be achieved.

ENGINEERING

During the last term, activity in the Engineering Society has increased considerably. Numbers at present total eighty-seven, but most of these members seldom use the Society's facilities.

The active members, however, are, or have been, engaged in a number of worthwhile projects.

The Cranwell Hovercraft, inspired by Green, is the Society's most ambitious project, and has been very successful. A detailed report of its conception and construction is to be found elsewhere in the *Journal*.

In addition, the Society's facilities have been widely used for the repair and construction of motor cars and cycles. No fewer than six members have rebuilt or are rebuilding motor cycles. Others have made parts for their cars but shortages of tools have created problems, which are only slowly being resolved.

The completion of the hovercraft will not mark the end of group activities for the Society. Future projects at the moment are for a land yacht, and an auto-gyro, which, it is hoped, will be used by skiers towed behind a speed boat.

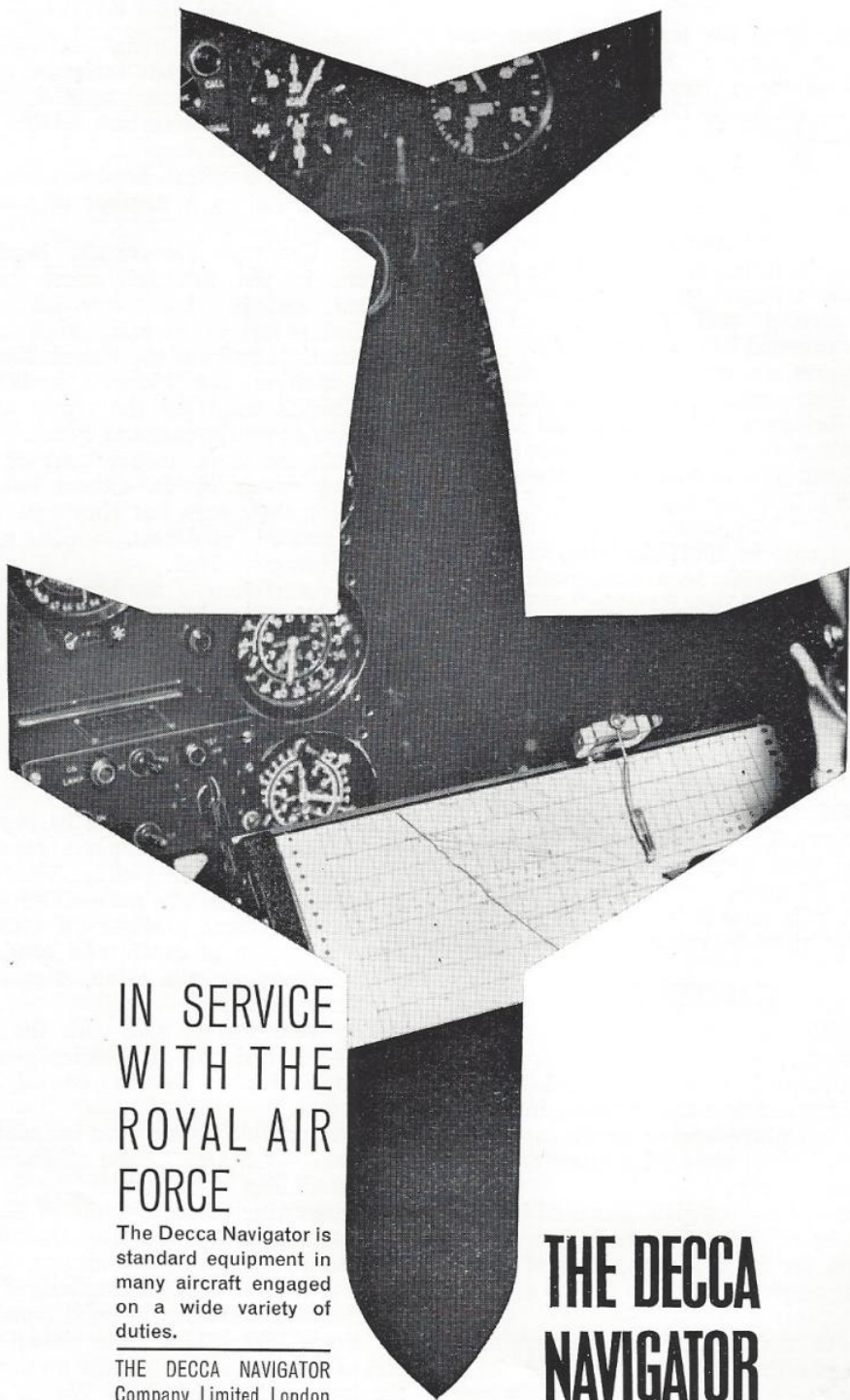
FILM

This term the society held its meetings in the Whittle Hall. Although a certain nostalgia was felt for the College Main Lecture Hall the transition was not painful. The new hall gives a more professional atmosphere, and the degree of comfort is conducive to concentration or relaxation, depending on the film's merits.

The term started well with the Russian film — "Ballad of a Soldier" and the hilarious Buster Keaton comedy, "The Navigator."

Other notable films shown included "Two Women," "Marty" and "The Hidden Fortress." The latter, directed by Kurosawa, was interesting as an example of the Japanese cinema, but was too long drawn-out and tedious for many of the audience. However, when combined with the comforts of the new hall its soporific value seemed considerable.

"Some Like it Hot" was shown near the end of term and drew a large audience, and, the term ended with John Wayne in "The Horse Soldier."



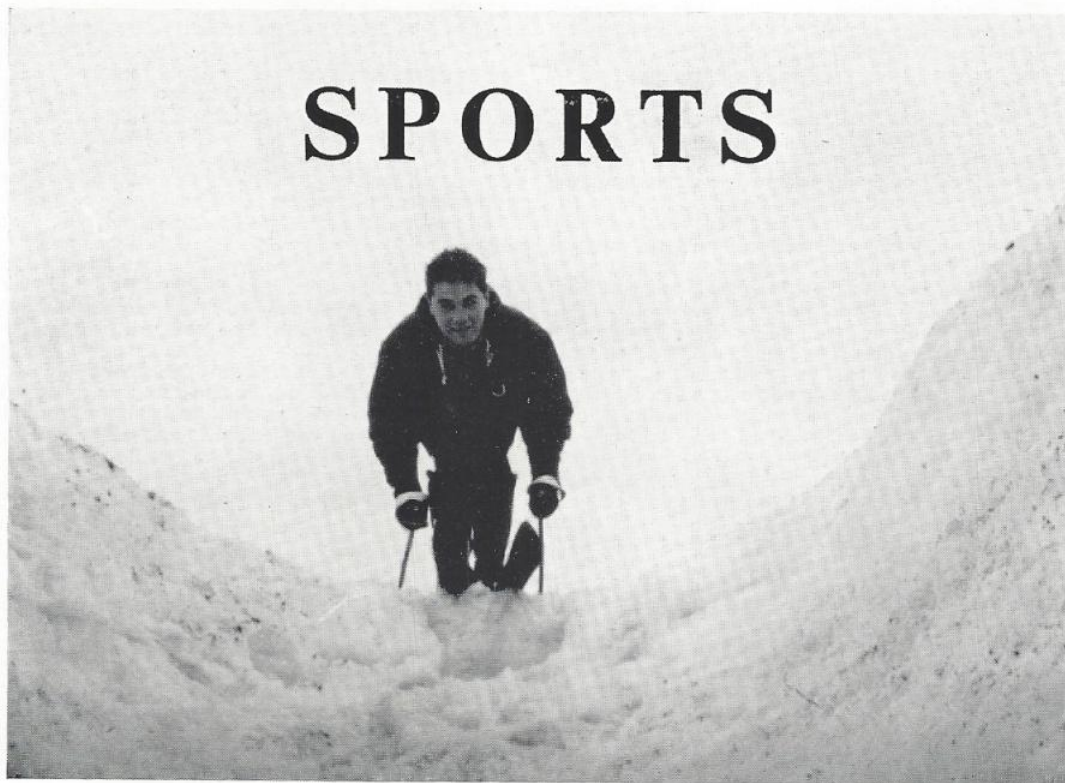
IN SERVICE
WITH THE
ROYAL AIR
FORCE

The Decca Navigator is standard equipment in many aircraft engaged on a wide variety of duties.

THE DECCA NAVIGATOR
Company Limited London

**THE DECCA
NAVIGATOR**

SPORTS



SKI-ING

Although, in this the spring term, the ski-ing season had been drawing to a close, the society has been more than usually active. Since Christmas there have been three separate trips to Scotland and another when a party skied in the Rockies surrounding the U.S.A.F. Academy at Colorado.

Earlier this term the society was very pleased to learn of its recognition as a sport. This means College Colours may now be awarded to cadets who have skied well in the College Ski Team against R.M.A.S. and B.R.N.C. Dartmouth. The first cadets to receive colours are Millar and S. P. Hughes, both of whom have twice skied for the College.

SCOTLAND — HALF TERM

On the Friday afternoon of half-term, Sqn. Ldr. Lofting, Flt. Lt. Mayes and twelve flight cadets flew to Kinloss for a weekend in the Cairngorms. The next morning, after being fitted with equipment, the party travelled to the slopes by bus. The snow was so deep that the road was blocked and a steep climb of two miles had to be made to reach tows. But these efforts were rewarded with a beautiful day's skiing; the conditions were as good as any on the Continent and in a short time everyone regained their 'ski-legs.'

The second day was even better, and everyone enjoyed the hot sun and crisp snow. Hughes and Lanham, who had raced in the College team at Christmas, met Rudi Prochaska, an ex-R.A.S. champion, and now a ski-instructor and head of Badenoch ski-school. He offered to train cadets at reduced prices and this offer was taken up over the Easter leave. That evening most of the party missed the bus back to the Lodge Hotel in Newtonmore, where they were staying, in order to make a few 'last-runs.' Eventually the party reassembled in Newtonmore, some having walked and skied several miles in the dark, before getting a lift.

The party arrived back at Cranwell at 1.00 a.m. on Tuesday morning after a long train trip. In short — a splendid weekend.

SCOTLAND — EASTER, 6th — 14th April.

Encouraged by the success of the half-term trip, Lilley, Blagborough and Lanham returned to the same hotel in Newtonmore for a week's ski-ing over Easter. They had the use of one of the College mini-buses, which was a great help in transporting equipment and in travelling to and from the slopes each day.

The weather once again was as near perfect as anyone could wish, and hard feelings against Scottish weather caused by leadership camps faded rapidly. The snow was not as thick as it had been over half-term, but it was still hard-packed, covering well, and very fast. As might be expected over the Easter period the slopes were crowded, and this was something of a nuisance. The tow queues were at times up to a hundred yards long, and after a quick run down of about three minutes, it was infuriating to have to wait up to an hour before getting back up the mountain. The slopes, crowded with beginners and classes, also made fast running rather perilous, and it was necessary to have an adequate vocabulary of words like 'Achtung,' 'Banzai' or 'Get out of the way,' according to the appearance of the fast approaching victims. It was interesting to note the increasing popularity of Scotland for skiing with overseas visitors. The cadets met skiers from Austria, Norway, Australia, Canada and America. However, if the crowds hindered progress during the day, they helped in the evenings, so not many complaints were heard. It was a pleasant surprise to find there was so much to do during the evenings; it seems that many hotel-owners, with an eye to the future, are fast developing 'après-ski' facilities and, in fact, the area is rapidly gaining a 'resort' atmosphere. Two Norwegian ski-instructors staying in the hotel, and also three sons of the proprietor, became firm friends, and it was a very social little crowd that went forth every evening.

The rest of the week passed all too quickly. It was unfortunate that high winds in the last two days prevented the chair-lift running. This did not deter one individual, who produced his own parachute and ascended rapidly up the mountain, much to the amusement and envy of all the spectators.

The next day, Easter Sunday, the party set off south, and after a long trip by mini-bus and one overnight stop, arrived back at College on Monday.

AMERICA — EASTER

During the College visit to the U.S.A.F. Academy, a number of officers and senior flight cadets took the opportunity of skiing at the Arapahoe Basin. This resort is in the Rockies, about fifty miles west of Denver. It is higher than most Continental resorts — 12,000 feet at the top — and is served by several fast lifts. A pleasant feature is that its slopes are in the sun all day long. Everyone went straight to the top once the lifts started and after the sun had softened up the few patches of ice, conditions were very pleasant.

Five College skiers entered the race against the Academy. Two, Miller and Hughes, had skied for the College team at Christmas, but the others were relatively inexperienced. The race consisted of a fairly fast Giant Slalom with fourteen gates. Millar finished third with two steady runs, and Hughes though he fell badly on his first run, finished third with the second fastest time of the day on his second run. On the combined times he was fifth. Reddy, Bowler and Griffiths came sixth, eighth and ninth. This was a good effort considering their limited experience. On total placings, the Academy won — 31-24.

SCOTLAND — EASTER, 26th — 30th April.

Immediately following the U.S.A. visit, Bowler, Holliday and M. J. Hughes travelled up to Scotland for the last week of the leave. The main intention was not to ski from dawn to dusk, but rather to recuperate from the rigours of the 'American Way of Life.' But, although the first day was spent in bed, the party skied hard on the remaining two. Unfortunately the season was drawing to a close, and the snow was dirty and very wet. M. J. Hughes rounded off the trip with a splendid descent of the White Lady run. It seems he did it not by failing to fall over, but rather by not getting up.

The trip marked the end of the 1962-63 season, perhaps one of the most successful seasons the society had had so far.



RUGBY

The spring term is notoriously unkind to the gentle art of rugby and this term was certainly no exception, being the worst for many years.

The players trained hard both in the gymnasium and in the snow, and produced very reasonable swimming and basketball teams.

This training paid off, however, in the only match of the term, when the 1st XV drew with L'Ecole de L'Air at Salon (after a tough and vigorous game).

The trip to Salon was a welcome tit-bit after a disappointingly bleak term but could not compensate for the lack of matches.

HOCKEY



The weather, of course, curtailed much of the hockey this term, and the major part of the term was confined to practises and training sessions in the gym. These were made more interesting by organising inter-squadron five-a-side competitions, but every one was glad, when in the final few weeks, we were able to get out on to the pitch.

We managed to play several matches near the end of term, and the standard of play, after no real hockey during the term, promised well. We drew with Technical Training Command, each side scoring two goals, but the following day lost to Flying Training Command by two goals to nil. However we redeemed ourselves by scoring a good win over Haileybury and Imperial Services College, scoring four goals to one. This was particularly pleasing as we were one goal down in the first minute.

The College sent a team to the hockey festival at Weston-super-Mare during Easter. The team sent was not the strongest for various reasons, but nevertheless it played some good hockey against sides which contained many county players.

With the graduation of 82 entry last term we lost four key members of the team, and it appeared that they would be difficult to replace. However the arrival of 88 entry solved many of these problems. It is hoped to produce a powerful team next season.

Hockey Results :

Technical Training Command	Drew	2-2
Flying Training Command	Lost	0-2
Haileybury and I.S.C.	Won	4-1

You can rely on a W. H. Smith shop for all the books you require. We supply text-books of all kinds; professional journals, stationery, binders, writing instruments; and leading makes of portable typewriters. Printing, binding, and the repair of fountain pens are among our other services.

. . . and of course we have plenty of novels, paperbacks and popular magazines for enjoyable reading.



W. H. SMITH & SON

70 Southgate

SLEAFORD

EN-TOUT-CAS

RUNNING TRACKS

Including IX Central American and Caribbean Games, Kingston, Jamaica; Pan American Games, Chicago; White City, London and Manchester; Melbourne; RAF Halton and Innsworth; John Kennedy Stadium, Dublin; Empire Games, Cardiff; Oxford University Club's Ground, etc.



By courtesy of 'Wolverhampton Express & Star'
ALDERSLEY STADIUM, 1960—'En-Tout-Cas' Track

Hard Lawn
Tennis Courts

Bowling Greens

Football Grounds

Cricket Pitches

Swimming Pools

Squash Rackets
Courts

THE EN - TOUT - CAS CO., LIMITED.
SYSTON, LEICESTER

Telephone Syston 3322-3-4-5-6-7.

BASKETBALL

In the last two terms, the "Super-Netball Set" enjoyed a most successful season, winning 15 matches and losing only five. The team steadily improved during the season, with 6 victories to 3 losses in the autumn, and 9 victories to 2 defeats in the spring. A great advantage this season has been the use of the new gym, much more spacious than the East Camp "cage" and, of course, making basketball the only sport which was immune from the January deep freeze.

The new gym saw some very satisfying victories, particularly one over our sister college Dartmouth. Dartmouth were defeated after a hard-fought battle, which opened wide in the last few minutes and saw a final score of 41-24. The following week, an aggressive College five, with no substitutes, fought a very tough game against their Sandhurst hosts and eventually won 45-32.

In addition to these important victories, Nottingham, Hull, and Leicester Universities and Loughborough Technical College were all defeated twice. London, Sheffield and Birmingham universities beat the College in the autumn, the last two losing to the

College in the spring. Strong teams from the Metropolitan Police and Loughborough Colleges gained victories over us in the spring, and these must remain unavenged until the next season starts in the autumn.

Other victories were achieved over S.W. Essex Technical College, Monoux Grammar School, London Central Y.M.C.A. and student officers from R.A.F. Swinderby. Against the latter the College attained its highest score and most decisive victory: 62-20. Most matches have been won by a small margin of points, and the narrowness of the result, plus the new man-to-man defence the team has adopted, have provided interesting and exciting spectacles for the ever-growing group of basketball spectators to watch.

Much credit for the team's success must be given to Sergeant Hextall, whose loss will be deeply felt. While the results achieved were due to a well-integrated team effort, special recognition is due to the three colour winners, Cousins, Ball and Perkins.

Consistently good all-round play by a number of first-year players augers well for the future of the College basketball team.





Air Ministry Photograph

FR
FR
FR
FR
FR
FR
FR

FR-reaching striking power

The FR Probe and Drogue system of refuelling in flight extends the range and endurance of military aircraft so that their operational capabilities need no longer be restricted by their fuel capacity or the availability of ground refuelling facilities. Probe and Drogue obviates the necessity for aircraft to make intermittent landings to refuel during operations, and their utilisation factor is thus improved. FR Probe and Drogue equipment, designed and manufactured by Flight Refuelling Limited, is in service with the Royal Air Force and the Royal Navy.

FR PROBE & DROGUE

Flight Refuelling Limited, Blandford Dorset (Blandford 501)

CROSS-COUNTRY

In the spring term the cross-country team ran in six races. Three other matches were cancelled, mainly due to impossible conditions under foot. By the end of term all the team had perfected the very necessary technique of running in deep snow.

A match with the R.A.F. Technical College, Henlow, was unfortunately cancelled at the last moment. However, the team looks forward to running against the technical cadets next season.

Our first event was the University College Invitation Race run in London over a 5-mile course. The team came 12th out of twenty competing teams. Our first man in was Cox in the 60th position. Dobbs and Morrison followed seconds later.

Nottingham University, Denstone College and Oakham School all proved too much for us. Our one victory for the term was over Imperial College, London.

The last race of the term was with Spalding and Lincoln-Wellington Athletic Club. This was the most exciting by far, as the last runners were to decide the final result. Unfortunately, the team came third; the final scores being 51 — 56 — 57.

SHOOTING

This last term has not been as successful as we would have liked. The lack of success can be attributed in part to the bad weather which caused us to cancel the majority of our fixtures.

For some time the Rifle Club has felt the need for more equipment, but now three new heavy weight competition rifles have been ordered. We expect these to arrive during the summer term. This will bring the standard of our equipment up to that of the colleges and universities whom we normally shoot against. Given time to familiarise ourselves with the new rifles we hope our next two terms will show a great improvement.

At present the team is composed entirely of members from the Senior Mess. One feels that the Junior Mess is not being exploited to the full. Members of the Junior Mess are encouraged to come along and try their hand.

SOCCER

Soccer during the spring term was unfortunately ruined by the weather. In hopeful anticipation the three teams regularly attended practices.

The college 1st XI played only two games, the first against Leicester University. Shorrock had been appointed captain of the side. The team lost this match by 2-3. As expected, the loss of Blake and Malhas was felt in the forward line.

The other game of the season was played against Winttingham Grammar School. At half time, the scores were level at 1-1. Only in the second half of the match did the team regain some of its former poise and confidence. The loss of these two qualities had been only too apparent at Leicester. The team then went on to win by 7-1.

This match concluded the 1962-63 season in which the 1st XI won 15 of the 19 games played.

The 2nd and 3rd XIs were both denied any game during the spring term. The poor ground and weather conditions accounted for all their matches.

FENCING

The spring term was a good one for fencing, the main achievement being the completion of the move into the new salle on West Site. This has been fitted out mainly by Sgt. Williams, the team's coach, and is, by previous standards, palatial. Four offices in the same building are, at present, being converted into two changing rooms, an armoury and an office.

The arrival of electric foil meant much practice for the team, and the equipment is being put to good use. When the team went to L'Ecole de l'Air the practice proved worthwhile. Despite the fact that the team lost 17-10 each member fenced extremely well, and the standard of fencing was very high. This was partially due to the fine presentation of the match, which was held in L'Ecole's equivalent of the Whittle Hall, before a very large audience.

The other matches of the term were quite rewarding the College winning about half of their fixtures. Several matches were held against local schools for the benefit of next season's team members, and these were successful.

During the term, the Flying Training Command Championships were held in the new salle. The captain was second in foil and sabre, and the secretary was third in foil and épée.

Overall the season was enjoyable and rewarding. The general standard of fencing rose, many juniors developed well, and the advent of electric foil provided a new challenge for the more experienced fencers. The only drawback for College fencing is that for two years no cadet has come to Cranwell with any fencing experience, and it takes more than three years to become really expert. Hence there is a great preponderance of learners, and comparatively few experienced members. However, things look well for the future seasons when there should be a large number of fencers from which to choose the team.

BADMINTON

The second half of the season was much more encouraging than the first, both in the number of matches played and in the results.

Although only three of the first team were left from the previous term, the team benefited from the fact that they were unchanged throughout the season. The first VI played five matches, of which two were won and three were lost. The second VI played three matches, winning two and losing one. The record of the second team at first suggests that we have a reasonable set of reserves available for rebuilding the first VI. The regrettable fact is, however, that the second VI often contained members of the first VI as the shortage of available players rendered it impossible to field a separate second VI.

Despite these disappointing facts, we have high hopes for the coming season as we shall only lose one member before Christmas, Bowler, who was awarded his colours.

RESULTS		1st VI	
Leicester University	(H)	2 - 7	(L)
Nottingham University	(H)	5 - 4	(W)
Leicester University	(A)	4 - 5	(L)
Jesus College	(H)	5 - 4	(W)
London University	(A)	3 - 6	(L)
2nd VI			
Carre's G.S.	(H)	7 - 2	(W)
King Edward VI G.S.	(H)	3 - 6	(L)
Lincoln City School	(H)	5 - 4	(W)
Played 8	Won 4	Lost 4	

THE
ROYAL AIR FORCE
COLLEGE



JOURNAL

CRANWELL

WINTER 1963

VOL. XXXV No. 3

Contents

	<i>Page</i>
College Notes	195
The Passing-Out of No. 83 Entry	213
Old Cranwellian Notes	224
<i>Articles</i>	
Fired with Enthusiasm	227
A Small Boy's Christmas	228
India of the Thirties	231
Ropes, Jibes, and all that Jazz	234
Where is Weather Ship Jig ?	235
Leadership Camp	237
Mediterranean Fleet 63	238
The Equippers Go East	239
Book Reviews	240
<i>Adventure</i>	
In Lawrence's Footsteps	244
A Touch of the Sun	249
Ants with my Curry	254
<i>Activities and Societies</i>	
Sub-Aqua	259
Hovercraft	261
Angling, Music, Jazz, Field Shooting	262
Gliding	263
Potholing, Karting	265
Ocean Sailing	267
Canoeing	271
Riding, Natural History	275
Mountaineering, Flying	277
<i>College Sport</i>	279



Air Commodore Michael Dillon Lyne, A.F.C.



College Notes

Air Commodore Michael Dillon Lyne, A.F.C., was appointed Commandant of the Royal Air Force College on 21st August, 1963.

Air Commodore Lyne is no stranger to Cranwell : he trained here as a flight cadet from 1937-39, and joined the College staff in 1950 as 'C' Squadron Commander.

On commissioning in 1939, he was posted to No. 19 Squadron, flying Spitfires. He took part in the air fighting over France during the Dunkirk evacuation in 1940. In one engagement over Calais he was wounded and his aircraft badly damaged, but he managed to glide to the English coast and made a successful forced landing on Deal beach.

After recovering from his injuries, he volunteered early in 1941 for duty in the Merchant Ship Fighter Units operating modified Hurricanes which were catapulted from the decks of cargo ships. He sailed with several North Atlantic convoys and then joined the training staff of Merchant Ship Fighter Units. In 1942 he took the gunnery instructors' course and near the end of the year went to America, as a member of a team led by Group Captain James Rankin, to give advice on gunnery techniques to new United States squadrons destined for the European theatre. On his return he joined No. 198 Squadron, flying Typhoons from Manston, and in June 1943 he became chief instructor at a new gunnery school in the Canal Zone.

Air Commodore Lyne was awarded the Air Force Cross in 1944. Since then he has received two Bars to the Cross. The first Bar was awarded in 1948 shortly after he had led, as Squadron Commander of No. 54 Squadron, the first jet aerobatic team to perform in public. One of the highlights of the team's achievements was its formation flying in the 1947 Brussels International Air Display. Air Commodore Lyne received the second bar to the A.F.C. in 1956. Six months earlier he made the first Royal Air Force jet flight from Europe to North America via the North Pole : he flew from Norway to Alaska in the Canberra "Aries IV" which was based at the Royal Air Force Flying College Manby where he was an instructor.

Air Commodore Lyne took the Staff College course in 1949 and returned to Bracknell in 1956 to serve on the Staff College Directing Staff, before undertaking a tour as Station Commander at Royal Air Force Wildenrath, Germany. Air Commodore Lyne joins the College from Moscow where he has been British Air Attaché for the past two years. The *Journal* warmly welcomes the new Commandant, Mrs. Lyne and their family.



Air Commodore E. D. McK. Nelson, C.B. relinquished the post of Commandant in August after a tour of two years five months. A Flight Cadet and Under Officer of 'C' Squadron in 1931/32, and Assistant Commandant in 1952/53, Air Commodore Nelson had a deep feeling both for the happy tradition which the College had built up in the past and for the continuity of its essential aims in the present day. His determination to preserve those aims and his loyal affection for all that is best at Cranwell informed all that he did as Commandant.

His tenure of office coincided with the remarkable extension of Cranwell's buildings that has transformed the appearance of the College and enormously enlarged its facilities. Plans which his predecessors had laid came to fulfilment in his time, and he presided over the opening of three major new buildings : the new



Air Commodore E. D. McK. Nelson, C.B. with his family

St. Michael's Church, in June 1961 ; the Gymnasium and Swimming Bath the following September ; and a month later the new Tutorial Wing opened by Sir Frank Whittle.

Plans and consultations about future changes made heavy demands on Air Commodore Nelson's time and energy. Arrangements for the forthcoming amalgamation of Cranwell and Henlow, and the proposed new syllabus for General Duties cadets, required frequent attention and thought. But his main concern remained with the flight cadets, in whom he took a devoted and personal interest and whom he was able to inspire with his own pride in the College and with his own hope and ambition for their future service.

Both the staff and the flight cadets will also remember with gratitude Mrs. Nelson's part : her unfailing friendliness, warmth and good humour both as a regular supporter of College functions and as a charming hostess at the Lodge.

On his retirement from the Service, we wish Air Commodore Nelson every success in his new post as Secretary of the Lincolnshire Territorial and Auxiliary Air Force Association, and to him and Mrs. Nelson much happiness in their Lincolnshire home.



The merger with the R.A.F. Technical College, scheduled to be completed in September, 1965, was carried an important stage further when the contract for the main works service project, the £1,000,000 Institute of Technology building was let in September, 1963 to A. Monks & Co. Ltd. Work on the foundations of the building has begun in east Camp 100 yards East of the 'Taj Mahal.' A similar stage will soon be reached with several other parts of the impressive building programme which was outlined in *The Journal* in Spring 1963. Contracts will, in the next few months, be let for the Student Officers' Mess, the Aerothermodynamic Block, the Aircraft Hall, 75 Officers' Married Quarters, the extension of the present Officers' Mess, the conversion of the College Instructional Workshops and other projects of lesser impact but vital to the merger. In addition, about 180 airmen's quarters, an airmen's club and a new M.T. Servicing Section are to be provided. Meanwhile the construction of the new Sergeants' Mess continues on schedule.

The Air Ministry Working Party, under the chairmanship of Air Marshal M. K. D. Porter, C.B., C.B.E., A.M.I.E.E., Director-General of Ground Training, continues to meet regularly to discuss

and resolve the many problems arising from the merger. A new sub-committee has been set up to plan the transfer here of the vast range of Henlow's equipment. Another sub-committee has investigated the implications of introducing a scheme for two entries of Technical cadets a year instead of the present single annual entry to Henlow. It reported that two entries a year, which is the practice here, would be more expensive, but was desirable in order to promote the closest integration of cadets of all branches. The Working Party accepted and agreed with these findings.

The future higher organisation of Cranwell is still under discussion. *The Journal* hopes to give details of these administrative changes in a later issue.



At the beginning of the Autumn Term there were 288 flight cadets on the roll at the College. They comprised 222 pilots, 23 navigators, 28 Equipment, 13 Secretarial and 2 R.A.F. Regiment cadets. The new Entry, No. 89, is 70 strong and is believed to be the biggest entry in the history of the College. (Old Cranwellians are invited to refute



A new entrant taking the oath

this assertion if they can). In No. 89 Entry 51 are training as pilots, 7 are navigators, 8 are Equipment cadets and 4 are Secretarial cadets.

PROMOTIONS : No. 84 ENTRY

'A' Squadron : Flight Cadet Senior Under Officer J. A. Cheshire.
Flight Cadet Under Officers G. J. D. Maynard, I. Pervez.

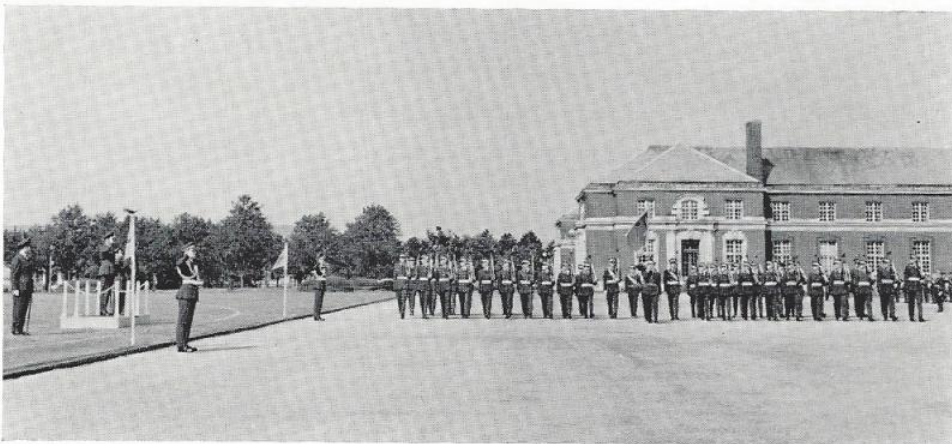
'B' Squadron : Flight Cadet Senior Under Officer D. Cousins.
Flight Cadet Under Officers J. E. Rooum, G. R. Herring.

'C' Squadron : Flight Cadet Senior Under Officer M. B. M. Canavan.
Flight Cadet Under Officers A. G. Mahon and J. C. Ball.

'D' Squadron : Flight Cadet Senior Under Officer A. E. J. Weaver.
Flight Cadet Under Officers S. P. Hughes, M. R. Jackson.



On June 8th, for the first time at Cranwell, the Queen's Colour of the Royal Air Force College was paraded by the Sovereign's Squadron on Her Majesty's official birthday. After the parade had been reviewed by the Commandant, Air Commodore E. D. McK. Nelson, C.B., the Queen's Colour was paraded by the Sovereign's Squadron through the ranks of the support squadrons in slow time. The College Band, conducted by Flying Officer D. G. Robinson, carried out a musical



troop, after which the Sovereign's Squadron, with the Queen's Colour in their centre, marched past the Reviewing Officer in slow and quick time. The Royal Standard was broken and three cheers given for Her Majesty.

The Queen's Colour was also paraded last term on 5th May, when it was handed over from ' B ' Squadron to ' C ' Squadron, on 20th July at the Commandant's Parade and on 30th July at the Passing Out Parade of No. 83 Entry.



A new prize, the Battle of Britain Trophy, has been presented to the College. The trophy, in the form of a silver crane, has been given by the Battle of Britain Fighter Association to commemorate " The Few " and is awarded to the flight cadet of the Senior Entry judged to be the best aerobatic pilot. The first award of the trophy was made to Under Officer J. D. Kendrick at the Wings and Prizes Ceremony held in the Whittle Hall for No. 83 Entry on 29th July. On this occasion the Trophy was presented by Group Captain A. C. Deere, D.S.O., O.B.E., D.F.C., A.D.C., Assistant Commandant, who is a member of the Battle of Britain Fighter Association.

After the Passing Out Parade, Under Officer Kendrick performed a polished and spirited aerobatic show, watched by the Reviewing Officer, Mr Julian Ridsdale, M.P., and by guests, staff and flight cadets.



The competition between the four cadet squadrons for the Prince of Wales Trophy and for the title of Sovereign's Squadron was won comfortably by ' A ' Squadron who came first in the Knocker Cup and the Ferris Drill Competition, and second to ' B ' Squadron for the Chimay Cup.

The allocation of marks for the three competitions which decide the award of the Prince of Wales Trophy has been altered. Hitherto the marks awarded in the Chimay Cup competition ranged from 12 to the winning squadron to 3 for the least successful, the range in the Ferris Competition was between 11 and 2, whilst the winner of the Knocker Cup gained 10 points and the least successful squadron gained 1 point. Now for all three competitions 4 points are awarded to the winning squadron, 3 to the squadron coming second, 2 to the third and 1 to the last.



The first wedding to be solemnised at the Royal Air Force College took place appropriately on 1st June, 1963, on the first anniversary of the Dedication of the new Church of St. Michael and All Angels.



Mrs W. Hopton signs the register

Corporal Walter Hopton of the M.T. Section was married to Miss Susan Steed, daughter of Chief Technician and Mrs. Steed. The Reverend T. R. Quin, M.A., officiated.



Visiting preachers at the Church of St. Michael and All Angels were :

On 12th May, The Reverend E. T. Alsop, Assistant Chaplain-in-Chief, Bomber Command.

On 23rd June, The Venerable F. W. Cocks, C.B., Q.H.C., M.A., Chaplain-in-Chief, Royal Air Force.

On 7th July, The Bishop of Grimsby, Right Reverend Kenneth Healey, M.A.

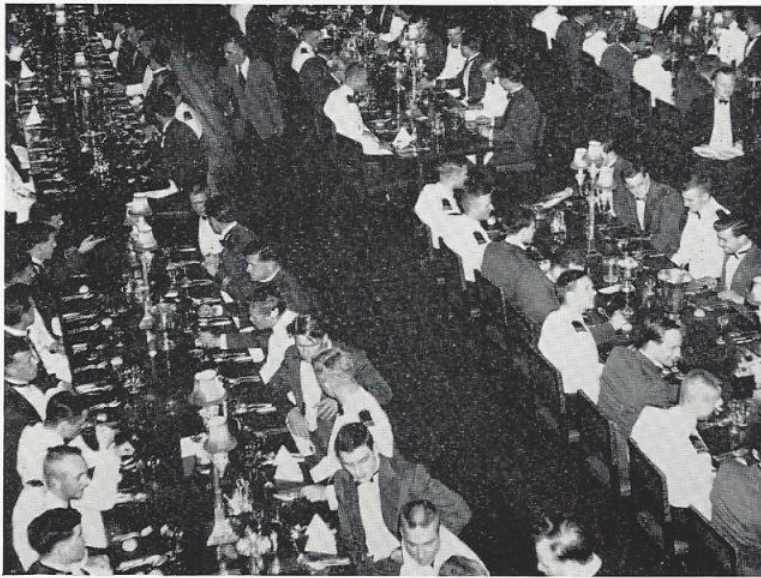
On 30th July, The Bishop of Lincoln, Right Reverend Kenneth Riches, D.D., conducted the Service of Dedication of No. 83 Entry.



Visitors to the College during the Summer term and vacation included :—

On 20th May, General Bacich, Commandant of the Italian Air Force Academy, with Colonel Danieli, Italian Air Attaché, London, and Lieutenant-Colonel Gianelli.

From 7th to 10th June, 3 officers and 75 cadets from the United States Air Force Academy, Colorado Springs.



The USAF Academy entertained at a College Guest Night

From 17th to 18th June, Major-General R. Warren, Superintendent, the United States Air Force Academy.

From 24th to 25th June, 7 officers and 15 cadets from the Royal Norwegian Air Force College.

On 26th July, Members of the Royal Commonwealth Society Youth Organisation.

From 29th July to 7th August, 29 officers and 308 cadets of the Combined Cadet Force who attended a Summer Camp held at Royal Air Force Cranwell. The schools represented at the camp were : Birkenhead School ; Bristol Grammar School ; Calday Grange Grammar School ; Charterhouse ; Christ's Hospital ; Daniel Stewart's College, Edinburgh ; Denstone College ; Edinburgh Academy ; Haberdashers' Aske's School ; Haileybury and Imperial Service College ; Magdalen College School, Oxford ; Marlborough College ; Monckton Combe School ; Radley College ; St. Peter's School, York ; Sherborne School ; Sutton County Grammar School ; Tadcaster Grammar School ; Wrekin College.



In Her Majesty's Birthday Honours List, Flight Lieutenant W. W. J. Le Count was awarded the M.B.E. and Flight Sergeant G. T. Pawson (now serving at Royal Air Force Akrotiri) received the B.E.M. Air

Officer Commanding-in-Chief's Commendations were awarded to Flight Sergeant E. Clark, Flight Sergeant J. J. R. Davies and Mr T. B. Lawson ; and Air Officer Commanding's Commendations to Flying Officer R. W. J. Rhoden (now serving at Royal Air Force Abingdon), Corporal C. J. W. Newell, Junior Technician K. P. Avey, Mr R. S. Barlow and Mrs I. E. Burrows.



Royal Air Force Cranwell had a very successful summer sports season. The Station Cricket XI won the Sleaford and District League Cup and were in the final of the Knock-out Competition ; they also reached the semi-final of the Lord Brownlow's Cup for teams in the Grantham League. Flight Lieutenant R. W. Dove-Dixon represented the Command and the Royal Air Force. The Tennis Team lost only two games and reached the quarter-final of the Royal Air Force Inter-Station Competition : Squadron Leader J. G. Hill, Flight Lieutenant D. A. Watson and Flying Officer G. W. Benson represented the Command. In Athletics the Station Team came second in the Command Championships, Corporal A. Godsmark winning the 2 mile walk ; the relay team reached the final of the Royal Air Force Inter-Station 4×110 yds. Relay Competition. Flight Lieutenant G. D. Andrews, Flying Officer G. W. Benson (who was also selected for the Royal Air Force Team) and Corporal A. Godsmark represented the Command. The Swimming Team won the Command Swimming Championships, the Command Water Polo and reached the final of the Royal Air Force Inter-Station Relay. The following were selected to represent the Command : Senior Technician Pownall, Corporal Clarke and S.A.Cs Thrippleton, Ackroyde and Flemming.

The Station Full-Bore Shooting Team was even more successful than last year in the annual championships at Bisley. In the Command team events the S.R.b Rifle Team captained by Flight Lieutenant M. D. Hurrell retained the Duval Challenge Cup, while the Falling Plate and Coast Sharpshooting Trophies were carried off by teams captained by Sergeant Young and Corporal Hart respectively. The S.M.G. and Revolver Teams under the captaincy of Squadron Leader B. T. Griffiths each came second, and Squadron Leader P. E. Birney's S.R.a Rifle Team obtained third place in a close contest. Among many fine individual performances pride of place goes to Corporal Purdom who was placed second in the Royal Air Force in the young officers' and airmen's match. Squadron Leader Griffiths

won the Command S.M.G. Championships and Flight Lieutenant Hurrell the Command Tyro S.M.G. Trophy, while Sergeant Young appeared in the rifle prize lists with almost monotonous regularity. The following represented the Command in the Royal Air Force Championships : Squadron Leader Griffiths, Flight Lieutenant Hurrell (who also represented the Royal Air Force against the Civil Service) and Corporal R. Purdom.

Both the Royal Air Force Equitation Association Championships and the Royal Air Force Modern Pentathlon Championships were held at Cranwell this year. In the Riding Championships, which were

*Cranwell
competitors at
RAF Equitation
Association
Championships*



open to riders from local civilian clubs as well as service saddle clubs throughout the Royal Air Force, Flight Lieutenant P. C. Little came second in the Royal Air Force individual championship, and with Flight Cadet P. Walliker on Funnieccles secured second place for Cranwell Saddle Club in the Royal Air Force team awards. In the overall placings Miss Erica Nelson, the daughter of the Commandant, came third after an exciting ride-off for second place. In the Modern Pentathlon Championships, the Station Team comprising Flight Lieutenant P. C. Little, Sergeant L. Linturn and Corporal S. Clarke won the Inter-Station Team Championship, and Flight Lieutenant P. C. Little, who was runner-up in 1962, became the new individual champion.



In the Inter-Collegiate sports fixtures, College teams again won more matches than they lost. Playing at home against the Britannia

Royal Naval College, Dartmouth, flight cadet teams won the Cricket, Tennis, Swimming and Water-Polo but lost the Rowing. At Sandhurst against the Royal Military Academy, the College won the Cricket, Tennis and Golf, and lost the Swimming and Water Polo. In a triangular Athletics match with Sandhurst and Dartmouth, the College came second to the Royal Military Academy.



The College Road Relay Team has regained the record for the 83-mile race between Cranwell and the Royal Air Force Technical College, Henlow. Ten flight cadets were required, by the rules of the event, to return the baton to Henlow within six months of March 1963 when ten technical cadets brought the baton to Cranwell in the fastest time for the distance — 7 hours 28 minutes. In July the College Road Relay Team ran with the baton to Henlow in 7 hours 5 minutes. This was a highly commendable effort by all the runners. The baton has now been returned three times by or to Cranwell and on each occasion the previous record has been broken by a comfortable margin.

The details are :—

April 1962	Technical Cadets from Henlow to Cranwell 8 hours 18 mins.
October 1962	Flight Cadets from Cranwell to Henlow 7 hours 43 mins.
March 1963	Technical Cadets from Henlow to Cranwell 7 hours 28 mins.
July 1963	Flight Cadets from Cranwell to Henlow 7 hours 5 mins.



During the term various visits were arranged to assist the cadets with their professional and academic studies, and to widen their interests.

Visits by Equipment and Secretarial flight cadets included :—

From 13th to 17th May, three Equipment flight cadets of No. 84 Entry to Royal Air Force Lyneham to gain practical experience of an Air Movements Terminal Organization. They flew in a Comet IV and a Britannia of Transport Command, and briefed and de-briefed passengers on scheduled flights of Transport Command.

From 20th to 21st May, twenty-one Equipment and Secretarial flight cadets of Nos. 86, 87 and 88 Entries to Royal Air Force Lyneham, No. 33 M.U. Lyneham and No. 11 M.U. Chilmark to study a variety of equipment and secretarial activities.

From 5th to 7th June, five Equipment flight cadets of No. 85 Entry to No. 27 M.U. Shawbury and No. 236 M.U. Cosford to study aircraft storage and M.T. storage methods.

From 1st to 5th July, five Equipment flight cadets of No. 85 Entry to Royal Air Force Leuchars to study the application of supply procedures and techniques within Fighter Command.

From 15th to 19th July, three Equipment flight cadets of No. 84 Entry to the Royal Ordnance Factory at Chorley and the Proof Testing Range at Swynnerton to study the filling and manufacture of certain parts of explosive stores, and to see the proof testing of these stores. This was the first visit paid as part of the specialist explosives training syllabus recently introduced, with movements training, as a supply specialization.

Visits by General Duties and Royal Air Force Regiment flight cadets included :—

From 27th to 28th June, one Royal Air Force Regiment flight cadet of No. 86 Entry to the Royal Air Force Regiment Depot at Catterick for professional training.

From 5th to 8th July, twelve Pilots and Navigators to Royal Air Force Wildenrath to obtain overseas navigation training and experience of an operational airfield in Germany.

On 15th and 19th July, the senior flight cadets of No. 83 Entry to the Central Fighter Establishment, Binbrook.

On 16th and 18th July, the senior flight cadets of No. 83 Entry to Royal Air Force Woodhall Spa.

Visits by flight cadets in the 'B' and 'C' streams included :—

On 16th May, seven 'B' stream flight cadets of Nos. 83 and 84 Entries to the headquarters of the Royal Aeronautical Society to attend a symposium entitled "Landing and Take-Off Problems."

From 24th to 26th May, three 'C' stream flight cadets reading Geography to Scarborough to carry out geographical field work under the guidance of staff from the University of Hull.

On 28th May, six 'B' stream flight cadets of Nos. 83 and 84 Entries to Royal Air Force Stations North Luffenham and Woolfox Lodge to supplement electronics instruction under the College Syllabus.

On 7th June, seven 'B' stream flight cadets of Nos. 84 and 85 Entries to R.A.E. Bedford.

Other visits included :—

From 24th to 26th May, twelve flight cadets to Lourdes.

From 1st to 2nd June, two teams of flight cadets to Devon to take part in the 1963 Ten Tors Expedition across Dartmoor, held under the auspices of the Junior Leaders Regiment, Royal Signals.

On 14th June and 13th July, parties of ten and four flight cadets respectively to the Natural History Museum, South Kensington.

On 21st and 22nd June, two parties of three cadets to the Royal Tournament, London.

From 21st to 23rd June, ten flight cadets of the Angling Section to Royal Air Force Ballykelly, Northern Ireland.

From 22nd to 23rd June, ten flight cadets to Portland Bill Ringing Station for bird watching.

Several visits were made by cadets as part of their courses of academic study. A flight cadet of No. 87 Entry carried out geographical field work from a study centre at Juniper Hall, Dorking, Surrey, in preparation for the B.A. Degree of the University of London. Two flight cadets of No. 84 Entry attended an intensive course in Russian organised by the Joint Services Languages School, Royal Air Force, Tangmere. Four flight cadets, who have been concerned with the building of the Cranwell Hovercraft, were able to amplify their knowledge of this special field of engineering by visits to the following factories : Britten-Norman Ltd., Bembridge Airport, Isle of Wight ; Westland Aircraft Limited, East Cowes, Isle of Wight ; Bristol Siddeley Engines Ltd., Filton ; Vickers Armstrong (Engineers), South Merston, Swindon.



The Cranwell County Primary School's new buildings, which were completed in time for the Autumn Term 1962, were officially opened by the Commandant on 14th May, 1963. The Dedication Service was taken by the Bishop of Grantham, the Right Reverend Anthony Otter, M.A., and the Reverend A. E. Cook, M.B.E., the P.M.U.B. Chaplain. Royal Air Force Cranwell was represented by the Station Commander, Group Captain G. F. Reid, D.F.C. After the opening ceremony the school was on view to visitors and many excellent examples of the children's work were on display in the classrooms.

The new school replaces the Cranwell Village School, and the Royal Air Force Cranwell School which was previously housed in huts adjacent to East Camp area. In 1950 there were about 90 children on the nominal roll : to-day there are about 220 children, 200 from

Royal Air Force Cranwell. There is at present a staff of six under Mr A. Quince, who has been Headmaster since September 1949. The school kitchen provides dinners for about 100 children. The architects of the school were Messrs. L. D. Tomlinson and Partners of Boston and the building has been designed to eliminate aircraft noise as far as possible.

*The Commandant
opens the new
Primary School*



Twenty-two exhibits from Cranwell were on show at the Royal Air Force Art, Photography and Handicrafts Exhibition held in June. These exhibits were selected from entries for the Flying Training Command Exhibition and included the Cranwell Hovercraft, C.H.1., which was the subject of the prize-winning article in the last issue of *The Journal*. Before the exhibition opened, a party of flight cadets led by Under Officer D. R. Green gave the first public display of C.H.1's capabilities outside the Air Ministry building at Whitehall. The hovercraft won first prize in its class. Other prizes were won by : Flight Sergeant N. S. B. Reynolds who gained two first prizes, one in the Landscape Photography Section, and the other in the Aviation Models Section with a 10ft. powered glider ; and Mrs R. L. Ramshaw and Master J. S. V. Reynolds who were commended in the Embroidery and Aviation Models Sections respectively.



Cranwell catering staff have entered this year for several civilian cooking competitions. The entries were made primarily to encourage cooks to improve their skill, to take pride in their work and to learn from other competitors. Each entry therefore included a senior N.C.O., a young airman and a civilian cook. Two Sergeants of the Airmens' Mess staff won prizes. Sergeant J. H. Price won a Bronze Medal against international competition at the Salon Culinaire at Bournemouth ; at the Food and Cookery Association's Salon Culinaire held in Cambridge he was awarded not only a Gold Medal but also a Challenge Cup for the best entry of all classes. Sergeant F. Oxby won a class prize and a Challenge Rose Bowl for the best overall entry at the East Midlands Salon Culinaire in Leicester.



The Wives' Committee, under the chairmanship of Mrs G. F. Reid, has been very active during the last two years in raising money for the Guide Dogs for the Blind Association. The target of the Committee was £250 — the cost of a fully trained dog — and early this year this had been subscribed and presented to the Association.

Mrs Reid receiving from the National Blind Association a silver replica of a guide dog.





For the second year in succession the Cranwell M.T. Flight won the Flying Training Command Inter-Station Efficiency Trophy. Cranwell therefore qualified to represent the Command in the Air Ministry Inter-Command M.T. Competition, and to defend the title it won last year.

Seventy-five Cranwell drivers, both service and civilian, completed over half a million miles in 1962. All but two of them qualified for awards, made by the Royal Society for the Prevention of Accidents, to Class 'A' drivers who maintained a 'free from accident' record throughout the year. In June, the Station Commander, Group Captain G. F. Reid, D.F.C. presented safe driving awards in the form of medals, bars to medals and diplomas to 73 drivers.

For the first time Cranwell entered a service driver and vehicle for the Lorry of the Year Competition. The driver, Senior Aircraftman J. M. Dunham, qualified for the final by winning his class for the North Midlands Area.



Wing Commander P. L. Arnott, D.F.C., who came to Cranwell in July 1960 as Officer Commanding Administrative Wing, retired from the Service in June 1963. He will be remembered for his two long stints as P.M.C. of the Officers' Mess : his charm and courtesy, in particular to the many visitors, was appreciated by all with whom he came in contact. His interest in the welfare of the airmen and civilian employees was constant ; his efforts for them were untiring and he would always lend a ready ear to any problems which they might put before him.

While at Cranwell Wing Commander Arnott represented Flying Training Command at both Squash and Golf. He was a popular and effective member of the Sleaford Golf Club ; his other great interest was in cars and motor-racing.

He twice served as Extra Equerry to Her Royal Highness the Princess Elizabeth and the Duke of Edinburgh. He retired to his native Edinburgh after 21 years service.

The new Officer Commanding Administrative Wing is Wing Commander P. W. Cook who has returned to Cranwell after a tour as Air Attaché in Rangoon. He trained at the College as a flight cadet from 1937 to 1941 and commanded No. 1 Squadron, Flying Wing, here from 1950 to 1951.

Wing Commander J. P. M. Woolley, Senior Equipment Officer and dynamic organiser of the Cranwell Little Theatre Group, retired from the Service in May 1963. He is succeeded by Wing Commander G. R. Cook who joins us from Headquarters Maintenance Command.

A third Wing Commander Cook joined us in the summer — The Reverend A. E. Cook, M.B.E. became P.M.U.B. Chaplain. *The Journal* wishes good fortune and success to Wing Commander Arnott and Wing Commander Woolley, and extends a warm welcome to the three Wing Commanders Cook and their families.



The programme of summer vacation activities was one of the most extensive ever arranged. On 2nd August, No. 88 Entry, after being delayed rather dramatically en route, arrived a day late for their Training Camp in Cyprus, where many of them found the intense heat even less congenial than the sub-normal temperatures at home. Seven flight cadets had a fortnight's gliding at a Summer Camp at Royal Air Force, Upavon. During August twelve flight cadets went ocean sailing and took part in four races including the Fastnet Race, in which a College crew, skippered by Flight Lieutenant D. H. Johnson, won the Inter-Service Trophy for the fastest Service yacht. A flight cadet attended a six weeks' Advanced Riding Course run by the Army Saddle Club at the Royal Army Veterinary Corps Training Centre and Depot, Melton Mowbray ; three others went on a week's equestrian course at Royal Air Force, Gutersloh.

Under the Trenchard Award Scheme five interesting expeditions were undertaken. Nine flight cadets led by the Senior Geography Lecturer carried out a geographical survey in the Cyclades Islands in the Aegaeon. On the Island of Mykonos the members of the expedition met Air Vice-Marshal B. A. Chacksfield, C.B., O.B.E., A.F.R.Ae.S., Commandant-General of the Royal Air Force Regiment, and Squadron Leader D. Grisbrook, Senior Economics Lecturer at the College. Both had attended the 11th World Scout Jamboree held at Marathon, Greece from 1st to 10th August. Air Vice-Marshal Chacksfield led the British contingent comprising 1500 Scouts ; Squadron Leader Grisbrook was leader of Troop 29 (Leicestershire and South Staffordshire). Four flight cadets made a more general survey of the Island of Pulau Tinggi off Malaya. Five others spent two very interesting weeks in Jordan. Ten members of the Sub-Aqua Section carried out an under-water survey of the

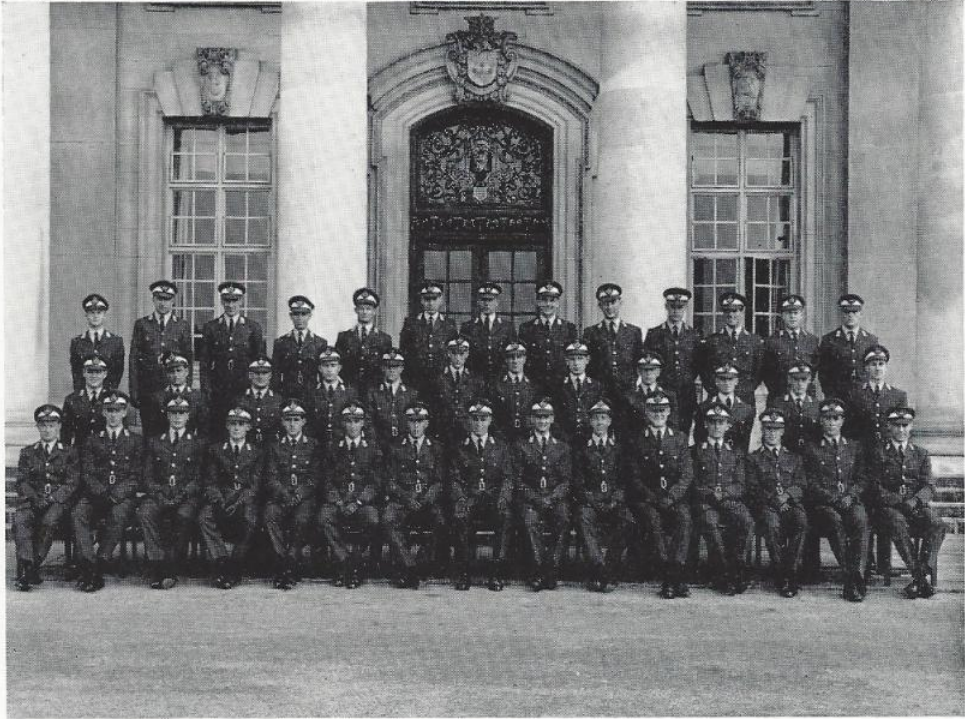
ancient port of Subratha, near Tripoli, in Libya. Twelve flight cadets in two parties went canoeing along the Rhine for three weeks ; one crew broke the record from Chur in Switzerland to the mouth of the river, paddling 700 miles in eleven days.

As usual, the many Service visits proved very popular and rewarding. During the first fortnight of August, thirty-six flight cadets of Nos. 84, 85, and 86 Entries visited N.A.T.O. Headquarters and Units ; about fifty, mainly from No. 85 Entry, spent the last week of the vacation with units of the British Army of the Rhine. At the same time flight cadets of No. 86 Entry were with the Royal Navy ; seventeen with the Mediterranean Fleet at Malta and thirteen with ships and establishments in the Portsmouth Command. Members of No. 87 Entry — more than fifty strong — visited various Royal Air Force Stations at home. Thirteen more attended an Elementary Parachute Training Course at Royal Air Force Abingdon. Eight Equipment cadets were able to observe supply and movement procedures during visits to a number of units of Far East Air Force and Air Headquarters, Hong Kong.



THE PASSING-OUT OF No. 83 ENTRY





COMMISSIONING LIST

- M. DALES, Senior Under Officer : Hockey (Captain 2nd XI) ; Choral (Secretary) ; Music ; Gliding.
- D. A. GRIFFITHS, Senior Under Officer : The Philip Sassoon Memorial Prize ; Hockey ; Bridge ; Go-Karting ; Field Shooting.
- R. J. WARD, Senior Under Officer : Cross-Country (Captain, Colours) ; Cranwell-Henlow Road Relay ; Ocean Sailing ; Mountaineering ; Ski-ing ; Motor ; Music ; Film.
- I. D. MACFADYEN, Senior Under Officer : The Sword of Honour and R. S. May Memorial Prize ; The Dickson Trophy and Michael Hill Memorial Prize ; The J. A. Chance Memorial Prize ; Hockey (Colours) ; Shooting ; Film (Secretary) ; Motor ; Go-Karting ; Music ; Choral.
- J. J. BOWLER, Under Officer : Tennis (Vice-Captain, Colours) ; Badminton (Captain, Colours) ; Ski-ing ; Motor ; Go-Karting ; Chess ; Mountaineering.
- B. R. DEBENHAM, Under Officer : Rugby ; Ocean Sailing ; Motor ; Engineering.
- R. B. DUCKETT, Under Officer : Cricket (1st XI) ; Hockey (1st XI) ; Athletics (1st Team) ; Bridge (Secretary) ; Flight Cadet Secretary Mess Committee.
- K. L. FITZPATRICK, Under Officer : Modern Pentathlon (Captain) ; Fencing (Vice-Captain, Colours) ; Printing ; Riding ; Film ; Music.
- A. R. FREEMAN, Under Officer : Rugby (1st XV) ; Film ; Engineering ; Fine Arts.
- D. R. GREEN, Under Officer : Athletics (Vice-Captain, Colours) ; Cross-Country ; Hovercraft Group (Cadet i/c) ; Aeromodelling ; Gliding ; Choral (House Manager).
- I. C. J. HUGHES, Under Officer : Badminton (1st Team) ; Canoeing ; Ski-ing ; Motor ; Potholing ; Go-Karting ; Film ; Radio.
- J. D. KENDRICK, Under Officer : The Battle of Britain Trophy ; The Royal United Service Institution Award ; Field Shooting ; Sub-Aqua ; Photographic ; Music ; Film.

- D. R. H. MCGREGOR, Under Officer : The Queen's Medal ; The Hicks Memorial Trophy ; Tennis (Captain 2nd VI) ; Hockey (2nd XI) ; Rugby (3rd XV) ; Ocean Sailing (Secretary) ; Choral ; Bridge ; Motor ; Go-Karting ; Film.
- P. MILLAR, Under Officer : Squash (2nd Team) ; Ski-ing (Captain, Colours) ; Tennis ; Go-Karting ; Ocean Sailing.
- D. A. NEEDHAM, Under Officer : Canoeing (Captain) ; Badminton ; Printing (Secretary) ; Music ; Film.
- R. K. PIGGOT, Under Officer : Shooting (Captain, Colours, Sassoon Cup 1961-3) ; Athletics (Colours, Babington Cup, 1963) ; Flying ; Field Shooting ; Motor ; Film ; Go-Karting ; Photographic.
- P. G. AZZARO, Senior Flight Cadet : Soccer (Colours) ; Cricket (2nd XI) ; Motor ; Canoeing ; Film.
- R. C. BETTS, Senior Flight Cadet : B.A. ; The Institute of Navigation Trophy and the Air Ministry Prize for Navigators ; The Air Ministry Prize for War Studies and Humanities and The Royal New Zealand Air Force Trophy ; Athletics ; Soccer (2nd XI) ; Cricket 2nd XI ; *Journal* (Editor) ; Choral ; Go-Karting ; Film ; Music ; Ski-ing.
- W. N. BLAIR-HICKMAN, Senior Flight Cadet : Grad. R.Ae.S. ; Cricket (1st XI) ; Rugby Captain, (Colours) ; Tennis ; Cross-Country ; Music ; Photographic ; Aeromodelling.
- D. A. BRADFORD, Senior Flight Cadet : B.A. (London) ; Soccer (Colours) ; Cricket (2nd XI) ; Motor ; Film.
- R. H. BRAUN, Senior Flight Cadet : Rugby ; Motor (Captain) ; Printing ; Jazz ; Go-Karting ; Film.
- C. C. CHACKSFIELD, Senior Flight Cadet : Fencing (1st Team) ; Canoeing ; Motor ; Music ; Film.
- P. A. COX, Senior Flight Cadet : Cross-Country (Vice-Captain, Colours) ; Athletics (Colours) Soccer (2nd XI) ; Cranwell-Henlow Road Relay (Captain) ; Mountaineering (Captain) ; Potholing ; Angling ; Field Shooting ; Film ; Photographic.
- T. EELES, Senior Flight Cadet : B.A. (London) ; Rugby (Captain 3rd XV) ; Ocean Sailing (Captain) ; Field Shooting (Captain) ; Go-Karting ; Motor ; *Journal* (Sub-Editor).
- W. S. ERSKINE-CRUM, Senior Flight Cadet : Rowing (1st IV) ; Beagling (Whip) ; Field Shooting ; Riding ; Debating.
- K. EVANS, Senior Flight Cadet : Basketball (1st VIII) ; Cricket (3rd XI) ; Angling (Secretary) ; Film ; Go-Karting ; Motor.
- P. G. GAINSFORD, Senior Flight Cadet : Rugby (Colours) ; Water-Polo (Captain, Colours) ; Gliding ; Film ; Bridge.
- P. P. GILROY, Senior Flight Cadet : The R. M. Groves Memorial Prize and the Kinkead Trophy ; The Abdy Gerrard Fellowes Memorial Prize ; Rugby (1st XV) ; Tennis (2nd VI) ; Choral ; Mountaineering ; Potholing ; Water-Ski-ing ; *Journal* (Sub-Editor).
- C. C. HAYSOM, Senior Flight Cadet : Fine Arts ; Choral ; Dramatic ; Jazz ; Film ; *Journal*.
- K. W. JARVIS, Senior Flight Cadet : Rowing (Vice-Captain) ; Cross-Country ; Potholing (Captain) ; Dramatic ; Choral.
- B. E. JOHNSTON, Senior Flight Cadet : Soccer (Colours) ; Go-Karting ; Printing ; Jazz ; Film ; Motor.
- T. N. F. LILES, Senior Flight Cadet : Rugby (3rd XV) ; Cricket (2nd XI) ; Printing (Secretary) ; Film ; Ski-ing ; Dramatics ; Canoeing.
- R. B. MACKENZIE-CROOKS, Senior Flight Cadet : Golf (Captain, Colours) ; Rugby (1st XV) ; Music ; Motor ; Bridge.
- R. C. MCKINLAY, Senior Flight Cadet : Sailing (Colours, Captain) ; Ocean Sailing ; Motor ; Dramatic ; Film ; Choral.
- R. C. MOORE, Senior Flight Cadet : Rugby (Captain 2nd XV) ; Motor (Captain) ; Ski-ing ; Water Ski-ing ; Film ; Jazz ; Engineering.
- C. J. PAYNE, Senior Flight Cadet : Athletics (Vice-Captain 1962, Colours) ; Rugby (1st XV) ; Field Shooting (Captain) ; Motor ; Engineering.

- M. A. RADFORTH, Senior Flight Cadet : Tennis (Colours) ; Soccer (2nd XI) ; Cranwell-Henlow Road Relay ; Sub-Aqua ; Motor ; Film.
- G. C. SHORROCK, Senior Flight Cadet : Soccer (Captain, Colours) ; Tennis (2nd IV) ; Angling (Captain) ; Film ; Dramatic ; Aeromodelling.
- R. C. SIERWALD, Senior Flight Cadet : Athletics (Colours) ; Basketball (1st Team) ; Soccer 1st XI) ; Cricket (2nd XI) ; Ski-ing ; Photographic ; Printing ; Film.



WINGS, PRIZES AND AWARDS

Presentations to No. 83 Entry were made by Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A., Air Officer Commanding-in-Chief, Flying Training Command, in the Whittle Hall on 29th July. Before introducing the Commander-in-Chief, the Commandant, Air Commodore E. D. McK. Nelson, C.B., congratulated No. 83 Entry and outlined some of its outstanding characteristics and unique achievements. He indicated that 34 pilots and 6 navigators were graduating; 14 pilots were to go to Oakington for further training in Varsities, 20 pilots were to go to Valley for further training in Gnats, and the 6 navigators were off to Stradishall. The Commandant recalled with pleasure that 40% of No. 83 Entry had fathers who were serving or had served in the Royal Air Force. For the first time the winner of the Sword of Honour, Senior Under Officer I. D. Macfadyen, was the son of a former winner of the Sword : Air Marshal Sir Douglas Macfadyen won the Sword in 1922.

No. 83 Entry was the first entry to compete for the new Battle of Britain Trophy awarded for aerobatics. The Commandant thanked the Assistant Commandant, Group Captain A. C. Deere, for his part in negotiating the institution of the new award.

Records in academic training were achieved. One member of the Entry passed the A.F.R.Ae.S. examination ; another gained a reserved pass ; four cadets gained B.A. (London) General degrees. In winning the Queen's Medal Under Officer D. R. H. McGregor gained the highest marks (800) since the College re-opened.

The Entry had notable success, the Commandant recalled, in sports and activities. Its members won 22 full colours including 3 double colours in sports. The Cranwell Hovercraft, which first flew successfully on 4th May, 1963, was the outcome of a project initiated

and led by Under Officer D. R. Green. No. 83 Entry showed great talent in the artistic field especially in productions of Gilbert and Sullivan. The Commandant wished "the best of happiness and good fortune to No. 83" and thanked "all members of staff for their tremendous support." Before introducing the Commander-in-Chief, he paid tribute to the help, interest and support given by Air Marshal Walker to him and to Cranwell.

Air Marshal Walker addressed the assembly and began by thanking the Commandant for "the very kind words you said about myself; I can assure you it is a very real pleasure, and very great honour to be here on such a tremendous occasion. Cranwell means an enormous lot to all of us in the Royal Air Force, and on these special occasions it is a very great privilege to be with cadets, staff, and also to have so many of the parents, relatives and friends of the graduating entry with us. I endorse most sincerely the welcome extended by the Commandant to these relatives, friends and parents of the entry."

The Air Marshal referred to the achievements of No. 83 Entry. "What a splendid record they have achieved! It is, therefore, all the more creditable to those who have received these prizes. Well done! And, also I say to all the others who are graduating, never let us belittle success, it will be a sad day when we do that. But if you fail to come out on top in any particular field, do not be in any way discomfited. If you go on doing your best each day it is quite surprising how those whose potentialities should in the early days seem immature, achieve outstanding success in the later years in life. I say this in no way to belittle those who have achieved success but to ensure the others that they are in no way lesser brethren. Do your best; go on doing your best. It is quite surprising how in the end success can so easily accompany continual trial. I say to you all good luck!"

The Commander-in-Chief congratulated all the staff on "the splendid results that this entry has achieved." He referred to the academic staff under the Director of Studies, Mr. Boyes. "They deserve great credit for the splendid results which you have been told of by the Commandant — the remarkable success of four awards of B.As. (4 out of 4), and one A.F.R.Ae.S., and two partial passes in A.F.R.Ae.S. Well done the teachers!"

Tomorrow all of you achieve the very great distinction in getting the Queen's Commission together with those wings of which you must be rightly so very proud. These are tremendous achievements — achievements of three hard years."

Perhaps I ought to try," the Air Marshal continued, "to put a few words of advice to you. Firstly, when you leave tomorrow, please don't think that you can throw all the hard work of your teachers and your own to the four winds. Cranwell is behind you and you should set about being an officer in the Royal Air Force. You will only set about being an officer in the Royal Air Force if you bear in mind the instruction, etc., you have received here from the staff.

When you go to your new unit, try not to be too arrogant. Perhaps it is not unexpected that you may feel that, having come through the Cadet College, you are perhaps a higher caste than those with whom you will mingle who come from other sources of training. I do say to you that one of our great strengths lies in this happy plan that we have of various patterns of entry into the Service because of the different points of view and backgrounds brought together. And please don't, as the Cranwell set, just mingle with the others and show by your more extensive general service training that you have the edge on them in this field. Do it by action and example, not by any sort of state of mind ; be rightly proud, but also humble, and not arrogant. I am sure you will not be.

Try and develop a discerning approach to matters generally," said the Commander-in-Chief. "Try and develop the power of thinking fairly deeply before you express your views. Don't be hyper-critical. Remember the motto 'engage brain before engaging mouth' ! Try to formulate your thoughts, develop your own views and judgments, and don't be frightened of expressing them. Don't be disappointed if others don't accept them. Don't be a 'yes' man just because others are ; if you think your point of view is better don't be afraid to express it, and your superiors won't slight you, they will give you credit. Don't ride a hobby horse which people do when they want to bring out a point, and don't hesitate to speak with confidence. After passing through this academy you have wonderful backgrounds ; try to develop them rather than let them slip. This Service of ours remains a challenging one from the day you enter the College until the day you finally leave the Service.

In the wider fields," the Commander-in-Chief said, "I do adjure you to participate as long as you are physically able in the games, which you have been privileged to play here, and also develop your hobbies and outside interests. Thereby, you become more interesting people, more interesting citizens and more valuable officers.

Finally, be sensible and moderate in the consumption of alcohol. Now and then, when you see others going astray, it is up to each of us to steer our fellows when we can out of trouble.

To all the members of the entry I extend my very best wishes. I've been jolly proud to pin the wings on the breast of a fine body of young men, and I mean most sincerely, and you should be jolly proud too, for it is a wonderful thing to carry the wings. Good luck wherever you wear them."

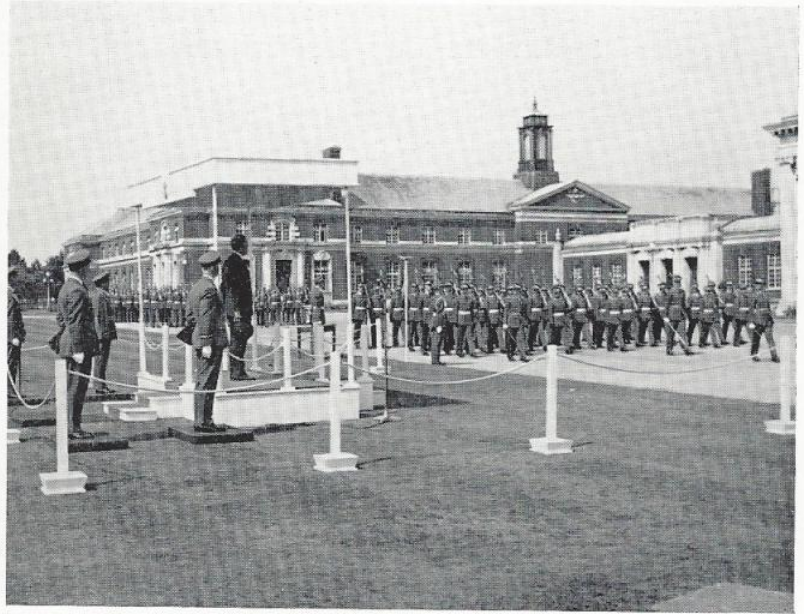
In conclusion Air Marshal Walker said, "I could not leave this hall tonight without paying tribute to our Commandant and his wife who are leaving at the end of this course.

You have heard of some of the achievements during the 2½ years plus that he has been here. These are just indices in the overall pattern of success that this College has achieved. He did mention sporting successes ; he did not say that in the sporting activities this year against Dartmouth and Sandhurst, Cranwell achieved successes which have never before been achieved. In the winter games they did not lose a single team game against either Sandhurst or Dartmouth. In the summer games they beat Dartmouth at cricket, athletics, swimming, tennis, sailing and they beat Sandhurst at cricket, tennis, golf and sailing. This is the first time Cranwell has beaten Sandhurst at cricket, certainly in the post-war era, and these sporting achievements reveal a wonderful spirit which runs throughout this College. So much of this is due to the encouragement and interest in every possible field of activity, in and out of service life, that the Commandant and everyone here has given."



T
H
E

P
A
R
A
D
E



The Passing-Out Parade of the 40 Cadets of No. 83 Entry took place on the morning of 30th July, 1963. The Reviewing Officer was the Parliamentary Under-Secretary of State for Air, Mr Julian Ridsdale, M.P. The Secretary of State for Air, the Right Honourable Hugh Fraser, M.B.E., M.P., was unable to be present to review the parade. The Parade was commanded by Senior Under Officer I. D. Macfadyen and the Parade Adjutant was Under Officer D. R. H. McGregor. The four squadrons were commanded by Senior Under Officers M. Dales, D. A. Griffiths and R. J. Ward, and Under Officer A. R. Freeman.

As the Reviewing Officer approached the dais a formation fly-past of Jet Provosts and Valettas took place. After the Advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer I. D. Macfadyen, the Queen's Medal to Under Officer D. R. H. McGregor, and the Kinkead Trophy to Senior Flight Cadet P. P. Gilroy, and then gave the following address :

"I should confess to you at once that I was at Sandhurst, so to a certain extent I could not help but compare what was happening today with what I remember when I was a cadet.

I should like to congratulate you on a first-class performance. It has shown all of us watching you something of the effort that has gone into your training. I know it has been an exacting and a hard one : far harder than my training at Sandhurst.

When you were on leave at Easter I had the opportunity to visit some of your rooms. We had a conference here and we were quartered in your rooms. I was interested to see that text books have not changed very much. I thought the greatest difference was in your lighter reading. Where we went in for John Buchan and "The 39 Steps" and "The Ghost Goes West," you seem to favour James Bond, "Moonraker," "To Russia with Love" and "Dr. No." But what a change there has been in the mechanical and technical means of warfare and air power.

Let no one underrate or ignore the vast experience that is required to sustain an efficient air arm. The flexibility of air power to our country is a first necessity. With the coming new range of aircraft, mobility will be further increased. In addition short and vertical take-off and landing are valuable and will enhance still more the necessity of the manned aircraft.

Looking further ahead I believe we will need to develop our plans in three directions. Firstly, aircraft with even longer ranges. Secondly aircraft with an aero-space capacity. And, thirdly, aircraft which can remain airborne or spaceborne for great lengths of time.

To do all this effectively, and to deploy our limited resources wisely, and to make full use of the aircraft we have, it is essential that air power should follow the important principle that we simply cannot afford the luxury of dissipating its resources.

Because of these developments your profession will carry your capabilities to the utmost.

If I could give you a word of advice it would be to make your interests as wide as possible, but not too wide or otherwise you might go into politics.

I know we politicians will not always be able to give you in quantity all the means that you wish to achieve your ends because the resources of our country are limited. We know you will make up for this with quality, inventiveness and courage, as indeed the Royal Air Force has so splendidly and so victoriously throughout its history.

You are going to join a skilful and happy band. Eighteen of you who are passing out, I am told, are sons of Royal Air Force men. During the last year in this job of Under-Secretary of State I have been fortunate to meet many in the Royal Air Force. I am glad to be able to tell you that when you leave here you will not only join one of the Services, but a happy family.

May I wish you all good luck, good fortune and God speed.



*Prize Winners No. 83 Entry. Plt. Off. D. R. H. McGregor, Queen's Medal,
Plt. Off. I. D. MacFadyen, Sword of Honour and Plt. Off. P. P. Gilroy
Kinkead Trophy*



*Academic Successes No. 83 Entry
Plt. Off. W. N. Blair-Hickman, Grad. R.Ae. S. Plt. Off. T. Eeles, B.A. Plt. Off. R. C. Betts, B.A.
Plt. Off. D. A. Bradford, B.A.
(The fourth member of the "C" Stream of this Entry, S. F. C. G. A. Ayre also gained his degree).*

No. 89 ENTRY

'A' Squadron : D. A. Archbold (Sec), Harris Academy, Dundee ; K. B. Chalkley (Nav), Chichester High For Boys, Sussex ; I. F. Clark, Whitley Bay Grammar School ; R. F. Cresswell (Equip), The Haberdashers Aske's School, Elstree ; A. Ferguson (Equip), Holt High School, Liverpool ; M. G. Geary, Hardye's Grammar School, Dorchester ; C. J. Hibbert, St. Gregory's Technical High School, Manchester ; G. E. Horder, Kingston Grammar School ; A. F. Jones (Nav), Wigan Technical College ; R. J. Kennett, Sir Joseph Williamson's Maths School, Rochester ; J. E. Mazurk, Middlesbrough Boys' High School ; R. Pengelly, Devonport High School, Plymouth ; J. J. Pook, Plymouth College ; G. A. Robertson, Bancroft's School, Woodford Green ; P. T. Squire, King's School, Bruton ; A. R. Thomas, South Devon Technical College ; A. Ware, St. Albans Grammar School ; H. D. Wilcox, Queen Mary's School, Walsall.

'B' Squadron : K. W. Cartlidge, Bournemouth School ; S. J. Coy, Monckton Combe School, Bath ; W. Davies (Nav), Godalming City Grammar School ; G. N. Dryland (Nav), Wood Green School ; A. J. Griffin, Uppingham School ; N. M. Griffiths (Equip), Chard School ; G. Howard, Bishop Wordsworth School, Salisbury ; C. A. Humphrey, Queen Elizabeth's Hospital School, Bristol ; M. J. Laundry, Croydon Technical College ; H. K. W. Middleton (Sec), Sherborne School ; P. M. Nicholls, Humphrey Davy Grammar School ; J. Pyper, Portora Royal School, Enniskillen ; M. J. Richardson, Rugby ; R. W. Shimmons, Regent House School, Newtownards ; R. P. Slogrove (Equip), King's School, Ely ; A. J. Steel, Dulwich College ; M. L. Thompson, Lincoln School ; F. Whitehouse, Felixstowe County Grammar School.

'C' Squadron : G. D. Carter, King Henry VIII School, Coventry ; P. A. Cooper, Winchester College ; D. A. Donnelly (Nav), Forest Grammar School, Winnersh ; D. A. Foulger, Woking County Grammar School for Boys ; J. O. Grimer (Equip), Borden Grammar School, Sittingbourne ; F. D. A. Harlow, Oakham School ; R. K. Jackson, Buxton College ; J. M. R. Liddell, St. Paul's School ; J. C. Newland (Sec), King Edward's School, Birmingham ; D. E. North, Dulwich College ; L. W. Quigley, De la Salle School, Liverpool ; C. C. Saunby, Beverley Grammar School ; R. C. Shuster, Queen Elizabeth's School, Alford ; D. S. Swift (Equip), Royal Hospital, Ipswich ; B. P. Synnott, Plymouth College ; P. F. Thompson, St. Bees.

'D' Squadron : M. J. Barents, Minchenden School, Southgate ; P. G. Buckland, Cotham Grammar School, Bristol ; M. N. Caygill (Nav), Baines Grammar School ; M. R. Coe, Brentwood School ; R. A. Forder (Nav), Holt High School, Liverpool ; C. A. Gardiner (Equip), Clifton College ; D. Hayward, Ernest Bailey Grammar School, Matlock ; I. M. Johnson, All Saints School, Bloxham ; A. R. Macdonald (Equip), Andover Grammar School ; G. L. Mason, Hampton Grammar School ; R. Northcote, Cumnock Academy ; M. Reid, Leith Grammar School ; N. B. Smith, Portsmouth Grammar School ; G. T. Taylor, Andover Grammar School ; W. S. Walton, Adams Grammar School, Newport ; W. S. Waugh (Sec), Regent House School, Newtownards ; S. A. Wrigley, Merchant Taylors School ; V. W. Yates, Palmers School, London.

OLD CRANWELLIAN NOTES

The interest and the accuracy of this section of the JOURNAL depend largely on information being sent in. Any news of Old Cranwellians will be welcome. We are always prepared to consider for publication general or special interest articles, photographs, drawings or other contributions.

THE ANNUAL RE-UNION

The Annual Re-union took place this year on Saturday, 22nd June. About 100 members assembled in the afternoon to watch the Association being beaten by the College in the traditional cricket, tennis and golf matches.

This lack of sporting success did nothing to dampen the spirits of those attending. The Annual General Meeting and Dinner which followed were the inevitable success, and it was some hours before the reminiscing was over, the stories told, and the last of the gathering had dragged themselves off to bed.

The Association was pleased to welcome as guest of honour, the Air Officer Commanding-in-Chief, Flying Training Command, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A. He, and the Commandant, told us much of the plans and developments which are taking place at Cranwell. The several members of the College staff who accepted the Association's invitation to dinner, together with the many Old Cranwellians serving at Cranwell, were able to tell us how these plans were being put into practice.

On Sunday morning many of the members took the opportunity of worshipping in the new Church, thus ending a most successful weekend in this, the new heart of the College.



PROMOTIONS

Our congratulations go to the following Old Cranwellians on their recent promotions :—

Air Marshal Sir Norman Coslett, Air Vice-Marshal L. M. Hodges, Wing Commanders F. R. Lockyer, P. V. Pledger, K. E. Richardson and J. R. Rogers ; Squadron Leaders I. D. Brimson, M. R. Campbell, P. G. Cock, J. A. L. Crawshaw, J. S. Cresswell, D. B. Hives, A. S. Loveland, W. J. Milner, B. N. Plaskett, D. M. Richard, P. A. Richardson, J. L. Spatcher, B. A. Spry, B. E. Taylor, B. F. Tomlin and N. J. R. Walpole.

NEWS OF OLD CRANWELLIANS

We have learnt with regret of the death, on the 29th August, 1963, of *Air Marshal Sir Herbert Spreckley, K.B.E., C.B., M.I.Mech.E., F.R.Ae.S.* After graduating in 1925 Air Marshal Spreckley served on the North West Frontier of India. Then followed a two year armament course which proved to be the beginning of a distinguished career in the Technical Branch, culminating in 1959 with his appointment as the Controller of Engineering and Equipment at the Air Ministry.

He spent the years immediately prior to the second world war in armament research and development, and remained in this field throughout the war. Thereafter he served in several appointments at the Air Ministry and in the armament world, and, in 1952, was appointed A.O.C. and Commandant of the Royal Air Force Technical College.

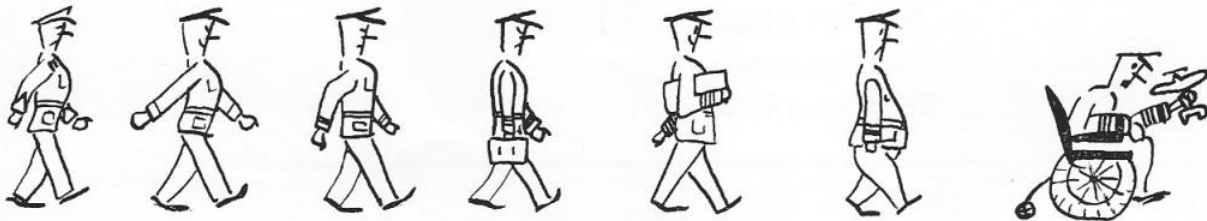
Air Marshal Spreckley retired in 1962.

Squadron Leader J. A. Williams (51E) has written to us from Malaya (where he commands No. 1 Squadron, R.M.A.F.) to tell us that Cranwell is making its presence felt in that part of the world. Flying Officers Omar Bin Saman (80E) and M. A. Theseira (80E) and Pilot Officer Quek Seng Kiew (82E) have recently joined squadrons whilst Squadron Leader G. K. Mossman (47E) is O.C. Flying at Kuala Lumpur and Squadron Leader D. C. Luck (51E) has command of the Flying Training School. With the expansion of the Royal Malayan Air Force, taking place as a result of the formation of Malaysia, Squadron Leader Williams is looking forward to the day when they can hold their own O.C.A. reunion.

Flying Officer M. J. C. W. Dicken (73E) wrote to us from Akrotiri with the news that he became a very proud father on the 11th June. May we add our congratulations, and express our hopes of seeing another Dicken at Cranwell in about 1981? Flying Officer Dicken was in Borneo during the recent emergency, and is now at Halton.



Readers may be interested to know of some of the Old Cranwellians who are at present serving at the College. Air Commodore M. D. Lyne (37-39E) is, of course, the Commandant. He has as his P.S.O. Squadron Leader J. A. McArthur (52E) whilst his A.D.C. is Flight Lieutenant R. E. Johns (76E). Group Captain R. A. L. Morant (38-39E), Squadron Leaders A. Neale (59E), J. G. F. Hewitt (55E), R. B. W. A. George (47E) and Flight Lieutenant C. J. Phillips (63E) are all on the staff of the Selection Board. Wing Commander P. W. Cook (37-39E) is O.C. Administrative Wing on the Station. No. 1 Squadron has welcomed Squadron Leader M. M. Foster (53E) and Flight Lieutenant A. L. Roberts (74E) to its ranks; No. 2 Squadron Flight Lieutenants P. C. Little (69E), H. E. B. Mayes (69E) and J. L. Blackford (68E); No. 3 Squadron, Squadron Leader M. L. Sinel (61E) and Flight Lieutenants R. J. Barrett (75E), G. D. Andrews (73E) and M. D. Porter (67E); and No. 4 Squadron, Squadron Leader A. D. R. Dawes (54E) and Flight Lieutenants Sulaiman Bin Sujak (72E), E. J. Nance (71E) and R. Horsfield (64E). Flight Lieutenants A. M. Chandler (63E), R. E. Gardner (76E) and R. C. Tompkins (65E) keep a careful eye on the navigation cadets, whilst the equipment cadets are enlightened by Flight Lieutenants M. J. Allisstone (62E) and J. Shearer (58E) and the secretarial cadets by Flight Lieutenants A. R. Craig (63E) and J. G. Kerrigan (62E).



We sell plain clothes too

Moss Bros have been tailors to the Services for over 80 years, a period which has included three major wars. In addition to providing the necessary 'war paint' we have supplied and still supply the clothes for more peaceful pursuits, for leisure, for sport; in fact for all occasions when mufti is the order of the day.

An account with Moss Bros is the touchstone for being well dressed on all occasions.

Moss Bros

OF COVENT GARDEN
THE COMPLETE MAN'S STORE

NOTTINGHAM
Market Street
Telephone: 43896



Fired with Enthusiasm

One of those eternal questions is why a chap plays a particular sport, or why, for that matter, he goes through the complicated and exacting process of acquiring such specialised skills at all. Of course there is no simple answer, but an analysis might well reveal that this curious urge is compounded of animal energy, vanity, fulfilment, humility, hero-worship, compensation and a host of "isms" which roam the pastures free of the psychologist's handbook.

Be this as it may, the phenomenon exists. The rugby forward oafs about in the mud and enjoys it. The pentathlete does a good deal more than an average stint of running, jumping and standing still, and enjoys it. The canoeist defies torrents, snags and the laws of physics, and enjoys it. The rifleman, apparently less strenuously, stretches out in the mud on open ranges from February to September, doggedly subjecting himself to the vagaries of weather, terrain, equipment and ammunition, in the endless quest for the perfect shoot.

Less strenuously? At first glance, perhaps. But take a look at the programme of the Service rifleman whose assiduity is rewarded by a visit to Bisley as a competitor in the R.A.F. Small Arms Association championships in June. His first match may be at 8 a.m., so he struggles from his tent in time to be at the firing-point by 7-45 a.m. Whatever the conditions — unless the target is actually obscured by mist, which is very rare — he sends down his two sighting shots and ten to count, making constant allowance for whatever variations in the weather may come his way: drizzle, torrential rain, hail, dazzling sunshine, sudden gusts of wind or baffling

local eddies. As he makes way for the next firer, a steely-eyed individual who clearly has, as they say, "a *possible* in the gun," he polishes up his excuses for when he next sees a team-mate.

He has several more match series to fire in the course of the day, and will aim to fit in a few practices as well. He knows how many rounds he can fire in a given period before his concentration, eyesight or co-ordination start to fall off, so he plans the day's shooting tactically so as to be at his best during the matches. He must also practise for the sub-machine gun events, and perhaps revolver and Bren gun matches as well; and if the Command selectors have got their eyes on him he will drag himself along to a team practice after 8 p.m. when others are gratefully taking it easy (after cleaning weapons, of course!) in the camp.

Many of the rifle competitions involve running and rapid fire, and in one the long-suffering marksman even has to struggle through and over a series of obstacles before reaching the firing-point. The uninitiated is surprised to learn that less than a third of the rounds a typical team-member fires at Bisley are in deliberate competitions — not at all the leisurely "potting" he had expected. This is of course as it should be, since the object of inter-service shooting is to foster proficiency with weapons which will be used under a wide variety of conditions. After all this, one might well ask why these chaps obstinately keep going to Bisley, and this brings us back to our original question. The answer might be the classic "Because it is there," or may even have something to do with enjoyment.

A Small Boy's Christmas

It snowed.

Or did it ?

*I seem to remember that Father Christmas
left aeroplaning tracks sledge in our garden wilderness
but maybe the snow came afterwards,
and I had just been looking for hoof -marks
in the wild-feathered bad-lands which stretched
from the window of my bedroom as far as the eye could see
to the garage.*

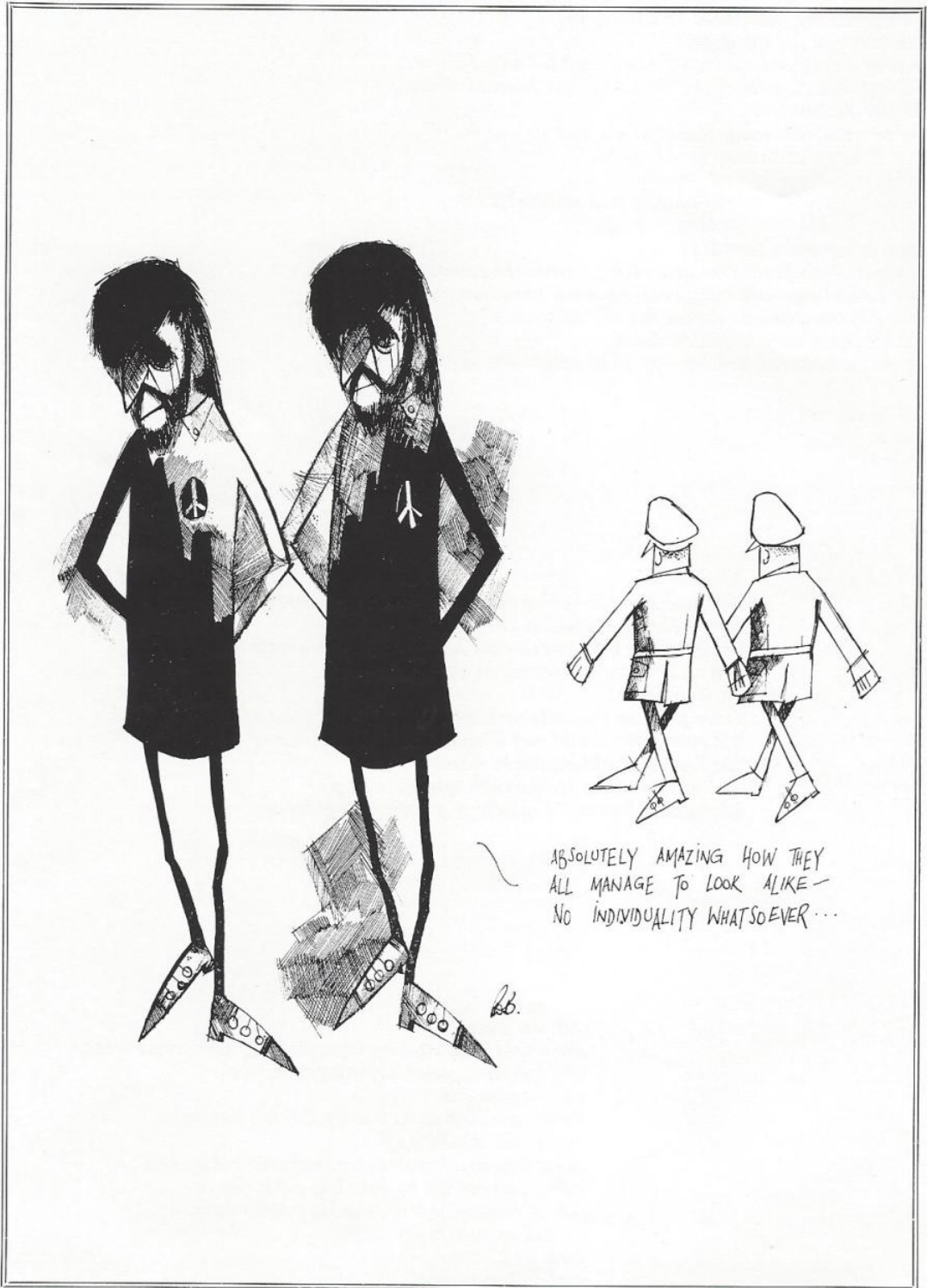
*Holly, pineapple
fluttering mothers and crackling plum-puddings
small boys, turkey-filled and apple-sauced
roller-skates and machine guns
greases of washing-up, and piles of discarded aunts and uncles
all these are Christmas past.*

*I rose like a new-baked loaf,
and flung myself bravely into the assault
on the portly pillow case packed full of presents.
One by one, crackling and chortling,
resisting furiously my frenzied advances,
came sugar pigs and Panzer tanks,
pirouetting toadstools of rare gifts
from the shop around the corner,
and then the long-suspected,
assiduously-searched-for moment of truth —
the triangle behind the curtains in the dining room,
glittering and clanking merrily to itself.*

*I mounted my fiery steed in a moment,
and charged for the door,
leaving in my wake a mangled cat and a bruised sister,
all legitimate spoils of the Battle of Hotchcombe Place.
Jimmy Redturn,
the scarred, scheming leader of the enemy,
was already exercising in the path,
firing a few well-aimed snowballs
at the man with the red bicycle that shouted a lot
and as I rode to meet him,
spurring grandly forward,
I received his first salvo, full on my armoured surcoat.
We built a pipe-smoking, coal-buttoned snowman,
who glistened quietly during his life on earth,
before being bicycle-ridden down,
by the cement-hearted big-boy from across the way.*

*Meanwhile,
within the castle far across the snow-driven wastes,
my maidenly-distressed sister
bewailed the all-too-common having-eaten-too-much feeling,
and solemnly swore never to eat again
until tea-time.
Once prim and soapily scrubbed,
but now spotted and pickle-splashed,
she four-year-old-motherly washed
and put down for its thirtieth afternoon nap,
her minute humanoid bundle of plastic and gingham.*

*All too soon,
the world of sputtering logs, tinkling Christmas trees,
and laughing punch-drinking relatives
came to an end.
Time stumbled in its tracks and fell gasping,
and I was whisked off
to my snowy, dream-laden, mystery-ridden bed :
a bed surrounded by bristling dark depths
full of white-fingered, shadowy reflections,
of still more Christmasses,
long past,
and still queueing.*



INDIA OF THE THIRTIES

(By "IVAN")

PART I

India of the 'thirties. What nostalgia that generates for the old "Koh-hais" who served there then. Sahibs were sahibs, some not always pukka, and the British Raj, the King-Emperor as we called him, ruled supreme.

Looking back more than thirty years, when as a very junior officer I first set foot on Ballard Pier, Bombay, en-route to Kipling's Lahore in the Punjab, it astonishes me how very sure we were of our position in that vast and complex country. Anyone who had predicted then that in less than twenty years India would not only be free of the British, but partitioned to boot, would have been consigned to a psychiatrist's couch; except that "trick-cyclists" as the Services now call them, were fortunately not known to us in those days.

Yet the writing was already on the wall although we couldn't read it! The first trickle of Indian King's commissioned officers had started from Sandhurst and Cranwell: the Indian Air Force was forming, albeit only one flight. Indianization of the Indian Civil Service had begun. Gandhi, Jinnah and Nehru were making their influence felt and "little old 'Itler," (as the troops called him), was setting the Reichstag on fire in Germany. All these incidents, small though they seemed to us then, coupled with the machinations of the Japs and our own military stupidity in the Far East, were adding up to one thing, and a mighty thing for India, the end of British rule, which had held sway for close on 200 years.

On the Frontier Mail, Bombay to Peshawar, I was regaled with stories of India by a British major in the Indian Medical Service, who seemed mainly concerned in squeezing large sums of money out of Maharajahs and their families for medical services, as a sort of side line to his civil-military medical duties. For delivering a boy he charged 1000 rupees (£75), somewhat less for a girl, plus retaining fees and expenses. I seem to remember making a mental note that I was in the wrong trade!

In England my pay and allowances were about £20 a month, out of which I had to pay a mess bill of £10 and live on the balance. In India I was astonished to learn that my pay was £45 a month, which was untold wealth for one aged 22! I soon discovered, however, that many officers lived well beyond their means and these were invariably in the deadly grip of the Indian money lenders, who made it all too easy until the day of reckoning came.

There were two of these characters under close arrest when I arrived at my new unit, and I was greeted with open arms by the other juniors who had to take it in turns to do "gaoler" for those in "clink." An irksome job, but the "prisoners" seemed quite abandoned to their fate and whooped it up whenever they could scrounge some booze from their more prudent fellows. In my first two years my knowledge of military law increased by leaps and bounds as I was a prosecutor once, defending officer twice and also a member of a court martial. That some "sahibs" were less "pukka" than others had become more than obvious.

We heard a lot about the caste system in India, that is among the Indians themselves, but the "caste" system among the Europeans was something to behold and live with. On the military side the British Cavalry were the undisputed top dogs and they looked down on the Indian Cavalry, the Indian Infantry, the British Infantry and the Royal Tank Corps, in that order, and the whole lot looked down on the R.A.F.! We were interlopers, having only been in the country fifteen years and what is more we were classed as "oily ragged mechanics." Not that it bothered us because in our own particular element we could look down on the lot of them. Not so many years later we were all oily ragged mechanics when the cavalry traded in their horses for tin ones!

There were some other characters, too, right outside the pale, being dimly connected with contracts and trade, etc., but without their excellent services the Army and the Air Force in India wouldn't have got far.

These were the Indian Army Service Corps, the Ordnance Corps, the Military Engineering Service, the Grass and Dairy Farm Departments and, of course, the "poultice-wallopers," the Medical Corps. There was also a useful little band of commissioned N.C.Os., the Indian Army Corps of Clerks. These corps were all highly paid, as they deserved to be and they did a great job of work in peace and war.

The Services looked down on the civilians and classed them all as "box-wallahs," and they too had their own groups within groups, with the Indian Civil Service and the Indian Police at the top and tradesmen at the bottom.

In the Services there was "horse snobbery." If you couldn't ride a horse you were out on a limb, so the "oily ragged mechanics" decided to learn to ride, or at least to have a good try. Clad in a variety of nether garments, one of which was a natty line in Russian boots with a floral design round the top, purchased for a song in the bazaar, we went through six weeks hell for two hours every morning in the Royal Artillery riding school. It nearly led to murder on some occasions as our instructor was a nasty little chinless wonder of a subaltern, straight out of the egg at Woolwich. How he, with his lashing tongue and foul language, escaped having his pants removed by some of our more brawny airmen remained a mystery.

However, he was enticed into an aeroplane soon after we "cripples" had got our horse feathers, or whatever you get for not falling off, and was given the full treatment by one of the best aerobatic exponents in the R.A.F. and it took him a long time to recover.

One of the worst things that could happen to an R.A.F. type in those days was to be labelled "Air Force gone Cavalry"; the chap who claimed centaurs among his ancestors, and who was always in riding boots and talking about the latest bit of hardware he had purchased to hang or to tie on to his unfortunate horse. A noble beast the horse, to be handled right side up with care, but not to be worshipped as a kind of deity. You begin to look like one if you get it as badly as that! Our R.A.F. doctor, an Irishman, fed up with the perpetual talk about horses, once annoyed a very horsey colonel's wife when she asked him, with a kind of neigh, if he rode. Unabashed he replied, "I once rode a donkey at Brighton and it is my ambition to ride one at Blackpool!"

The progress of military aviation since the first World War can be measured by the fact that we were still equipped with Bristol Fighters, which first went to war in 1917, and they had changed little in the intervening years. This, of course, bothered no one except a handful of far-seeing airmen, and the Army were not at all sure that an Air Force was a nice sort of thing to have about the place; an attitude they paid for dearly when the blow fell. In fact the R.A.F. had to fight tooth and nail for twenty years to preserve its independence, and if it had failed then the last war would not have been won by us — that is quite certain.

Strategically we looked in a different direction in those days — towards the North West Frontier and beyond to Afghanistan. Our job was to stop an invader getting into India, hence the large garrisons at Peshawar, Nowshera, Rawalpindi, Quetta and Lahore; and to stop the "sportsmen" in tribal territory on the Frontier from getting out of hand — this developed into a kind of annual fixture for which a medal was usually awarded to our side! (The tribesmen even made their own rifles, almost exact copies of ours); and lastly, to keep the peace in India where racial riots were always cropping up. The latter task was usually entrusted to British troops as "Thomas Atkins" seemed to have a magic formula for breaking up these local scraps. I once saw a handful of Royal Scots, armed only with swagger canes, go through a crowd of rioters, who were in a very ugly mood, like a knife through butter and very soon they were all grinning and looking rather shamefaced about it all. So much for the charm of the British Tommy.

The British troops had a pretty poor deal in India in those days. Usually they did anything from five to eight years there without a break, and they were very badly paid. They were rarely allowed out of uniform and were cooped up in ancient barracks in military cantonments. They led extremely monotonous lives, particularly in the hot weather when the shade temperatures were round about 120° Fahrenheit, and their food was poor. Most of them welcomed active service on the Frontier as a change from the perpetual training and dreary life in cantonments. The "old sweats" of those days would open their eyes wide if they saw how the troops are treated these days.

By contrast the officers did very well indeed. They were well paid, particularly the Indian Army, who were out there for the whole of their service, and given generous leave which they could save up and break their tour by going home to England for four to five months. This they usually did on the cheap, travelling "on the keel" as we called it, in Italian ships which were very fast. Their social life was a full one and every conceivable form of sport was there for the taking. They could shoot bear in the hills, crocodiles in the many rivers, and have a go at buffalo or a tiger, all very cheaply. Many of them spent their leave in China and Japan.

They had excellent clubs with famous names in Indian history such as the Bengal, the Punjab, the Quetta and the Sind. These were the white man's preserve and no Indian, be he maharajah or of high rank, was allowed to enter them, not even as a guest.

The Indian Army, that worthy successor to John Company's Army, was a magnificent fighting machine with a splendid record of service in many parts of the world. What military glory, glamour, pride and achievement surrounds those famous names, to mention but a few — the Bengal Lancers, Central India Horse, Sam Browne's Cavalry, Hodson's Horse, the Punjabi regiments, the Balachis, the Bombay Grenadiers, the Corps of Guides, the Mahratta Light Infantry, the Assam and the Rajputana Rifles, the Madras Sappers and Miners and last but by no means least, Johnny Gurkha, that tough little warrior, with his dreaded kukri knife, always smiling and with a weakness for rum. What a magnificent record the Gurkhas had for Victoria Crosses. One of the most moving spectacles I have ever seen was the presentation of at least a dozen V.Cs to Gurkhas by the Viceroy of India, Field Marshal Lord Wavell, in the Red Fort at Delhi during the last war. It is comforting to reflect that the Gurkhas still serve the Crown in Malaya,

where they were the terror of the communist guerillas in the jungle.

The Indian regiments were commanded and controlled by a mere handful of British officers but the backbone of the regiment was the V.C.O., Indians promoted from the ranks and given Viceroy's commissions. They wore the same badges of rank as British officers, and carried a sword; and bore attractive titles like subahdar-major (infantry) and rissaldar-major (cavalry). They were saluted by all Indian troops but not by British troops. There were some splendid men among them; tall and dignified, they looked superb in their full dress uniforms. Their ambition was to be selected as one of the five King's Indian orderly officers who came to England each year to attend the King; and what colour they brought to the levees and investitures of those days.

Our detractors are always ready to criticize British rule in India, but let us have a brief look at the credit side of the account of our stewardship there. We welded India into a nation and curbed the warring factions. We gave it law and order and justice for all, not for the highest bidder. We trained its present rulers in the ways of wise and democratic government. We gave it colleges, schools and hospitals and battled long with the centuries old problem of sanitation and disease. We respected its many religions and ensured complete freedom of worship for them all. Road and rail communications — vast engineering projects these — coupled with the many irrigation schemes brought prosperity to the country and greatly reduced the dangers of famine. We built up for India one of the finest armies the world has ever seen. And lastly, but most important of all, we voluntarily gave her independence to take her place as one of the great nations of the world. We can be justly proud of our record in India, and I for one am proud to have had the privilege of serving there in peace and war, and I am sure there are many others who feel the same.



Ropes, Jibes and all that Jazz

We cast off. I crouched in the front watching the bow wave and absorbing information from the helmsman.

'That rope, commonly known as the jib sheet should be pulled tightly. Now pull. Good,' he chattered.

The boat rode magnificently and we shared a mutual sense of exhilaration. The opposite bank, however, was approaching and my worried glance was answered confidently.

'Now when I say 'ready about,' let go of that rope and pull in the other one.'

Excitedly I awaited my order, as the bank grew alarmingly close. At the last possible moment the tension was broken by a calm, 'ready about.' Promptly I relaxed my rope, grabbed the next one and heaved. Suddenly there was a thump and both crew members fell sharply to the floor.

'You fool, what did you do that for?' cried the helmsman.

Indignant that I should receive the blame for a mistake which was seemingly his fault entirely, I began to protest.

'You pulled up the centre-board,' he explained.

We disengaged the boat from the bank before too long, and were soon moving.

'If only you would explain which rope you mean; they all look so similar,' I said nervously.

The pained expression on my companion's face betrayed the first signs of impatience.

'Next time I will do everything,' he said, 'You just sit and watch.'

This was a satisfactory enough arrangement and when the bank became close enough the appropriate warning having been given, we did a smooth turn round.

'The next lesson involves sailing downwind, and is very simple,' explained my tutor. 'The only thing you have to watch is the boom. If it suddenly swings from one side to the other, the manoeuvre is known as a jibe. Look.'

He began pulling in the boom and eventually the flapping sail wallowed reluctantly to the other side.

'See — a perfectly controlled jibe,' he said, looking pleased.

The sail, however, did not appear to be quite as satisfied, for it continued to flap loudly, and the boat rocked ominously. Suddenly the rebellious sail stopped flapping, and the boom began to move slowly and deliberately in the wrong direction. We stared entranced as the boom gathered momentum.

'Look out'

But it was too late. The uncontrolled boom crashed to its limits. The boat lurched violently sideways, and as the helmsman had previously raised the centre-board, we rolled helplessly on to our side until the sail became completely submerged. The helmsman somehow managed to place himself beneath the sail, but he eventually struggled to the surface looking very frustrated.

'Now keep calm,' he panted, 'this is a perfectly natural situation.'

As my companion busied himself in trying to right our boat, a powerful motor-launch began racing towards us. When the driver was in hailing distance, he slowed down.

'Want a tow, mate?' he cried.

'We most certainly do not,' said the helmsman breathlessly.

'Why on earth not?' I enquired.

'You sailing blokes are too touchy,' added the driver sternly.

Eventually the motor-launch driver and I between us managed to persuade the indignant helmsman to be taken in tow. On approaching the bank we were greeted by a barrage of scornful remarks and suggestions from our sailing contemporaries. At last we managed to haul the boat on to the bank and drain the water.

'Well, that wasn't a very good start,' said someone. 'How about coming for a sail with me?'

'No thank you,' I said thoughtfully, 'I think I'll go swimming instead.'

Where is Weather Ship Jig ?

It's a funny thing about forecasters. You can give them a chart which is covered all over in observations, and they will unhesitatingly detect that one station is missing. Even if the date is missing they aren't satisfied. I mean, you would think they would know what day it is.

Anyway, it was near the end of a long night duty when I handed over a chart which I had plotted from Iceland to breakfast time. "Where," said the forecaster, "is *Weather Ship Jig*?" I put down my plotting pens and a few yards of assorted teleprinter paper. "Dunno," I replied. "I'll go and see."

I found *Weather Reporter* berthed at Greenock, which is not the bonniest part of Scotland, and immediately I was reminded of Gulliver's Travels. The average adult Greenockian seemed to be about 4 feet tall, and the ship was scaled accordingly. It was certainly not built with my 6 feet 2 inches in mind, but at least it was leaving Greenock, so I went aboard.

Our destination was about 400 miles west of Ireland and took 3 days to reach, which was pretty fair considering that we were either airborne or submerged for most of the way. I will avoid a dissertation on sea

sickness, which is either highly comical or quite unbearable according to whether one gets it or not. I got it. Other drawbacks included the extreme mobility of everything which was not screwed down, particularly chairs. To be seated on a chair which suddenly takes off in the middle of the soup course is quite an experience, possibly akin to space flight. However, all good things come to an end, and with the arrival of the ship on station and the return of my appetite, life slowly began to approach normal.

The main task of a Weather Ship on station is to make a regular series of upper air soundings and surface observations. A radio-sonde carried aloft by a hydrogen-filled balloon transmits signals which vary in frequency with changes of pressure, temperature and humidity; meanwhile a reflector attached to the balloon is tracked by radar in order to find the upper winds. An important secondary task is that of air sea rescue, which of course takes precedence over any other commitment should the need arise. Another important and increasing duty is the provision of checks on position, track and ground speed to trans-Atlantic aircraft, of which some 1200 are contacted on a normal voyage. Because of this service, a large part of the cost of operating the weather ships is contributed by the International Civil Aviation Organization.

The question of what to do with our spare time was anticipated by the Met. Office, and in characteristic fashion they answered it by reducing spare time to a minimum. Many of my off duty hours were spent in catching up on lost sleep, as one sleeps fitfully in heavy weather, and ordinary tasks require more effort. At the same time, the difficulties

of such jobs as filling and launching a balloon in a Force 10 are a sort of antidote to monotony. My own hobby of photography was well catered for, the ship having a photographic club and a well equipped dark-room, though the scenery rather limited one's choice of subject. Swimming and dinghy sailing were popular recreations when the weather conditions permitted, which was seldom, and the inevitable card schools were well patronized. Highlight of the week, though, was Picture Night, when films supplied by the R.A.F. Cinema Corporation were shown. It is odd to sit in a "cinema" which pitches and rolls, but when a sea story is being screened the effect is quite extraordinary. Of course, the deck officers love nautical films, and for days afterwards, they can be heard shouting "Full ahead starboard" and "Stop port." Fortunately for other shipping, we only have one engine.

The days pass fairly quickly until the last week of the voyage, when tempers get a little frayed, and the most innocent remark leads to friction. A sort of melancholy lay heavy upon us all, until the news that the relief ship had sailed. Even then, the journey in to port seemed endless.

After a couple of years I returned to shore duty, and my feelings about ocean service were that (a) I wouldn't have missed it, and (b) I wouldn't repeat it. However, I soon found that nothing had changed, except that it took me a little longer to plot a chart. Still, it looked very nice, and I handed it across the bench with some satisfaction. "And where," said the forecaster, "is *Weather Ship Jig*?"

So I told him.



Leadership Camp: Cyprus, Summer 1963

60 cadets from the R.A.F. College, the Royal Military Academy, and Britannia Royal Naval College attended No. 88 Entry's Leadership Training Camp in Cyprus, held during the first two weeks in August. The contingent was based on R.A.F. Yiaila some two thousand feet above sea level in the Kyrenia mountains. This base camp consisted of huddled accommodation for the staff within the compound, while the cadets were in section camp sites dotted on the heavily wooded, rocky hill around the compound. Water and rations were brought daily from

R.A.F. Nicosia, the transport and much other assistance being supplied by the R.A.F. Regiment.

After a delay of 24 hours before leaving Britain, the contingent arrived in Cyprus in the early morning of August 2nd. The whole of that day was spent in adapting the somewhat unfriendly surroundings of Yiaila to comfortable camp sites. It soon became obvious that the major obstacle to be overcome would be the heat, which in the middle of the day caused considerable discomfort to the unacclimatised. During the first day's

exercise, progress in the middle of the day became so slow that it was rarely attempted on later occasions, and the contingent worked early in the morning and at night, leaving the heat of the day clear.

The exercises took the form of map-reading and initiative schemes, in most cases under simulated escape conditions, held in the area of the camp and the foothills to the north of the range which drops steadily down by a system of valleys to the coastline. The initiative exercises culminated in a search and rescue operation in an area of heavily wooded and broken country with officers simulating crashed and injured airmen: this exercise called for knowledge of first-aid and rescue by the cadets, and stoic endurance on the part of the victims, one of whom was brave enough to lodge himself at the top of a tall tree.

Several inter-section competitions were also held: a section race of approximately four and a half hours over rough country involved both speed over the ground and pin-point accuracy in map-reading. The hillside; and in the cooking competition

competition for the best kept camp site brought out every sort of ingenious and useless device to enhance the rather bare amenities of parachutes, trees, and a rocky both local produce and tinned rations were combined into exotic menus.

The climax of the Camp was as usual, the Evasion Exercise, in which small groups of three or four cadets, simulating crews of crashed aircraft in hostile territory, sought to keep out of the clutches of the R.A.F. Regiment. The route of the exercise, which lasted two and a half days, was from a dropping zone in the neighbourhood of Akanthous on the north coast, to the sea coast on the south side of the 'Panhandle' or north-eastern prong of the island. Here the final R.V. was with a 'Z' craft troop landing vessel provided by the Army, by which the Evaders were evacuated to another point along the coast.

Considering the misapprehensions felt by some as to the difficulties of training in the heat of the Cyprus summer, the camp was a considerable success.

Mediterranean Fleet, 1963

One of the most unsettling things about visiting other units and formations, especially in the other services, is that one never knows what to expect. It was therefore with a sense of venturing into the unknown that Flight Cadets of No. 86 Entry, accompanied by four officers, boarded a Transport Command Hastings at Lyneham on 2nd September, en route for Luqa.

However, any secret fears that they may have harboured of being sent to splice main-braces, scrub decks or even walk the plank were soon put to rest by the excellent hospitality shown to the party at the Wardroom Mess at R.N.A.S. Halfar.

The visit was organised so that nearly every afternoon was available for swimming, sailing or skin diving and it was not long

before most members of the party were sporting expensive looking sets of flippers, snorkels and masks.

In the mornings the party's hosts were very eager to show us as much of their equipment as possible and to answer any questions. Indeed so much information was presented to the visitors from Cranwell that it was sometimes difficult to absorb it all. Nevertheless from the visit to the Joint Tactical School, Manoel Island where tactical games were played on expensive simulations, to the arrival on board H.M. Submarine *Thermopylae* where it was unanimously decided that flight cadets would not make good submariners, the visit was an informative, interesting and very enjoyable one.

The Equippers Go East

Eight flight cadets with one instructor went on a seventeen day visit to the Far East Air Force with the accent on seeing supply and movement techniques peculiar to that Command.

We left Lyneham for Singapore at noon on Sunday, 18th August, 1963 in a Comet 4C. The flight was via El Adem, Aden and Gan. At Singapore we stayed at R.A.F. Seletar and also visited R.A.F. Changi, R.A.F. Tengah and Singapore docks. On Tuesday, 27th August we flew by Hastings to R.A.A.F. Butterworth returning the same afternoon. Here we had a flight over the North Malayan Jungle in a Whirlwind 10 helicopter. The following day we flew by Britannia to Hong Kong where we stayed at R.A.F. Kai Tak. During the next five days we toured Hong Kong Island, The New Territories and had a look into Red China. On the 3rd of September we were again airborne in the Britannia that was to take us back to England. We landed once more at Lyneham at eleven o'clock on 5th September, 1963.

At Gan, where we made a two hour stop for lunch, there were two landrovers waiting to take us on a tour of this tropical Island. Here we saw the native boats in which many of the Maldivian Islanders come to work each day. We saw a tank in which were swimming two baby sharks, a Moray eel and a Stingray.

For most of us Singapore was the first real taste of the mysterious East. Our visit coincided with the birth of Malaysia. On 25th August a rally was organised in Singapore to make protests over Japanese compensation. Any large gathering of people can be dangerous and riots are not unknown where feelings are quickly roused. By early evening the rally was under way with speeches by local political figures. Meanwhile on surrounding buildings officials were on the look out for trouble armed with search lights to pick out the trouble-makers who were speedily removed by the police.

What are our memories of Singapore ? The ten course Chinese Mandarin dinner to which we were treated at Seletar ; the little lizards which live on the bedroom walls and keep down the insects ; the mosquito nets

and how one learnt the hard way that an essential pre-sleep check is that one's net is empty of mosquitoes. Then there was the evening we saw a film show ; we sat on the verandah of the mess watching a screen in the middle of a torrential downpour with sheet lightning over the mainland the other side of the Johore Strait. Then there was the fun of bartering in the local shops. One member of the party even claimed to have seen a flying saucer.

The visit to the Australians at Butterworth was something of an eye opener. This attractive station is laid out among coconut trees but it does not hide the air of activity. We went over to see the R.A.F. helicopter squadron; as it was too hot for a lecture, a flight into the jungle was quickly organised instead.

Hong Kong is one of the wonders of the world and one of the happiest places we had visited. It was possible to wander alone around the back streets at two o'clock in the morning in safety. It is common to see small children playing in the streets at this hour; they have a house to go to but it is not their turn to sleep. The water shortage was causing problems but we were lucky as we had one hour's water every day, and the mid-day temperature was around 90°F in a very humid atmosphere.

As a change from the many supply and movement people we had met, we were invited to lunch with Colonel Tatum, U.S.A.F., of the American Consulate. Originally our hosts had asked if we could look over a C.130 transport aircraft, but were told that "those guys have seen an aircraft before, why not bring them over to my place." We were met at Star Ferry by three huge American cars which took us to the Colonel's house high up in the cool air of the Peak. This beautiful house, complete with its own pagoda, overlooked a seascape of islands. A lazy swim followed by cold beer preceded a very formal lunch of genuine American hamburgers with bean soup relish followed by a large slice of chocolate cake. It was quite a visit.

Book Reviews

STRIKE TO DEFEND

Nigel F. Walker : Neville Spearman Ltd. 16/-

The author of "Strike to Defend" expresses the hope that his book will be accepted not as an autobiography but as a tribute to the men of Bomber Command with whom he flew. Nevertheless, it is, of necessity, the story of the Second World War as seen through the eyes of one man, Squadron Leader Nigel Walker.

The story starts six years before the war when the author, still a schoolboy, met Lawrence of Arabia, then Aircraftman Shaw, at a dinner party. The seeds of a flying career sown that evening lay dormant until the formation of the Civil Air Guard in August, 1938. Then Nigel Walker immediately volunteered for this novel form of flying training and within a month he was airborne for the first time at the controls of a Gypsy Moth. A whole year passed, however, before he succeeded in flying solo and the vicissitudes of that year's flying will appeal especially to the sympathies of readers of *The Journal*.

The first half of this book deals with the author's training as a navigator — he failed his medical to be a pilot in the R.A.F. — and, here again, modern aircrew students will find absorbing his description of flying training during wartime. It seems unbelievable that twenty years ago R.A.F. navigators could be posted to heavy bomber operational squadrons having completed only 33 hours' night flying and having dropped only one high explosive bomb. But they were — and some lived to tell the tale.

Nigel Walker's tale is simple in the extreme. The second half of the book describes all too briefly his two tours of operations, first with No. 214 Squadron and then with No. 83 (Pathfinder) Squadron, during which he took part in 66 missions over enemy territory, and his intermediate spell as an instructor at an Operational Training Unit. During his second tour he was awarded the D.S.O. and the D.F.C., yet his only accounts of gallantry concern other members of the crew. This is the story of a brave but modest man.

SPACEFLIGHT TODAY

Edited by K. W. Gatland. Published in conjunction with The British Interplanetary Society by Iliffe Books Ltd. Price 30/-

Knowledge and ideas of the many facets of the subject of "space" are continually being revised and brought up-to-date. This is an up-to-the-minute general account of the main aspects which affect flight in space. The book is essentially for reading rather than reference, and treats the subject non-mathematically. Formulae are quoted where necessary but the mathematically minded reader must look elsewhere for proofs.

Mr. Gatland, the editor, is Vice-President of the British Interplanetary Society. He has collected together a number of articles, which have been published previously in the magazine, "Space Flight." This unique publication, which has a restricted circulation, reviews contemporary progress in the science and technology of astronautics. The book makes these articles available for the first time to a wider public. Mr. Gatland has himself contributed three special features. He is an authority on the subject and is capable of understanding other people's work and making a readable summary of it in his own style.

The book is divided into five sections, each containing several related articles. The first section, on propulsion, starts with a simple description of liquid propellant rocket motors. This is followed by an account of ion and plasma drives, which already are subjects of advanced research and development. Unfortunately, this latter article, probably gives too little information on basic principles for many readers. The potentialities of the use of nuclear energy are next discussed and the section is rounded off by a discussion of the use of an air-breathing engine for a recoverable launching vehicle.

The second section, on spacecraft, starts with Mr. Gatland's fascinating account of the Telstar "comsat" project. Then follows the translation of a speech made by Major Titov, describing his day in space. The editor then provides the engineering background to the United States' manned moon project

Apollo, and the Gemini project which leads up to it.

The third section discusses in a realistic way the problems and hazards which face astronauts in space, namely, weightlessness, meteoroids and radiation. Then follows a section on astronomy as a basis for space-flight ; this includes an interesting historical account of telescopes, leading up to the latest photographic reflection type. Also included is a history of the study of the Moon, with excellent photographs of the lunar surface, an account of the state of our knowledge of Mars and a description of the approach to Venus by the American space-ship Mariner 2.

Finally, the last section deals with astro-botany and gives an account of the search that is beginning for evidence of life beyond Earth.

The book is liberally illustrated with drawings and photographs and the printing, paper and binding are of the best quality. It should make interesting and informative reading for any flight cadet with an eye on the future : copies are being ordered for the College library.

TALES OF TWO AIR WARS

*Norman Macmillan : G. Bell & Sons, Ltd.
Price 22/6*

“The Brown Brothers” may sound to modern ears like the title of yet another group with guitars, but to the Hungarians of 1918 this was a name to be feared. It belonged to a team of four British pilots who flew their Camel aircraft with a skill and verve excelling all others. New pilots were warned to steer clear of this dashing quartet. Hungarian survivors still fondly cherish the legend of their prowess. Yet there was no group of four British pilots who flew consistently together. Nor was there a single pilot in the three Camel squadrons operating in Italy in 1918 whose name was Brown. “The Brown Brothers” were a Hungarian myth—one of the many myths exploded in Norman Macmillan’s latest book, “Tales of Two Air Wars.”

This is a fascinating book. It begins in 1914 at a time when early military pilots were fighting each other like birds, without weapons, trying to weaken their opponents’ nerves by superior flying skill, driving them down by repetitive vicious dives. It ranges

through two world wars across the globe, concentrating throughout on episodes which are little known and seldom described elsewhere — R.N.A.S. air attacks on Zeppelin factories, the R.F.C. 1915 campaign against the Turks in Mesopotamia and, in the Second World War, the capture of nearly two hundred Italians by the crashed crew of a Sunderland flying-boat.

As gripping as any novel, these tales together make an excellent book of reference. Students reading them will learn, for instance, that the equipment carried in the first R.F.C. machines to fly to France was laid down in orders as “revolvers, field glasses, spare goggles, rolls of tools, water-bottle filled with boiled water, a small stone and haversack containing biscuits, cold meat, a packet of soup concentrate and a piece of chocolate.” Students of naval history are given a detailed, minute-by-minute account of the Battle of Midway, the greatest air-sea battle ever fought.

The author is of course an authority on aviation history. A retired Wing Commander of the Royal Air Force, with the O.B.E., the M.C. and the A.F.C., he has been associated with flying since 1909. He learned to fly with the R.F.C. after serving in France with the Highland Light Infantry. During the First World War he was credited with eleven victories in air battles over France and Italy whilst as recently as 1958 he flew on operations during the Malayan campaign against Communist terrorists. Now an air correspondent, he has obtained material for this book by travelling the world, verifying his facts with British, French, German, Italian, Austrian, Hungarian, American and Japanese sources. During his researches he has discovered a number of errors which have been made and repeated by previous writers, including official historians. These he has corrected.

“Pilots,” he claims, “are always curious about other pilots, their methods and their aircraft.” By reading “Tales of Two Air Wars” they will amply satisfy their curiosity.

Publications received.

“Programmed Learning and Teaching Machines” by Richard Goodman (second enlarged edition), English Universities Press. To be reviewed later.



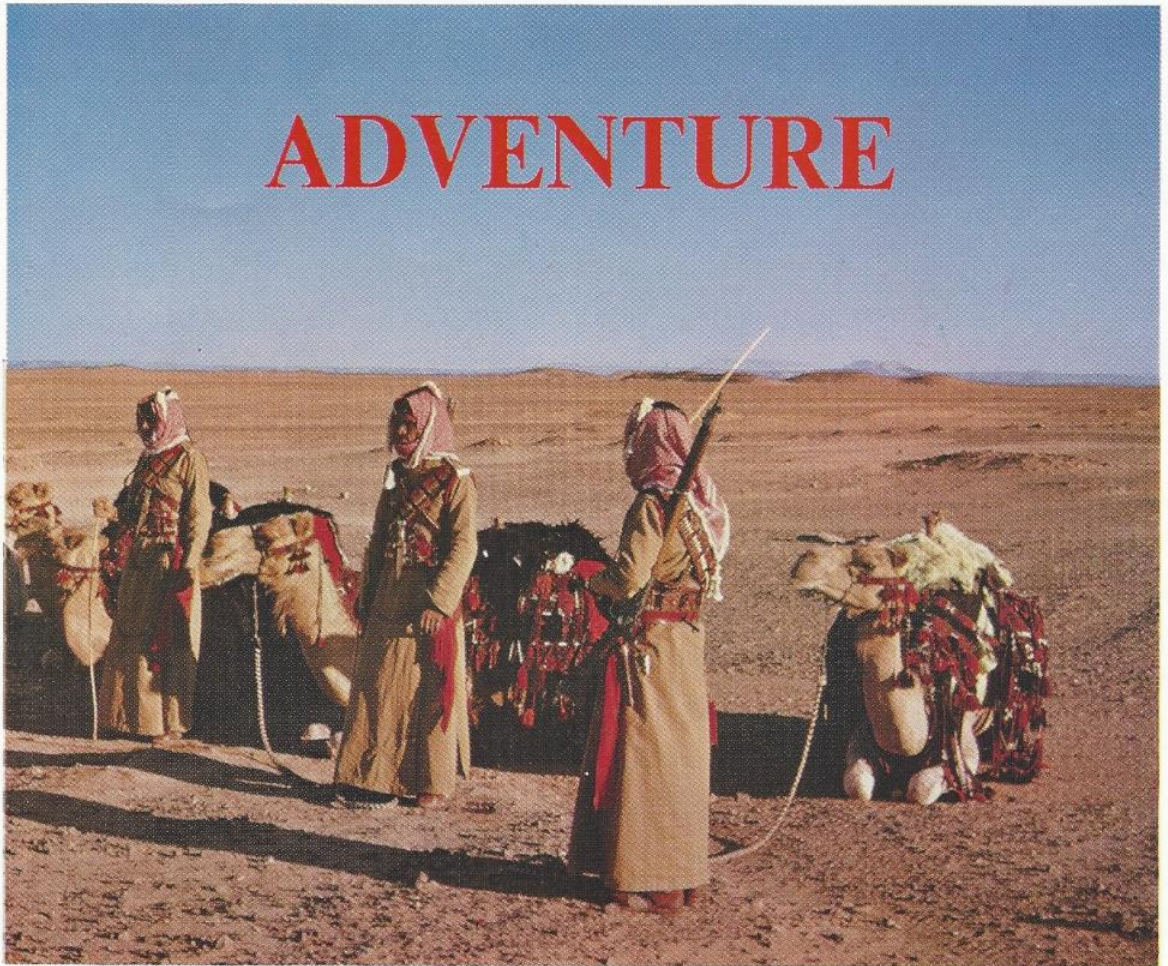
Home from home

Going abroad is exciting, exhilarating, stimulating; it is also, sometimes, lonely and depressing. Then it is that one longs for familiar objects: double-decker buses, a familiar poster, a well-remembered shop front. Then it is that the sight of a branch of Barclays Bank D.C.O. becomes very welcome indeed. This is one great advantage of banking with Barclays: that your banking business overseas so often means dealing with the same name you know so well at home. Throughout the West Indies, the Mediterranean, East, West and South Africa, you will find a branch of Barclays Bank D.C.O. not far away. Your account can easily be transferred as soon as your posting comes through, and at the same time Barclays will still look after your affairs at home if you wish them to do so. Income tax, safe-guarding of securities or valuables, Executor and Trustee Services, you may need help on any one of these. Have a word with your local Barclays Manager soon.



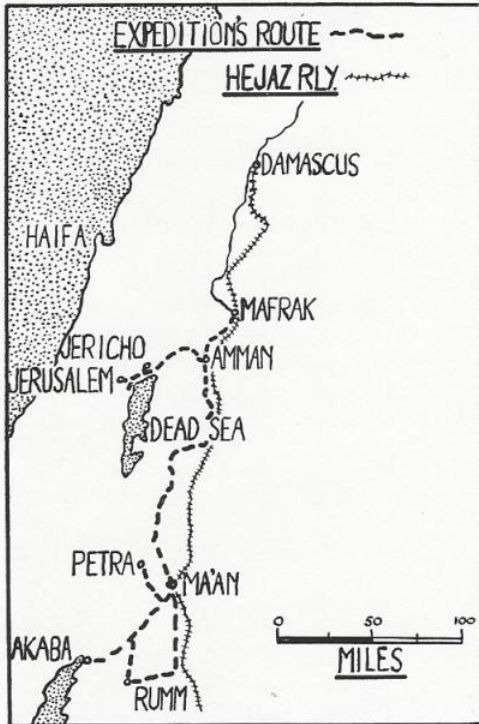
BARCLAYS BANK Money is our business

ADVENTURE



During the summer vacation, Flight Cadets made three main adventure expeditions. These journeys — in Jordan, the Aegaeon and Malaya — were undertaken under the terms of the Trenchard Award Scheme.

IN LAWRENCE'S FOOTSTEPS



Last Summer five Flight Cadets visited the Middle East with the intention of following T. E. Lawrence's Arabian Campaigns

There was only one incident worthy of note during our trip from Lyneham to Jordan. This came about because our departure from the U.K. had been delayed 24 hours, thus causing us to miss the flights we had booked with Middle East Airlines from Cyprus via Beirut to Amman. At Cyprus everything was organised for us and we were swiftly dispatched to Beirut, in nothing less than a Comet 4. However at Beirut we ran into trouble. The aircraft just leaving for Amman was full and the next was two days later. We had two choices : one was to stay two days in Beirut, which would upset our very full programme in Jordan, and the other was to go by road from Beirut to Amman, and this meant driving through Syria where a revolt was in progress. Both of these courses would have been difficult to arrange and might well have caused complications. Fortunately, as we sat pondering over what to do in the hot, sticky atmosphere of Beirut airport a third possibility presented itself to us. An aircraft might be going to Jerusalem later that day and we were offered seats on it. We accepted these seats and an hour or so later the flight was confirmed. After a total delay of six hours we thankfully boarded an old Dakota which landed at Jerusalem two and a half hours later. From there we were driven to Amman, a distance of 55 miles, arriving there almost twelve hours after leaving Cyprus.

In Amman we were met by Lieutenant Mahmoud Balquez, who graduated from the College with 81 Entry. He was to be our escort throughout our visit, and proved to be ideally suited for the job. He took us to an (extremely pleasant) Officers' Club in Zerqa, several miles out of Amman which was to be our base until we left Jordan.

After a short period of acclimatisation, which included a day and two nights at the port of Aqaba, we were to set off on our desert trip. Aqaba, 209 miles south of Amman, is Jordan's only port and lies at the head of the Gulf of Aqaba off the Red Sea. Here we were shown around the port installations and semi-completed extensions, and were able to gain an insight into the progressiveness that exists in Jordan today. One thing that fascinated us whilst at Aqaba was that from the beach one could see three other countries — Saudi Arabia, Israel and away on the horizon, Egypt. However, by now our "holiday" was over and with Mahmoud and two Land-Rovers we reported to the Headquarters of the Ibn Ali Arab Army Brigade at Ma'an. Here all the final preparations for our desert trek were made. A three-ton lorry was to accompany us carrying most of our camping equipment and a small group of soldiers. Our guide in the desert was to be a Desert Police Officer, Major Mohamed Salem.

That evening a guest night was held in our honour in the Officers' Mess. This was quite an occasion for not only did we meet our first Sheik, but also were treated to the traditional Arab dish reserved for special occasions. This dish, called *mansaf*, which translated means *explosion*, is served on a large circular plate from which as many as six people help themselves — with their hands. It consists of a large pile of fried rice supporting the various freshly cooked, components of a sheep's carcass. Most of us enjoyed, to a certain extent, this very eastern meal, but one of our party really "went a bundle" on it and ate even more than the locals! After a very interesting evening and as few cups of their very bitter coffee as was politely possible, we retired for our last night in civilization for some time.

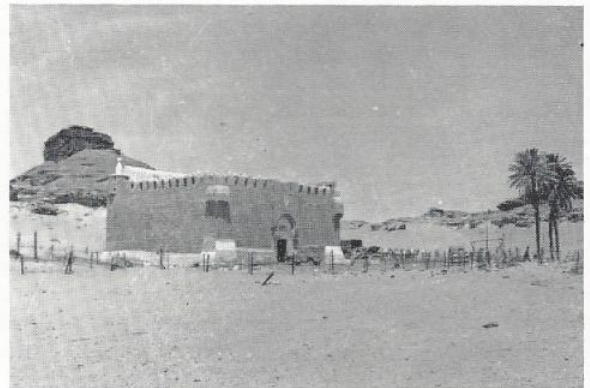
Early next morning we set off in convoy into the desert, led by Major Salem. By then we had discovered that the Major was almost a legendary character. Of Bedouin extraction he had served in the Desert Police Force for 25 years and was reputed to know the names of all the nomadic Bedouins who live in the Jordanian Desert. We also discovered that he could look at the tracks of a camel and tell how long ago it had passed, and to which tribe it belonged. His knowledge of the desert was incredible and he never once looked at a map, although we spent long periods away from tracks of any kind. Unfortunately he spoke no English, but he had a wonderful sense of humour and a most infectious laugh. Throughout our first day in the desert we followed the Hejaz Railway that leads southwards to the Saudi Arabian border. The railway has been disused since 1918 when Lawrence and the Arab Army attacked it in several places as he forced the Turks back on his way to Jerusalem. There are several places where one can see the damage done: in some a bomb has blown away part of the embankment, in others whole stations have been destroyed and the ruins stand today just as they did 45 years ago. We saw several of these places during that first day, and gained an impression of the ruthless efficiency and precision with which Lawrence had carried out his raids. All his attacks during this period had been carried out from the east, and although this was the opposite direction from which the Turks expected him he must have had great difficulty in attacking with surprise on his side, for the desert offers little cover and to the east of the railway is very flat indeed. Even a small group of marauders must have been very exposed. Fortunately the Turks, sitting up on their defences on the western side of the railway did not believe it was possible for Lawrence to attack from the east. Certainly an ability to do the so-called "impossible" gives a guerilla army a considerable advantage. When we reached our destination at around five o'clock in the evening we were just about ready for a rest. We had come almost 70 kilometres mostly over rough, rock-strewn ground. Although the vehicle stood up to this rough-riding amazingly well, it was extremely uncomfortable for the passengers. All of us thought after the first day that our vehicles could not possibly last long under this sort of treatment. The rutted and rock-strewn desert should have been a graveyard for any vehicle, but our Land-Rovers gave the impression of being indestructible as their drivers charged on almost regardless of what lay ahead. On the several occasions that one or other of them got stuck in deep sand, selection of four-wheel drive always got them out. However, there was one worrying occasion when even in four wheel drive a Land-Rover took five minutes to cover 100 yards in deep sand.

Our first night in the desert was as enjoyable as those that were to follow. After the sweltering heat of the afternoon the cool of the evening is most refreshing. Although the darkness sets in quickly, the sky is still a mass of light for the stars crowd the sky in every part. At this time of year the desert is not excessively cold at night. All of us slept in the open covered by a maximum of two blankets and none of us felt cold at any time.



The next day we transferred to a more fashionable form of transport for that part of the world, the camel. An ugly and rather mean looking animal, the camel does not appear to welcome having a rider on its back and as soon as one is seated on the squatting camel, it jerks itself up on to its legs in quick movements guaranteed to unseat the unwary. Fortunately none of us fell off at this or any other stage, although some came close. Once having got used to the strange rolling and lurching movement of the walking camel, camel-riding is good fun. But this movement over a long period can have an unpleasant effect on the tender backside of persons more used to a seat that keeps still, and one or two of us were not able to sit down too well for a few days afterwards. Our camel ride took us from our over-night stopping place down to an old Turkish fort at El Mudawwara, where we arrived during the late afternoon. Our vehicles had gone on ahead and were already there. El Mudawwara is right down on the southern border of Jordan, and is where the Hejaz Railway runs into and continues down through Saudi Arabia. The Turkish fort there is perfectly preserved but uninhabited, although the well in its courtyard is still used. The fort is of square design with battlements around

The Fortress at El Mudawwara on Saudi Arabian border





Man is never lost, merely uncertain of his position

the top within which are what used to be soldiers' quarters, possibly an office or two and two cells with large iron-bar gates. Not far from the fort there is a large outcrop of rock the top of which commands a fine view to the east and to the south. Here the Turks had constructed fortifications and gun emplacements, and it was from these that the greatest resistance to Lawrence and his Army was offered. After a long struggle Lawrence's forces broke through at night and all the Turks were killed or captured. By the gun emplacements we found a heap of shells, of German manufacture, left behind by the defeated Turks.

Next day we set out in a north-westerly direction and entered the Wadi Ram. This is a long valley between some of the highest ground in the desert and comprising some of the roughest areas we had to cross as well as one of the smoothest. This latter was the dried up bed of a salt lake which was almost as smooth as a normal road and for once we were able to relax in the back of the Land Rovers.

Our final stop was made at another Turkish fort at Ram itself. This fort is used by the Desert Police and controls the western entrance to the Wadi Ram. There were some camels at the fort so in the evening we held a competition — fastest time around the fort to win. Unfortunately the camel we rode was obviously not impressed by this idea and only one person managed to complete the course ! When we left Ram the next morning we headed for the road running from Aqaba to Ma'an and reached it around mid-day. From there we drove, comfortably at last, back to Ma'an, where we said farewell to all our desert companions. It had certainly been a fascinating trip and a wonderful experience.

The party with King Hussein on the steps of the Royal Palace in Amman



For the remainder of our time in Jordan the Royal Jordanian Air Force had arranged a comprehensive programme that enabled us to see something of virtually everything in Jordan.

One day was spent visiting the Air Force base at Mafraq, where there are two squadrons of Hunters. All the personnel are R.A.F. trained and the station, originally built by the R.A.F., is run on familiar lines. A similarity was also noticeable in the decorations on the crew-room walls.

Two days were spent visiting Jerusalem, Bethlehem, Jericho and the Dead Sea. We were impressed with the amazing conflict between the old and the new in Jerusalem and Bethlehem, and fascinated by some of the Holy Places. We were rather surprised by the discrepancies in historical detail that were revealed by the guides at the various places. At Jericho we saw excavations revealing part of the oldest city in the world, reputedly built in 7000 B.C. After this we drove down to the Dead Sea and experienced the amazing sensation of swimming in water so buoyant that one can just lie down, close one's eyes and go to sleep. However, it is so salty that it is unpleasant — it stings the skin, and is very painful to the eyes.

One of the most interesting places we visited was the ancient city of Petra, which is only accessible on horseback or on foot, along a track that leads through a narrow ravine with sheer cliffs rising high above on each side and in places almost meeting. At the end of the ravine the hills fall back on either side, leaving an open space about a mile along and three quarters of a mile wide. Here, on the slopes, was the actual city, its temples, palaces, baths and private houses, with a fine paved street following the lines of a stream. This was the great capital of the Nabataeans, from which they, at the height of their power, ruled the country as far North as Damascus. The city was extensively occupied from about the 5th Century B.C. to the 5th Century A.D., being occupied by the Romans in 106 A.D. Today many of the tombs are occupied by Arabs and during the day the cliffs echo to the strange cries with which they herd and control their flocks of goats. After sunset their fires make tiny points of light in the darkness and snatches of song may be heard echoing eerily in the utter stillness.

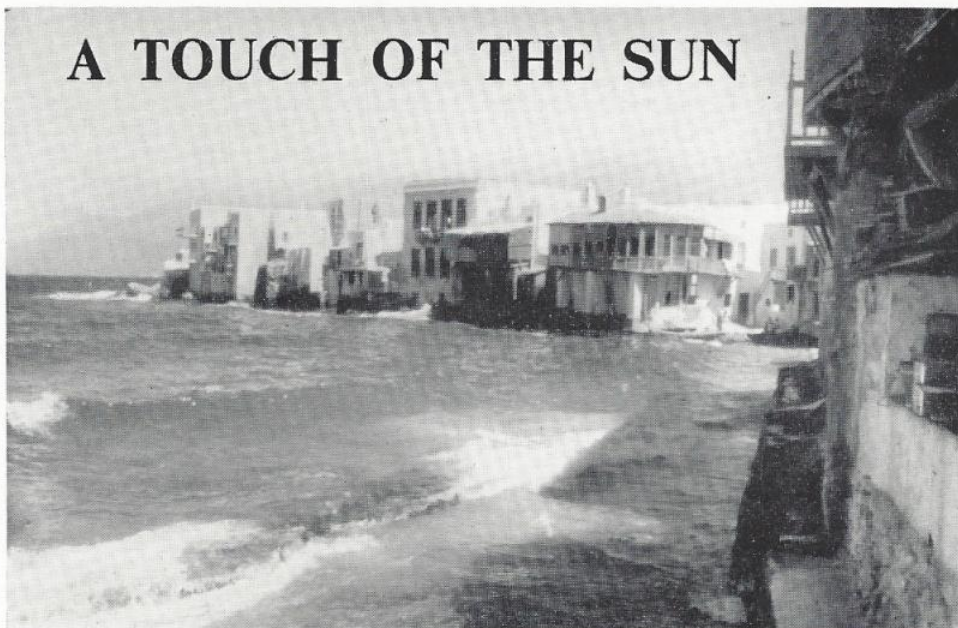
A fitting climax to our visit to Jordan was achieved on our last afternoon when we were received by the King. King Hussein spent sometime telling us about his aims for his country and his people, whom he referred to as "my Jordanian family," We were all very impressed by his quiet sincerity and obvious determination to lead Jordan forward so that it "will be an example to the rest of the Arab world."

One thing we can vouch for is that, when it comes to hospitality, the Jordanians are a match for any nation anywhere.

Cash prizes are available for the best contributions to each issue of The Journal.

Prizes for this issue are awarded to Senior Flight Cadet D. L. T. Earl for the article "In Lawrence's Footsteps" and to Flight Cadet P. D. Brookes for the Cartoons.

A TOUCH OF THE SUN



OR

A JOURNEY TO THE AEGAEAN

Having been thwarted in its attempt to reach the Arctic ice in the summer of 1962, the Geography Department turned to sunnier climes for its expedition this year. Five officers and nine cadets from the College, following in the steps of Herodotus, spent three weeks during the summer vacation journeying to Greece and amongst the Aegaeian islands. The aim was to carry out a geographical and photographic survey of Mykonos and Delos, two Greek islands in the Cyclades group, and to collect sufficient material both for the writing of a geographical paper for ultimate publication in a professional journal, and for the creation of a sixteen millimetre ciné colour film.

The group left Liverpool Street Station, London, on the morning of Wednesday, the 31st July, bound for Harwich and the packet steamer to the Hook of Holland. After an uneventful sea crossing to the Hook, the party embarked on the Austrian Express and departed for Salzburg, a stopover point on the journey to Greece. Travelling through the night, the team reached Salzburg at 0930 hours on Thursday, 1st August.

The first task was to locate the camp site in the Bayerhamerstrasse and to establish the party under canvas for the one night stay in Salzburg. This being done, the individual members spent the day in examining this historic and colourful town, the birthplace of Mozart. The short respite from the overland journey across Europe by train was very welcome. Food containers were replenished and liquid refreshments of all degrees of potency were acquired, and Friday morning saw everyone ready for the two-day sojourn in an over-crowded train en route for Athens.

The journey from Salzburg to Athens was unmitigated misery. It was hot, tedious and uncomfortable and "all the perfumes of Arabia" could not have obliterated those unwelcome human stenches which permeated the compartments. The carriages, already full to bursting point when the party boarded the train, contained a great variety of nationalities, and the Cranwell members extended their social geography by making cultural contacts with people of all strata and odours. Sharing compartments with refugees from Skopje, the party learned at first hand of the devastating earthquake and the horror of that morning only one week past.

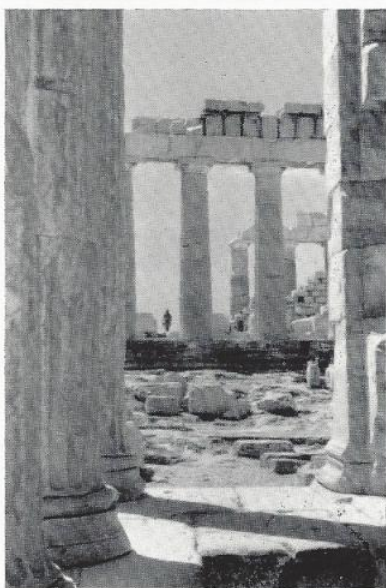
Indelible memories of the town's misery have been left in everyone's mind, and one's pity went out to the stunned inhabitants who were returning to try to start life afresh.

Groping in corridors and on compartment seats and floors, the party endeavoured to provide itself with nourishment. Tea brewing in the corridor was too successful : a Greek papa thought a primus was the obvious means of providing his menagerie of infants with hot milk, and sign language did not wholly explain that the stove had exhausted its supply of fuel. It was now that individuals searched diligently in their rucsacs for bread, salami and bottles, and it was only now, to the chagrin of one member but to the great amusement of the rest, that one bottle, so resembling and having been purchased as a delectable white wine, turned out to be fiery slivovitz.

Slowly the hours passed and, arriving in Athens at half-past two on Sunday morning, the dirty, dusty and dishevelled party of Cranwell officers and cadets eventually turned up hours late at the Y.M.C.A. hostel which was to be their resting place for the next two days. After such a gruelling journey across Europe when time seemed to stand still, it appeared quite natural to be taking a cold shower in the middle of the night. The only problem was how it was possible, with only a towel round one's middle and waiting one's turn, to make polite conversation with one's Wing Commander.

Sightseeing in Athens was a welcome change after the inactivity of the train journey. All members of the party visited the Plaka, the Acropolis, or gaped like typical tourists at the Evzones outside the Royal Palace. Perhaps the most lasting memory was the Parthenon by the light of the full moon. Another highlight in the sightseeing was a visit to Cape Sounion and the Temple of Poseidon, arranged on the Sunday afternoon by Air Commodore Holmes, the British Air Attaché in Athens. This Temple, overlooking the blue Aegean, gave the party the impression of ancient Greece as they always imagined it. In addition, the route from Athens to Sounion enabled the party to travel through Attica, whose history has been linked with Athens throughout antiquity. It was in Athens that the first opportunity came to sample Greek dishes and to taste ouzo and retsina but, whatever food was eaten in the roadside tavernas, none could compare with the delightful supper provided on Monday evening by Mrs. Holmes.

Athens—Parthenon from Erechtheion



However, the rest was soon over and, on Tuesday 6th August, the party left Piraeus harbour for Mykonos where work was to commence in earnest. Competition for deck space on the S.S. *Epirus* was intense, especially as the Greek travellers appeared to have brought their beds which they spread expansively around. The Cranwell party, lightly dressed, scoffed at the fellow travellers who wrapped themselves in blankets and curled up on the open deck. It was only later when the cold night wind from the north rocked the ship that the uninitiated realised the Greeks' common-sense approach to Aegean journeys. After a twelve-hour voyage along with many sea-sick religious pilgrims to Tinos, the group reached the "Jewel of the Cyclades" about midnight. Unfortunately, the glitter of Mykonos was not very apparent as the members found themselves being ferried by caique from the steamer to the quay across dark, choppy waters. The journey was not quite complete and the final stage involved a mile walk with heavily laden ruc-sacs and camera equipment to a camp site where the party was welcomed by a local Greek, who hospitably produced a bottle of retsina. Thus the party reached the starting point of its project.

The location of the camp site was idyllic. The tents lay only a few yards from the sea and the vista westwards across to Tinos and Yioura was a colourful one, especially

in the evening light. However, the site itself was by no means a comfortable one. Loose sand penetrated everywhere and the careless soon found themselves lying with it in their sleeping bags. Those who aimlessly wandered around without footwear quickly discovered what Mediterranean thornbush felt like as great spikes jabbed mercilessly into the soles of the feet. Inquisitive, though nervous geckos poked their noses into the tents and shared the benefits of the suffocating afternoon heat, and small mice fearlessly joined the party at breakfast. Some members utilized their tents solely as repositories for their equipment, others simply kept everything in the ruc-sac and lived a truly open air life without roof or shelter, whilst yet another member of the party, anxious to study architecture, lived within four walls in Mykonos!

It had already been decided that the party would be divided into three teams, photographic, physiographic and economic, and that each would be under the guidance of an officer. The general pattern of work was produced by each team and the whole research project was coordinated by the party leader. The daily routine was planned so that all the survey work was carried out during the morning from six o'clock until midday. By this latter time the temperatures reached 100°F. or more and all academic and intellectual interest tended to wane. However, as the heat of the day subsided and cooler evening air flowed over the island, social geography and examination of the indigenous population's way of life were carried out. The Greeks are most hospitable people and fraternisation was not difficult. In one case friendliness went to such lengths that it was almost possible to persuade one member that, according to Greek custom, he was already engaged.

Considering the difficulty of language and the consequent impedance to conversation and intercourse, a vast amount of geographical information was collected. The structure of the island was elucidated by the geology team, who trekked many miles in blistering heat over the sunburnt terrain identifying rocks, tracing fault lines, dykes, veins and raised beaches. The economists investigated farming patterns, domestic craft industries, social amenities and facilities and, above all, they examined the impact of tourism upon the character of Mykonos and its inhabitants. A simple land use map of the island was constructed. To illustrate the geographical investigations, the photographic team took many colour and black and white film exposures. Further, independently of the geographers, they went about the business of making a sixteen millimetre cine colour film of the island of Mykonos and the ancient site of Delos.

Delos is one of the Aegaeans' best examples of an ancient Greek polis and is thus popular with tourists. Every morning, caiques make the four-mile journey from Mykonos to the small anchorage in the old harbour of Delos, and transport visitors of all nationalities to "do the ruins." Whilst the party was staying on Mykonos, vast hordes of Boy Scouts descended on the island from the 1963 World Jamboree at Marathon. Bare knees and shirts bedecked with labels of all shapes and colours could be seen everywhere. The island's donkeys were worked almost to death by enthusiastic Scouts training perhaps for the Derby, and the waterfront vendors did an enormous trade selling worry beads and other local trash to gullible British youth. Indeed, the vendors persuaded the not-so-young Scouters to part with their drachmae and the party was not a little surprised to see Air Vice-Marshal Chacksfield, the leader of the British Scout contingent, astride his donkey. Cranwellians often meet in strange places but it was not expected that the group would bump into a senior Royal Air Force officer or even a Cranwell economics expert, both dressed in Scout outfits on a somewhat inaccessible island in the Aegaeans.

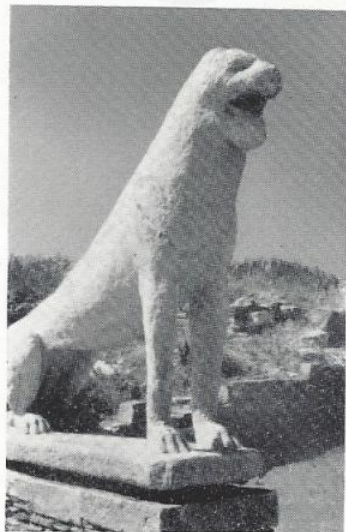
One of the pieces of information gained during the ten-day investigations on Mykonos was the fact that the steamer service was very unreliable. Hence it was decided to advance by one day the date of departure. Accordingly, the camp was struck on the afternoon of Saturday, the 17th August, and, as the evening sun sank over the island of Siros, the group watched Mykonos disappear into the gathering dusk.

The eight-hour journey was uneventful though uncomfortable because the steamer was crowded with returning holidaymakers and pilgrims from Tinos. Amongst these travellers was a party of Greek naval cadets and about fifty Scouts. Naval cadets plus Boy Scouts plus a guitar equals a sing-song and party, and so the hours were passed noisily though not without hilarity. However, shortly after midnight the S.S. "Marilena" berthed in Piraeus harbour and the party debouched on to the quay, wondering how to spend the remainder of the night.



Windmills—Mykonos

View from Cynthos



The Delos Lion

The answer to the question came when it was discovered that Piraeus possessed no suitable camping grounds. Thus, at half-past one on the morning of Sunday, 18th August, fifteen members of Her Majesty's Air Force opened out their bed rolls and sleeping bags and stretched out on the hard floor of Piraeus quay, where they passed three fitful hours in the company of drunks and various Greek youths of doubtful moral character.

Rising early to the accompaniment of the usual harbour noises, those members most conscious of the desire to retain some resemblance with smart service personnel washed and shaved in cupsful of water miraculously saved for just such an emergency. The remainder of the party, perhaps wishing to remain indistinguishable from the other nightbirds on the quay, decided to keep their beards and harbour dirt until they could soak under a shower in the Athens Y.M.C.A.

A further thirty-six hours were passed one way or another as the temperature soared to 115°F. in the afternoon and continued to hover around 95°F. for most of the night. The intellectual members of the party made a great show of reading the Sunday Times late into the night, whilst the more practical desperately tried to sleep it out in cafes and taverns. It was a thankful group of Cranwell officers and cadets who embarked on the *Carina* at 1500 hours on Monday, 19th August, for the next stage of the journey home.

The *Carina* was luxury personified by comparison with the conditions experienced on Piraeus waterfront and, for twenty hours, the party lounged on the sundeck, splashed in the swimming pool and gently became civilized again. However, at midday on Tuesday, the ship docked in Brindisi and, within the hour, the party was rattling its uncomfortable way by train through olive groves and vineyards to Rome. To add variety to the journey, Italian State Railways compelled the group to make two changes, one at Foggia and the other at Aversa. By sheer good fortune the party found an empty carriage on the train from Foggia but, just as the

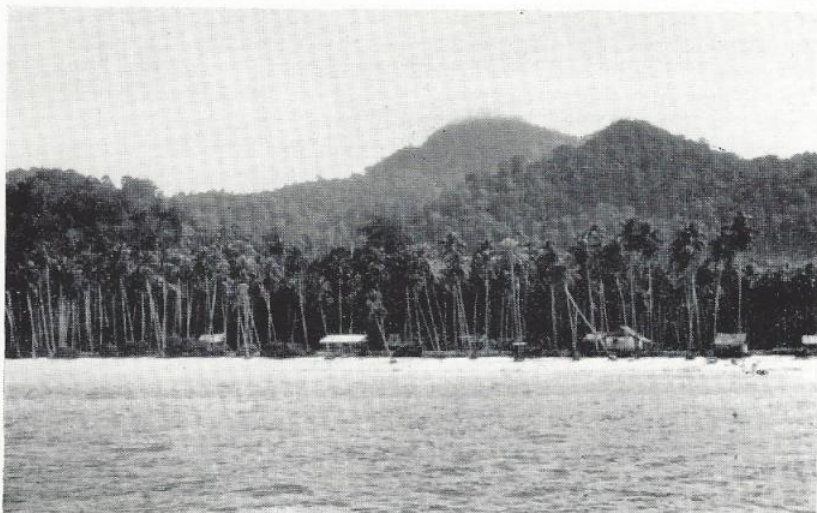
train was gathering speed on its way to Aversa, a large black apparition flung open the door and exploded into the compartment. A deep, metallic voice asked whether or not the train was going to Napoli and before an answer could be prepared the figure was gone again through the corridor into the next carriage. Only then did it become clear that the mystic and agile figure was a member of the Church. A long wait came at Aversa but, just as tea was being brewed, the Rome train arrived. After spending two hours dozing in the corridor, the party reached Rome at midnight where, not without some difficulty, the International Students' Hostel was located. It did not take the group long to eat a cold buffet supper and to climb into a decent bed for the first time in a fortnight.

Wednesday was another full day of sightseeing, and the group walked many miles through the streets of Rome in an attempt to visit all the well-known sites. Saint Peter's was first on the list and many members found time to ascend the dome for a better view of the "Eternal City." From the Vatican the party went into the picturesque part of old Rome to compare this with the Plaka they saw in Athens and then, moving from piazza to piazza and from fountain to fountain, they finally entered the Capitol and climbed the Palatine Hill to see for themselves where the great Roman Empire was born. The day passed quickly but a moment was spared for the pleasant task of hurling coins into the Trevi fountain in order to ensure a return to the Italian capital. No one could say whether or not the same effect would be produced with Yugoslav dinars, Greek lepta or Austrian groschen, but the party ridded itself of all these continental aluminium and washer-like discs described as currency. Happy to have been able to compare Classical Greece with Ancient Rome, the group retired early to prepare themselves for their final stage of the journey through Europe, the thirty-hour train ride from Rome to Calais and Victoria Station, London.

The route home from Rome was not without incident and, after sleeping in first class accommodation as far as Metz, the party were ejected into the corridor for the rest of the ride to Calais by a French ticket collector who was about as unco-operative as General de Gaulle himself. In the course of transfer of the baggage from the compartment to the corridor, one ruc-sac frame mysteriously became attached to the emergency stop handle and one officer saw his last remaining funds pass into the hands of the railway official who could not be pacified after his Italian Express had been brought to such an abrupt and unscheduled halt. However, in spite of all this, the party reached Calais on time and, after crossing the windswept Channel to Dover and rattling through the Kent countryside by Southern Electric, they descended to Victoria platform precisely at the time planned, 1950 hours on Friday, 23rd August.



ANTS WITH MY CURRY



Pulau Tinggi

Four flight cadets of No. 87 Entry visited Pulau Tinggi on the coast of Malaya, in August, 1963, to carry out a cultural and social survey of the islanders.

We are still not quite sure what attracted us in the first instance to the pin-point island of Pulau Tinggi in the South China Sea for the adventure which we hoped would take us away from it all, from television, green stamps and Mr. Marples. Early last year a plan of campaign was drawn up with some members of staff, and the Trenchard Memorial Award Scheme was approached on the delicate matter of helping to finance the scheme.

A cultural and social survey was decided upon because there was plenty of opportunity to study the Malays in their natural environment, and it was also thought a geographical survey would duplicate the survey of Mykonos. So Pulau Tinggi was chosen for the survey which involved conversing as much as possible with the natives, studying their houses, taking notes and filming. An 8 mm. camera was kindly loaned to us for this and a colour film was made of the expedition. We also took a tape recorder to record effects and conversations. Unfortunately, it was only in the latter days of our stay that we were invited inside the Malays' huts but their daily activities gave us ample insight into their customs, religion, philosophies, and economics.

The long journey to Singapore proved to be rather more than an occupational hazard. It gave us, in fact, a chance to see other parts of the world, including Cyprus, Aden and Gan. All along the route the co-operation we received from officers in connection with the indulgence passage was only out-weighed by the help received in Singapore and Malaya. We landed at Paya Lebar on 4th August after four days travelling.

Many hectic hours were then spent seeking out officers with whom we had corresponded from the College, and gathering equipment. A trip was made to the Raffles Museum to collect alcohol to preserve specimens we were to catch for the Natural History Museum. We also visited the Jungle Survival School to collect tropical kit, and to learn something of the hazards of living in the jungle. We were given comprehensive lessons on tropical survival and hygiene and building para-hammocks. The kit included jungle-green clothing, parachutes, machetes, and solid fuel stoves. Jungle boots were borrowed from the army Headquarters, Tanglin, and 'Compo' rations were drawn from R.A.F. Changi. So much was accomplished in the four days before the trip to the island that time passed very quickly and only one afternoon was spent in Singapore town to buy some essentials like films and cigarettes.

At two o'clock on the morning of the 9th, we were picked up at the Sea View Hotel by a coach taking a party of officers to Pulau Tioman. This took us as far as Mersing, where the

District Officer was contacted. He arranged, in accordance with the correspondence, for us to spend the night in the Customs House, and the next morning after a hasty breakfast we were on the last leg of our eight thousand five hundred mile journey.

The sea was a brilliant blue, the sky cloudless. The Malay fishermen on the small boat were very kind and cheerful, characteristics, we discovered, of the race. The journey to the island was long but a surprise was in store. The boat took us close to the island then moored to a 'Kelong,' about a mile from shore. It was explained to us by the Malays, in a somewhat vague sign language, that this was where we were to stay the night. The 'Kelong' is a Malay fishing hut, constructed in sixty feet of water from which the Malays fish at night, attracting the fish over a net with an enormous tilly lamp. This night, proved to be one of the most exciting of the whole trip. We watched the assortment of fish being hauled in every two hours, and were treated with the true Malayan hospitality. A meal was prepared for us and smatterings of conversation were carried on in pidgin English. A kelong, we discovered, costs nine thousand pounds to build and lasts for seven years and the fishermen live on them all the year round. There were no



A Kelong

English speaking people on the island, nor it appeared, had there ever been. We learnt a lot during our stay, and only too soon the small boat arrived to take us to the island. We bade our farewells, giving them some food and oddments like razor blades.

The first visit made on the island was to the 'Ketua,' (the head man), for whom we had a letter from the District Officer. He lived in a one-roomed grass and bamboo hut, and in this one room were cramped six naked children, two women, three men and a dozen or so chickens. They greeted us in Malay and packed us back in the boat after reading the letter. We landed further down the coast and were shown our new home, a modern looking chalet, ten yards from

the white beach, and surrounded by palm trees. The thought of living rough in the jungle which had flashed across our minds, was quickly dismissed. The chalet proved to be the best hut on the island, the only one, in fact, with a corrugated iron roof and plank floors. The kit was unloaded and stowed inside the two rooms and small kitchen. The only furniture was a table, a bookcase, and four easy chairs, so there was an immediate problem of beds. One member provided himself with an elaborate bamboo bed, which subsequently collapsed, while the others settled for para-hammocks. The Malays, after getting over the initial shock of seeing us, gathered round to watch these strange white men build contraptions on which they went to sleep (the Malays sleep on a kind of rush matting, on the floor).

We had made it, and the island looked more superb than in even our wildest dreams. The white beaches stretched as far as the eye could see, and when the palm trees filtered the light from the setting sun at evening, the effect was breathtaking. In the sun-drenched days that followed not a minute was wasted. Trips were made to all the populated parts of the island, the houses studied and photographed, and a day was spent in the heart of the jungle which covered nearly all the island, attempting to reach the 2000 ft. peak which dominated the seven square miles of paradise. But the going proved so difficult that we had to turn back in order not to be trapped in the jungle at night. Many creatures, squirrels, wild cats, monkeys, snakes, enormous exotic butterflies, were to be seen and a glimpse was caught of a four-foot iguana which we disturbed basking in the sun.

As it was difficult to organise sea-transport which could hold four people and all our equipment, we built a raft, on which we were able to explore the abundance of coral reef that surrounded the island. The launching ceremony proved quite entertaining for the Malays who looked on dubiously and were disappointed when the anti-climax of the raft actually floating occurred. The sea was over-crowded with colourful, and dangerous, sea-creatures, from exotic

coral fish and sea urchins to sharks and sting rays. The sharks, however, appeared disinterested in humans, preferring the more tasty fish which abound among the rocks at the water's edge. This was discovered first when a member of the party was returning from the deeps to find his way barred by one, and secondly by a member who was trying to catch fish on a rod and line in the shallow water. It was significant that not once did we see a Malay swimming. The Malays proved to be overhelpful in the collection of specimens and every evening when we returned to the chalet there were cages of assorted squirrels, bats, rats, and mice.



The party's hut

A graveyard was discovered in the jungle, extremely well kept, with flowers growing round each grave and a boulder with the person's clothes wrapped around it used as a tomb stone. In a little cove among the mangrove swamp we discovered the fascinating existence of a certain species of crab. Barely an inch long they were armed with one monstrous claw tinged a vermillion red. When the tide receded the crabs appeared in their thousands waving to one another with this one claw. The reason for this peculiar behaviour was uncertain, since all the crabs waved in unison at other less fortunate crabs with normal claws, who resided in holes further down the sand bar. The latter, on approaching nervously, were allowed to come within a few inches, whereupon they were vigorously repelled, and so the process went on. Coconuts were, of course, in abundance on all the palm trees, although it was found that removing them is not quite as easy as the Malays gave the impression. The Malays, once they overcame their initial shyness, were delighted to exchange gifts, usually coconuts, sugar cane, and many varieties of fruit and fish, for chocolate, biros, and fishing hooks.

In the evenings after replenishing the ciné camera with film, cooking, and cleaning up, we usually settled down to bridge. One evening however we were interrupted by the appearance of a swarthy, English speaking smuggler who invited us to dinner on his craft. While talking after a magnificent oriental meal he explained the powerful engines with a wink : "Have go fast sometime ; opium, very fast."

An incident that slightly marred the last day was the finding of a corpse on the beach. A group of children had tied the body, which had probably been four days in the sea, to a tree and were gazing in silent contemplation at it. How it could have reached there remains a mystery.

But all too soon time had run out ; the District Officer sent his launch, as arranged, to pick us up on the morning of 22nd August. The Malays had watched us packing, and we gave a great deal of unwanted gear to them. They were overjoyed with the medical supplies and food, and waved goodbye from the beach, clutching their newly gained possessions, and shouting 'Cheewioh ! Cheewioh ! — our English lessons had not gone unheard. The journey back to the mainland brought us back to reality. The river pilot from Mersing was pleased to see us again, and speaking almost perfect English told us his life story on the way back.

In Mersing, after dealing with the customs officer, we paid a visit to Mr. Nathan, an Indian rubber planter we met. He entertained us far into the night with stories of his country and we were sorry to leave him the next morning. However, we had to meet a party of Jungle Survivors, ten miles outside Mersing, from where we would be taken back to Singapore. The next four days, at R.A.F. Changi, were spent returning the equipment we had borrowed and thanking all those concerned. Then we had a week to while away before our aircraft back to the U.K. was due. Most of the time was spent at the Officers' Club where several friends were made. We were also able to water ski, and with island picnics and dancing every night the last week of our stay in the Far East put a rather glamorous end to an outstanding event in our experience. Next year ? Africa of course !

ACTIVITIES AND SOCIETIES



SUB-AQUA

The summer term was disappointing for training, as the few transport facilities prevented the section from making more than a single trip to R.A.F. Valley.

During the summer leave, however, the Section carried out an underwater survey of the ancient harbour at Subratha, near Tripoli in North Africa. This expedition was the result of nearly a year's planning, and was made possible by a grant from the Trenchard Memorial Award Scheme.

Subratha was one of the three main ports of the Roman North African trade, but though the location of the town itself has long been known, the exact position of the

harbour is uncertain. The College party was able to suggest a possible location for the harbour, and also succeeded in raising "sherds" from the bottom.

A party of two officers and eight cadets left England from R.A.F. Thorney Island by Transport Command Argosy on August 16th, and reached R.A.F. Idris after an eight-hour trip. There they were met by the Movements Officer, and two cadets of No. 88 Entry who had flown from Nicosia to join the party on completion of their leadership camp.

The following morning was spent in collecting rations, medical supplies, camping



equipment and liquid sustenance for the camp, and loading them into a three-tonner with the diving equipment. All the equipment needed for the expedition was supplied by R.A.F. Idris.

The party reached Subratha at about 3 o'clock and selected a camp-site about 30 yards from the Mediterranean. As the evenings there close in very quickly, there was little time to do any serious work after setting up camp, and everyone went to bed early. Lighting problems in fact meant that they had to go to bed early and get up early throughout the stay.

The next day, Sunday, they made an early start and set up six trig. points on a 700-metre base line for the survey. The mapping system was simple : a diver who wished to plot a find simply raised an arm, so that observers stationed at the trig. points could take bearings on him with prismatic compasses. Subsequent plotting of these bearings produced a map.

Whilst this was being done, Flight Lieutenant Horsfield visited the Director of Antiquities for Tripolitania in the museum in Tripoli. As the Director spoke very little English, the assistance of a civilian policeman from R.A.F. Idris as an interpreter proved most useful.

It was the language barrier which had prevented the party from obtaining prior permission by letter to dive near the ruins. The Director gave him verbal permission to proceed with the survey but stressed the importance of noting where items had been found. From the archaeological point of view the exact position on which something is found is of as much importance as the object itself.

The next two days were too rough for survey diving so we took the opportunity to get all our air-bottles charged, and to give the less-experienced divers training in a sheltered part of the harbour.

On the Tuesday, Flight Lieutenant Horsfield again visited the Director, and, whilst in Tripoli, succeeded in hiring a car, and also an underwater camera case, which came

from the Penguin Sub-Aqua Club. The car proved most useful, as our source of bread and vegetables was a village two miles away.

On Wednesday the survey was started and soon produced results. A submerged reef was found running from Baugh's Island (named after one of the party) for about 600 yards parallel to the coast. Parts of the reef had been built up to form a breakwater. Near a gap in the reef, possibly used as an entrance, we found a large amount of pottery, including two complete amphorae, which suggests that a ship may have missed the entrance. (pilot error ?)

In addition to actual underwater work, large numbers of rocks on the shore-line were uncovered which, though at first glance were natural, proved on inspection to be very weathered dressed stone. These were probably the foundations of wharves, but searches of the bottom near them failed to reveal any seaward extensions.

During the visit, the party made several friends among the local people who proved to be very honest, and extremely interested in what we were doing. Over cups of "char" they would eagerly tell of what they had seen while fishing in the harbour, and in fact we gained a lot of useful information from them.

During our stay, a German engineering student from Berlin visited the party ; he was on his way to the Red Sea by motor-bike. He was a diving enthusiast and was in fact making the trip simply to dive in the Red Sea. He taught the Section a lot about underwater photography, and allowed them to use his own home-made camera-case.

All too soon it was time to leave, and the party was back at Idris enjoying real beds and sand-free food. They returned to England two days later by Beverley.

This expedition was a great success, and rather more was achieved than was expected. It is clear from the finds, however, that a larger expedition, either by the College alone or in conjunction with another group, would be fully justified.



HOVERCRAFT



Since the last appearance of *The Journal*, the Hovercraft Group of the Engineering Section has, like a fully grown fledgeling, left its parents' nest and is now a section in its own right.

Work has progressed steadily on CH 1 and results have been pleasing. We were fortunate enough to be invited to exhibit the craft, and also to hover in public, at the Air Ministry Exhibition of Arts and Crafts on 14th June. In spite of some scathing remarks in the press, the visit was a success and interest was aroused. In fact, we have had several groups visiting us, including a group from a local grammar school. In addition our correspondence seems to grow every day and we are now in contact with companies and individuals in the U.S.A., Sweden, Germany, and Australia, in most cases collecting information, but in some cases also giving information.

Our programme for the immediate future is to perfect the techniques we are using for

forward propulsion, and in all probability to fit a flexible "skirt" to give greater ground clearance. The visionaries amongst us are already beginning to think in terms of a second project — CH 2. This craft will be larger, have a minimum ground clearance of two feet, forward speed comparable to that of an average family saloon, and an improved and more positive system of control. The power unit is as yet undecided but it is hoped that a small gas turbine engine will be used. The experience gained with CH 1 will be invaluable, but in addition we propose to complete a series of experiments with models in order to achieve the best design before we begin construction. This was not done with CH 1.

One imagines "hover-bikes" being on issue to the senior entries of the future; one thing is certain, they would not be any more dangerous than they are at present!

ANGLING

The Angling Section's activities during the summer term were confined to its trip to R.A.F. Ballykelly, Northern Ireland, on the weekend of the 21st — 23rd June. The party consisted of the guiding officer, Squadron Leader Tinley, Squadron Leader Dix (who, together, formed an independent killing group), and eight cadets. However, despite the benefit of a lively talk by Father McBrearty on the basic art of fly fishing, and the use of £30 worth of new equipment, only limited successes were obtained. The real value of the visit was in the practical experience under the worst possible conditions, that it gave to the novices. Also, it served to increase the number of devotees of this "gentleman's sport."

MUSIC

The summer term, 1963, not only saw considerable activity in the Music Section but also marked the beginning of two new schemes.

As usual, new records were added to the library, which is being used by many members of the College. On 30th May, a visit was made to Nottingham to hear a programme of music by Haydn, Handel and Bartok, played by the Northern Sinfonia Orchestra. A week later, on 6th June, another party attended a concert of Beethoven and Brahms played by the London Philharmonic Orchestra in Lincoln. Later on in the term, King's College Choir was heard at Lincoln Cathedral.

A small selection of jazz records is about to be introduced and it is hoped that this will extend the appeal of the library.

For some time, the lack of a music room in the College has been apparent and we are now in a position to provide a room equipped with good sound reproduction equipment. This room is situated in the Senior Mess, and is at present being decorated by cadets. It is hoped that the completion of the room, and the introduction of jazz records, will be achieved by the end of the autumn term.

Finally the society is negotiating for associate membership of the Lincoln Society of Arts. This should widen the scope of our programmes to include such items as talks on music, classical and jazz concerts, ballet and opera. Apart from these new schemes, the society will continue, as in the past, to visit concerts in the area.

JAZZ

For the band, the summer term was a quiet one. The usual spate of summer activities and sports left little time for playing jazz. The band did, however, play at two guest nights and once at the Boston Jazz Club. Generally speaking, our after-dinner performances were well accepted, but our playing 'neath the "Stump" was unfortunately somewhat overshadowed by the presence of those greater than ourselves, the Pilgrim Stompers from Little Venice.

At the beginning of the term, a party of twenty cadets enjoyed a visit to the Ray Charles' concert in Leicester. This is a continuation of the spring term's policy to draw the non-playing enthusiasts into the Section's activities.

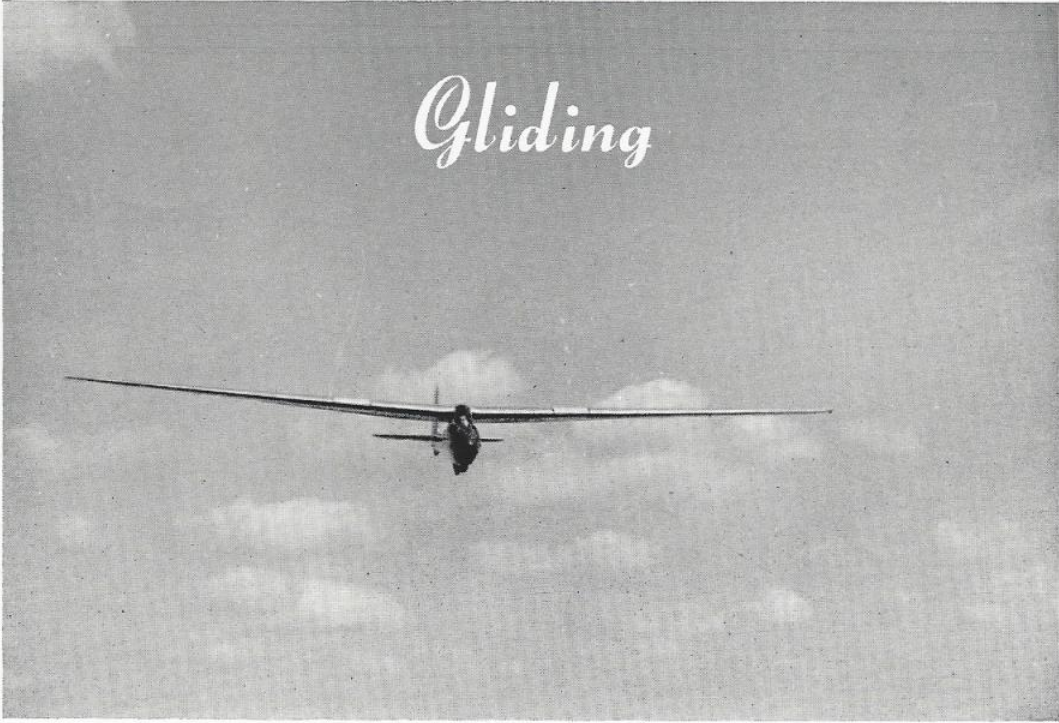
A successful attempt has been made to start a jazz record library in conjunction with the music section. It is also thought that a music room may be allocated for record sessions.

FIELD SHOOTING

The activity of the Section in the summer term, 1963, centred on clay pigeon shooting. Five meetings were held throughout the term, the last one taking the form of a match against the officers. The Section won the match by 52 points to 32.

It is planned to spend a weekend shooting in Scotland in the autumn term. In the Christmas leave we hope to go to Scotland or Northern Ireland for a week's shooting. Apart from these plans, the society will have regular shoots at Barkston Heath, and do some wildfowling on the Wash.

Gliding



When the summer term ended, every regular member of the Gliding Section had gained a 'C' soaring certificate. This made a sound basis for more advanced soaring, during the Summer Camp held at R.A.F. Upavon between 18th — 31st August.

The camp was a success. The weather during the first half of the camp made cross-country attempts difficult. On one such attempt, the Olympia was slightly damaged while making a difficult field landing. It was quickly repaired, however, and was in service to enable Flight Lieutenant Boyce to make a Silver 'C' cross-country flight to West Dean near Chichester. During this flight, Flight Lieutenant Boyce achieved a Gold 'C' gain of height but this was unfortunately not registered fully on the barograph, and could therefore not be claimed. Other cross-country attempts were made, but were hampered by the weather. However, good fortune favoured Mace, who was lucky

enough to achieve a Silver 'C' cross-country flight to White Waltham in a T.21.

Room completed his Silver 'C' with a five-hour duration flight on Roundway Ridge. Three other five-hour flights were made by Flight Cadets Longden, Tolladay and Mace. Five 'A' and 'B' certificates were gained by members from Dartmouth and Henlow. Totals for the camp were 100 hours 8 minutes and 300 launches.

We hope that the coming autumn term will provide a few more days suitable for soaring. In the meantime, basic training for members of the Junior Entry is planned to take up most of the flying.

Transfer to our new quarters in the Flying Club hangar is under way, and the caravan is now ready for its final painting and should see service within the first few weeks of the autumn term. It should prove a valuable shelter from the Lincolnshire weather.

POTHOLING

This term the Section was unable to plan any weekend trips, but good use was made of the College mini-bus for Sunday excursions.

The main purpose of the first trip was to introduce Numbers 87 and 88 Entries to the techniques of potholing, by using two caves in Bradwell Dale. The new members were initiated in Bradwell Dale Cave with a traversing exercise some twenty feet up the cavern wall. Their lesson was carried on in Hazelbadge Cave with such things as crawling, chimneying and of course ladder work. Everyone thoroughly enjoyed the trip and vowed to become ardent potholers.

On the same day, a small experienced party bottomed Eldon Hole, which is some two hundred feet deep. When they had recovered from the initial shock of seeing the hole, they descended it by ladder and found approximately thirty feet of snow at the bottom.

The next excursion was to Hillock's mine, again in Derbyshire. Now that all the party had some experience, the object was to explore the passages at the bottom. The descent was interesting and varied. An old escape route was used to gain entrance to the mine. This was half man-made and half natural. At the bottom the party split into two and explored the system of passages. After being in the mine for about four hours, some of the less experienced members felt

their first sensations of cave fatigue and total darkness. All lights were extinguished and the party just sat for a few moments in silence, noticing the sharpening of the senses of hearing and smell.

The final excursion was intended to end after the College party had bottomed Oxlow Mine for the first time. Unfortunately, when the metal lid covering the entrance shaft was raised, it was found that it had already been tackled up for a descent. Shortly afterwards the owners of the tackle came along to descend the mine. The College party decided to continue for a few more miles and descend by Gantries Hole. This was done and it was soon discovered to be just as wet as ever. After three hours down this hole, the party emerged into sunlight wet, but still keen.

The party then decided to attempt Eldon Hole straight away. With them was a member who had descended Eldon on the first trip of term, and a rock climber on his first potholing trip. However, the descent was made in half the time that the previous College team had taken. One point of interest was that, although it was July, there was still eighteen feet of snow in the bottom.

That trip was a fine finish to the term. The rock climber who made his first trip has been fully converted to potholing now.

The section hopes, in the coming term, to try some more scientific expeditions now that everyone has more experience.

KARTING

It has been decided to form a competition group with the intention of racing at various meetings around the country, thus gaining experience of competition organisation.

A meeting was held at Fulbeck on 14th July, 1963 in conjunction with the Lincolnshire Kart Club. This was highly successful ; there were 40 entrants and about 500 spectators. Millar, who has since graduated,

was responsible for a considerable amount of the organisation of this meeting. The Karting Section hopes to arrange a similar event during the autumn term.

Several members are now in possession of R.A.C. racing licences and the secretary has lent his trailer to the section which means that karts may be more easily transported to meetings.

Ocean Sailing

R.O.R.C. FASTNET RACE—1963

Yacht : Blue Charm — R.A.F.S.A.
Class III.

Skipper : Flt. Lt. D. H. Johnson.

Crew : Plt. Off. T. Eeles, Plt. Off. R.
McKinley, Plt. Off. R. Ward,
F.C. A. K. Webster.

At 1400 hours on 10th August, 1963, "Blue Charm" got away to a good start on the Squadron line in the twentieth Fastnet race. Already everybody on board was soaked to the skin by the choppy Solent, whipped up by F 6 gusting F 7 from the S.W. We flogged our sodden way along the Island coast until the tide became favourable and then out into the strong stuff, to be swept down the West Solent and out into the Channel. Passing the Needles, "Charm" was up among some of the Class II boats and had just overtaken "Sportlust" in her own class. In spite of everything, completely awash below, it was becoming a good scrap that everyone on board was enjoying thoroughly, until some three miles off the Needles, when our working jib split from luff to leach.

This was a bitter blow as the wind was too strong for the "Genny" and too light for the storm jib. However, the storm jib went up and we watched our hard-won position being taken away from us as the fleet steadily came by. At 2000 hours we tacked down channel for the Shambles and not too long after the wind became light enough to get the "Genny" up. This was more like it and, with four or five days still to go, we set about making our way back up through the fleet.

Daylight the following morning caught "Charm" off the Bill from where we stood out into the Channel again, until one board would just take us into Start Point. The wind was now moderate and life was easier, although it was still very wet.

At Start Point we came off-shore again and, as we did so, we noticed somebody with a broken mast scuttling for Salcombe. We were not the only ones with broken gear,

it appeared. Shortly after, we headed towards the Eddystone and some eight miles short of it we put in our last southerly board before making a dart for Lands End and the Irish Sea.

On 12th August at 1700 hours we slipped by Lands End and the Longships, close in. After a dead beat all the way down the Channel, one could normally expect to have some relaxation once around the corner but not so this time. The wind was determined to stay bang on the nose and make us get to the Rock the hard way. In all fairness however it had eased and at least we could stay reasonably dry throughout a watch.

"Charm" continued into the Irish Sea to the east of her rhumb line and it was not until the early hours of the 13th that a shift of wind made it possible to come about and head for, where most ocean racing skippers like to be, just up to windward of the rhumb line. From here it was a straight haul to the Fastnet.

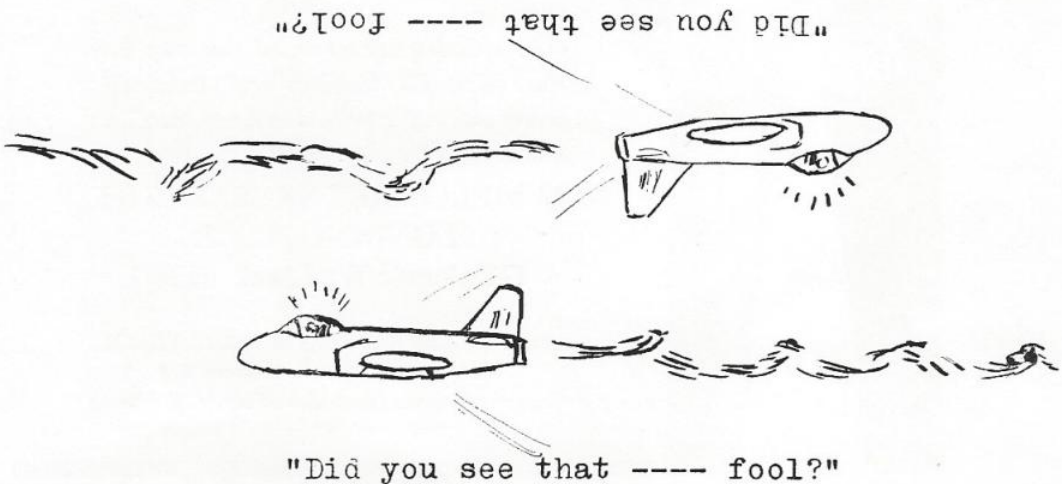
As we approached the Fastnet, morale was pretty high on board because we saw the sort of company we were keeping. As ours was one of the smallest boats in the race it looked as though we were doing fairly well by the size of the fellows who were rounding the rock not too far ahead of us. The only one of our own class we could see among them was our old enemy "Sportlust." This knocked the edge off things a bit but then "Sportlust" is a good boat well sailed and to be still able to see her after this long at sea was something. Needless to say, there were musings as to where we would have been if we had not lost our working jib for those few critical hours, but overall few boats get around the Fastnet without some minor incident to slow them down.

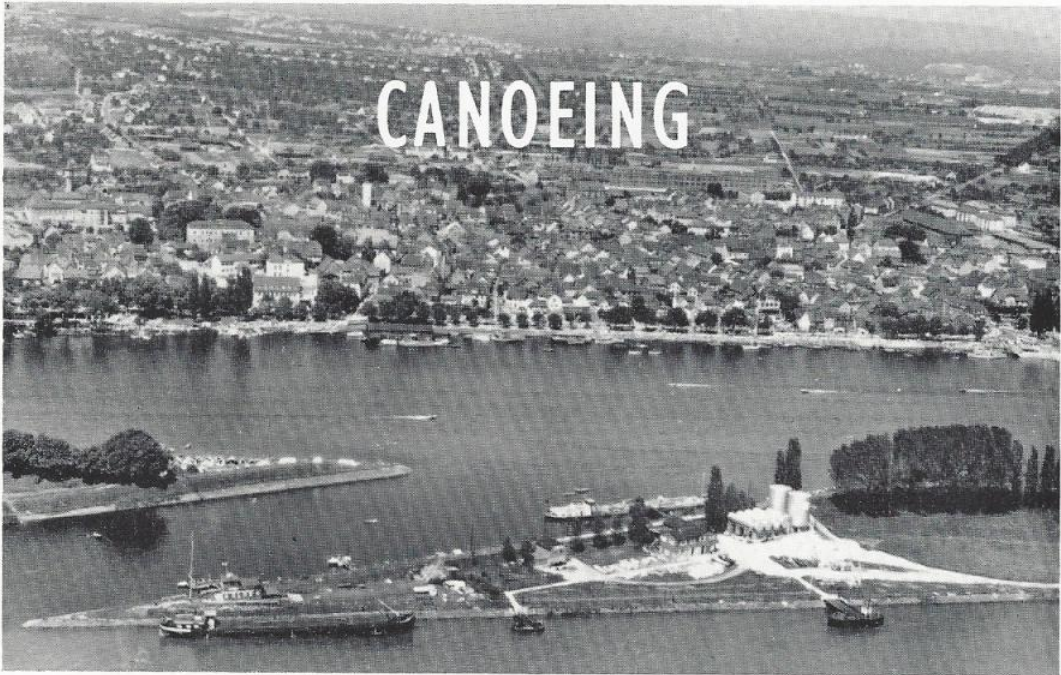
The spinnaker was set for the run home. If the crew thought they could relax for a while after 400 miles to windward, they were in for a shock. They had reckoned without little "Charm." As the wind got up again and she went downwind with everything up that we could find, she was like a runaway train. We had to pump her every half an hour to keep the water down to a

reasonable level and it was a question of "Please keep clear, we are out of control."

We continued in this style round the Scillies and off to the Lizard. The Fastnet, being the Fastnet, however, could not let us get away with it so easily. As we passed the Lizard and headed for Plymouth it gave us a parting shot with a completely unforecast gale. This was just about the most exciting ride anyone could wish for. It also broke our hearts, for after having been knocked flat three times in a row, we finally had to land our spinnaker. A pity ; it had become the most important thing in the world to carry that over the line.

"Charm" finished with the first light on Friday 16th August. It had been a splendid race with plenty of meaty windward work and a variety of weather to suit anybody. She is not the most comfortable of boats to take on the Fastnet, and, as such, it became something of a challenge to the crew, to keep her going flat out for five days. This, I think we managed to do and everybody on board learnt a great deal as a result of this. Needless to say we were all delighted to find out that we had won the Inter-Regimental Cup for the fastest corrected time by a service yacht. The cup is now at Cranwell.





After a disappointing performance in the Devizes — Westminster canoe race during the Easter leave, the section looked forward to a successful racing season. Three crews entered in each of five international races at Worcester, Chester, Chelmsford, Bradford and Poole. Two crews consistently came in the first five in their class. The experienced college crews should perform better next year, and the society is hopeful that, with the growing interest in canoeing, it can compete in more races next year.

The close season will be devoted to the repair and maintenance of the canoes. Two single-seat frames will be skinned, and the club hopes to acquire two new racing boats. Preparations for races at Devizes next year are already in hand, and a College team will be entered for the first time.

RHINE 1963

The Canoeing Section's summer vacation trip was planned by S. P. Hughes. His idea originated when he was canoeing along part of the Rhine last summer, and heard that an R.A.F. sergeant had covered the 700 miles of the main Rhine river in 17 days. The river starts near Chur in Switzerland

and ends in Rotterdam. The endurance required to complete the course was such that it resulted in the sergeant's partner dropping out through exhaustion. The intention was to improve on this time, and the trip was planned to take place when the river was at its highest. When the list of applicants for the trip exceeded the expected number, a second party of eight was formed. This party was to travel first, and to relay information to the other party.

The First Party

Accordingly, on Friday, 2nd August, a party of eight left the college, and travelled by road to Dover, arriving in France at midnight. The route to Chur lay through Brussels and Zurich where the party spent one day sightseeing. Canoeing from Chur started on the Monday in very fast water, which proved to be the most dangerous encountered by the party. Two members found themselves in a whirlpool and took half an hour to get out of the freezing water. When only 30 miles had been covered, the same pair had to abandon their canoe when a set of rapids unexpectedly came into view. The boat was later recovered, but was a

complete wreck. The party spent Monday night as the guests of a local farmer in Sennwald, where it was shown great hospitality as it was throughout the trip.

With one boat out of action, the party was split into two groups. Four canoed while the other four acted as the support group. One day was spent along the shores of Lake Konstanz, and then the party continued to Schaffhausen and reached Basel after a further three days. Much time was spent playing with the electric lifts with which the locks on this part of the river are fitted. These lift the canoes with their occupants and transport them to the other side of the lock. Such aids to canoeists are a good indication of the popularity of the sport on the continent.

When they reached Mainz in Germany, they spent a pleasant evening as the guests of the local canoeing officials. With only eight days left after passing through the Lorelei the party reached Bonn.

A day was spent in Köln, and the party finally reached Rotterdam just two days before they were due to sail back to England. With the canoes on the roof, full speed was made to Antwerp for another day's sight-seeing, and then on to Boulogne on the night of Saturday, 24th August. During the last two weeks, the rain had been continuous but the vast amount of Europe covered more than made up for the lack of sunshine.

THE RECORD-BREAKERS

The Second Party

The second party of four left London in a private car on 12th August. They arrived in Chur two days later, and after one day spent in final preparations, M. J. and S. P. Hughes commenced their task at 8.0 a.m. on 16th August. By evening they had covered 70 miles and had reached Lake Konstanz. On the second day, they crossed the lake during one of the frequent storms and

reached Mammern, a further 24 miles, by evening. They reached Schaffhausen on 18th August, strong winds and a head current having prevented them from covering more than 35 miles. On the following day they reached Basel, having covered 65 miles and spent the hours of darkness weaving between the river barge traffic. The 20th August proved one of the most frustrating days of the trip, when after canoeing for three hours along the old Rhine, they transferred to the Canal and covered the same distance in one hour.

The next day they covered 90 miles and they camped on the outskirts of Mannheim. Over 250 miles had been done in six days. On the seventh day they reached Mainz, a further 75 miles and spent one hour searching for the support crew. Finally both parties found themselves about to ring the police from the same telephone box.

When they were leaving Mainz, the rain became severe. They passed through the Lorelei and were lucky to survive when carried out of control towards oncoming barges. Leaving Koblenz on the ninth day, they covered a further 76 miles and reached Dusseldorf. With 180 miles to go, they knew that they would beat the record of 17 days and were able to cover 80 miles on the tenth day.

At 7 a.m. on the eleventh day they passed into Holland and stopped that evening 25 miles from Willemstadt, their final destination. With only 12 hours left if they were to complete the course in 11 days, they realised that they would require the assistance of the tide for the last stretch. Unfortunately they had been wrongly informed and set out at 2 a.m. on the 27th August only to find that the current was against them. Finally at 4.40 p.m. on that same day, the Mayor of Willemstadt witnessed their arrival. The 700 miles had been covered in under 12 days.



RIDING

During the summer term the R.A.F. Equitation Association Championships were again held at the College. The College team came second in the event. The Saddle Club made visits to several of the county shows and to a stud farm.

Over the summer leave period, Sanders attended a six-week course at the Royal Army Veterinary Corps Depot at Melton Mowbray. Whilst there, he competed in a number of competitions at the City of Leicester show, doing well in the tent-pegging event.

At the Depot's Open Day, he won the Novices Handicap Show Jumping compe-

tion and was a member of the team which came second in the tent-pegging event.

Meanwhile, three other members of the section went on a nine-day course at R.A.F. Gutersloh, under the instruction of Herr Homrighausen, who was once trainer of the German Olympic Team. The cadets rode daily, and made full use of the excellent facilities available.

The Section continues to expand, and this term will see a riding instructress in the Section employed full-time, as well as the addition of yet another horse, to be paid for by a grant from R.A.F. Equitation Association.

NATURAL HISTORY

The Section was only founded on the 30th May, 1963, and its embryonic form in the summer term precluded the writing of a report at that time. It is hoped that what the Section lacks in numbers, age and cash is amply made up by the gratifying keenness shown by the members.

Apart from a few highly convivial and useful meetings with several local naturalists, the first activity undertaken was a visit to the London Natural History Museum; this was in the nature of a basic grounding for the more inexperienced. Members were able to make their visit on a day when several films were being shown of coastal wildlife. In the same weekend, several Metropolitan reservoirs and sewage farms — natural history occasionally seems a distressingly unromantic hobby — were examined in the hope of finding some rarer arifauna (birds).

In June, a visit was made to the Portland Bill Ringing Station, where the "learners" had their first sight of many interesting sea-bird species, their first view of the splendid Portland Cliffs, and their first encounter with the unattractive but functional accommodation of a typical bird observatory. This one is built in a converted lighthouse, and the circular bedrooms were not conducive to an easy night, unless one was blessed with a good sense of direction. The return journey was rendered more hectic by

the unexpected breakdown of one member's car, but otherwise the weekend was a highly successful and enjoyable one.

During the summer leave, the more experienced naturalists had a good season, whilst the amateurs strove to put into practice what they had learned in London and in Dorset. Two of the amateurs found their way to Spain, where they reconnoitred for a proposed Spanish expedition next summer, but they returned with little more than general impressions, blaming their lack of success on their complete ignorance of the Spanish tongue.

Perhaps a little more should be said about this project—the most ambitious so far. The Section intends to make a field expedition to the Costa Dona Anna in Southern Spain, in the hope of observing and filming the magnificent local fauna and also, perhaps, of recording the alarm-calls of certain bird species, to be used as bird-scarers on runways—an idea which is not as fantastic as it may sound.

This term two weekend expeditions are planned: one to the Blackwater Estuary and one to that Ornithologists' Mecca, the Wildfowl Trust at Slimbridge, Gloucestershire. Attempts will also be made to take a film of some local badgers, and we are hoping for day excursions to the goose grounds on the coast as the winter comes on.

MOUNTAINEERING

After gaining some excellent snow and ice experience in January at Glencoe, the Mountaineering Section looked forward to a good summer in which to practise some other forms of mountaineering.

During the summer term, two meets were held in Derbyshire, where, despite the weather, some good climbing was found, mainly on Stanage Edge, which we normally use in that area.

The weekend, 22nd — 23rd June, was spent in North Wales and gave two days of excellent climbing. Much of the support for this weekend came from the Junior Mess, and the time was spent mainly in teaching the basic techniques of rock climbing to the newcomers. The transport problem was simplified on this occasion because the transport was shared with the Sub-Aqua Section.

Unfortunately it was not possible to organise a summer expedition as there were never enough people available at one time to make a trip worthwhile. However a number of small groups made private visits to some of the main climbing areas in the country, North Wales, the Lake District, Scotland and North Cornwall. These visits

arranged by small groups are encouraged as they reflect the keenness of the members of the Section to practise mountaineering without always relying on the College's help.

The winter term's activities began on the weekend, 21st — 23rd September, when a trip to the Lake District was made. The weather was better than on previous weekend expeditions and two useful days were spent rock climbing, giving instructions to novices and enabling them to attempt some of the more difficult climbs.

Another weekend, 4th — 6th October, was spent in North Wales. This was again a very worthwhile visit despite the attempts of the weather to make it otherwise.

With the onset of shorter days, the activities of the Section will be inevitably curtailed. However, thoughts turn towards activities for the Christmas leave. Glencoe would again seem to be the popular venue for a meet, where again snow and ice work can be practised. As for 1964, it has been suggested that the Section should try elsewhere in Europe, North Africa and Asia Minor, which all offer excellent prospects.

FLYING

During the last summer season the fortunes of the Flying Club varied considerably. For a few months at the beginning of the summer the club was without aircraft because the times for Certificates of Air Worthiness for the two Tiger Moths overlapped. In the same period the remaining Turbulent was lost in a crash. G-ANEF was returned to the club in July and has been flying throughout the summer leave. In this period over 170 hours have been logged by this aircraft. It is hoped to have the second Tiger, G-AOBH, flying during the Autumn. This aircraft is to be fitted with a glider towing hook.

On the ground side the club recently exchanged headquarters with the Chipmunk

Flight. This new clubhouse now boasts a well-decorated, comfortable bar in addition to the operations room. The club is therefore well-equipped for facing the coming winter.





SPORTS

LIFE ASSURANCE

ITS FUNCTION. The main function of Life Assurance is the protection of present or prospective dependants against hardship resulting from your premature death and provision for yourself and them in later years if you survive normally.

INVESTMENT VALUE. Life Assurance, especially Endowment Assurance, is however also the best possible long-term investment, because the money is invested wisely, and partly in "growth equities," by the Life Assurance Companies *and* because it is the only form of investment subsidised by the Government. The subsidy consists of Income Tax Allowance on two-fifths of Premiums. For those liable to Tax at 7s. 9d. in the £ this means 15.5%. Thus, a net outlay of £84 10s. a year provides a premium of £100 a year, which is 18.34% increase.

WHEN TO START. The advantages of starting at the earliest date, to the extent which you feel you can afford, are : Lower Premiums because the load is spread over more years ; More years in which the Sum Assured grows by the addition of Bonuses ; Acceptance without extra Premiums on account of ill-health or postings to danger areas (*Note*—Once a Policy is in force, subsequent ill-health or postings do NOT affect it) ; *and* the factor of "Compulsory Saving" which prevents money being frittered away.

EDUCATION. If you have or plan to have children, I suggest that you should safeguard their future. If you agree, I should be glad to discuss your problem and advise you of the best action for you to take.

SELECTION. There is a deal of difference between Companies and between various types of Policy. Therefore, do NOT deal directly with any Company or its representatives. You need the unbiased advice of a Broker specialising in Service problems. I offer this advice without fee or obligation. I am not tied to any Company, and select the most favourable for each type of risk.

INFORMATION REQUIRED. May I suggest you should let me know your date of birth, whether married or single, dates of birth and sexes of children, rates of pay and next increase, and how much you can afford in addition to any existing outlay. If you have any Policies in force, I recommend you to let me inspect them and tell you whether they are good value. In any case they may affect the type of new Policy you should consider. With this information, I can give you recommendations which you can accept or reject as you please.

FLYING RISKS. For aircrew, extra Premiums are required, but the net cost is NOT greatly increased, because a large part of the extra cost is refunded by the Air Ministry (or Admiralty or War Office for Royal Navy and Army). I always give full figures and explanations.

RETIRED or RETIRING OFFICERS are advised to consult me in regard to House Purchase, Investment of Capital, and the advantages of commuting half Retired Pay.

OTHER INVESTMENTS. The factors affecting the problem include personal preferences for high yield, or the hope of capital appreciation ; the degree of risk acceptable ; existing investments. I shall be glad to discuss your problem and make recommendations.

SURTAX and ESTATE DUTY. Suitable action can greatly reduce the burden. If these problems are at all large, let me advise you how to increase your net income AND net estate.

GENERAL INSURANCES. We also arrange Kit, Motor, Winter Sports and all other Insurances in the best markets.

Brigadier
R. T. Williams

R. T. WILLIAMS LTD.

Major
T. F. Williams

2, DUKE STREET, BRIGHTON

Telephone Brighton 28181 (2 lines)

Member of the Services Insurance Brokers Association

SWIMMING

With the completion of the new swimming pool, the training facilities this season were greatly improved, but very few people took any advantage of them. The swimming and water polo teams were supported by eleven cadets. Owing to these small numbers, only one team could be run. However the previous year's fixtures were unaltered.

The season began with some very tough fixtures. The match against City of London School was a foregone conclusion as it is the premier swimming school in England. Matches were won against B.R.N.C. Dartmouth and lost against Sandhurst. There was the usual very exciting and enjoyable fixture against the team's old rivals, Newcastle R.G.S.

The highlight of the season was the match against the Guernsey Swimming Club in Guernsey. Despite the extremely cold water the match was very close indeed, the College losing by a small margin. The water polo team was defeated.

The success of the water polo team was less marked this year than last but this was due to the large changes that took place and the lack of experience. However the team played well.

It was some time before the team became accustomed to the size of the new pool but subsequently some good times were recorded ; notable swimmers were Tyndall in the freestyle and backstroke events and Presland in the 110 yards breast-stroke.

Swimming colours were awarded to Cousins, Lewis, Presland, Duckenfield, and Tyndall. Water polo colours were awarded to Lewis and Duckenfield.

RESULTS

	Swimming	Water Polo
Bedford School	Won	Lost
City of London School	Lost	—
Newcastle R.G.S.	Lost	Lost
B.R.N.C. Dartmouth	Won	Won
Newcastle R.G.S.	Won	Lost
Workshop College	Lost	Won
Oundle School	Lost	Won
R.M.A. Sandhurst	Lost	Lost
Bishop's Stortford School	Lost	Lost
Welbeck College	Won	—
Guernsey Swimming Club	Lost	Lost



ATHLETICS

The athletics team has enjoyed a successful season this year, with some exciting matches and close finishes. The field events were particularly strong, and four new College records were established in the throwing events. The runners also played their full part having gradually improved their times. This augurs well for the next season.

The first match was against the strong opposition of Nottingham Athletics Club and Leicester College of Art and Technology. The College lost to two very strong teams of runners. The team improved, and won its next two matches against Worksop College and Carre's Grammar School. The Sandhurst and Dartmouth match followed. Despite the improvement the team had shown, it came second to Sandhurst, but beat a Dartmouth team which included several Royal Navy representative athletes. Nearly all events, and particularly the sprints, were closely contested, the scores finishing at 134, 100 and 93. Cooper and Weaver won the shot and discus, respectively, setting records which both were to break later in the season.

The next match against Nottingham University and a weakened Nottingham Training College was

won fairly comfortably, but, when Cranwell met the latter's full team later, the match was finally decided in the last event when the Training College won the relay. In this match Gray broke the javelin record. The team won its next fixture against two local clubs, Lincoln Wellington A.C. and South Lincolnshire A.C., but lost to Bomber and Flying Training Command in a triangular match at R.A.F. Wittering. In the same week, the Milocarians gave the team a good match, which the College won only as a result of the relay race. The last match of the season was with Guernsey Island A.C., the team flying over in company with the College swimming team. Although handicapped by a shortage of athletes as a result of one aircraft cancellation, the team won.

Colours have been awarded to Piggott, Sierwald, Haddock, Moore, Warner, Seymour and Gray.

Results :—Sixteen teams were met in ten matches, and all but six were beaten.

Records broken during the season were :—

Discus (138ft. 5½ins.) Shot (41ft. 0ins.)
Hammer (122ft. 2½ins.) Javelin (174ft. 1in.)

CRANWELL-HENLOW ROAD RELAY

Another chapter has now been added to the comparatively new history of the Cranwell to Henlow road relay race. The original challenge came from Henlow in November, 1961, when they suggested a maximum of 10 runners to take a baton from the steps of Henlow College Mess to the same point at Cranwell, or vice versa. The route was to be limited to roads marked on one-inch Ordnance Survey maps and the baton was to be returned within six months of delivery.

Cranwell did well to reduce the initial time of eight hours 19 minutes taken by Henlow to seven hours 43 minutes on their first return run in October, 1962. Henlow showed a certain amount of tactical planning when they, not only returned the baton in a new time of seven hours 28 minutes, arriving in the middle of Inter-Squadron Athletics, but also timed it so that Cranwell's chances of returning the baton within the specified time would be limited to the last three weeks of the Athletic season, or the first three weeks of the Cross Country season.

The only convenient day for the race was found to be Sunday, 21st July. An earlier reconnaissance had revealed extensive road repairs in and around Peterborough so the previous route had to be drastically altered. After Peterborough we followed the A.1. as far as Sandy, then took the B.658 to New Town and finally the A.6001 to Henlow.

The runners were paced and encouraged by the presence of four cyclists. Our medical orderly, S.A.C. Slingsby also played his part in examining and helping to revive the runners at the end of each stage. The drivers as usual showed a high degree of efficiency and co-operation.

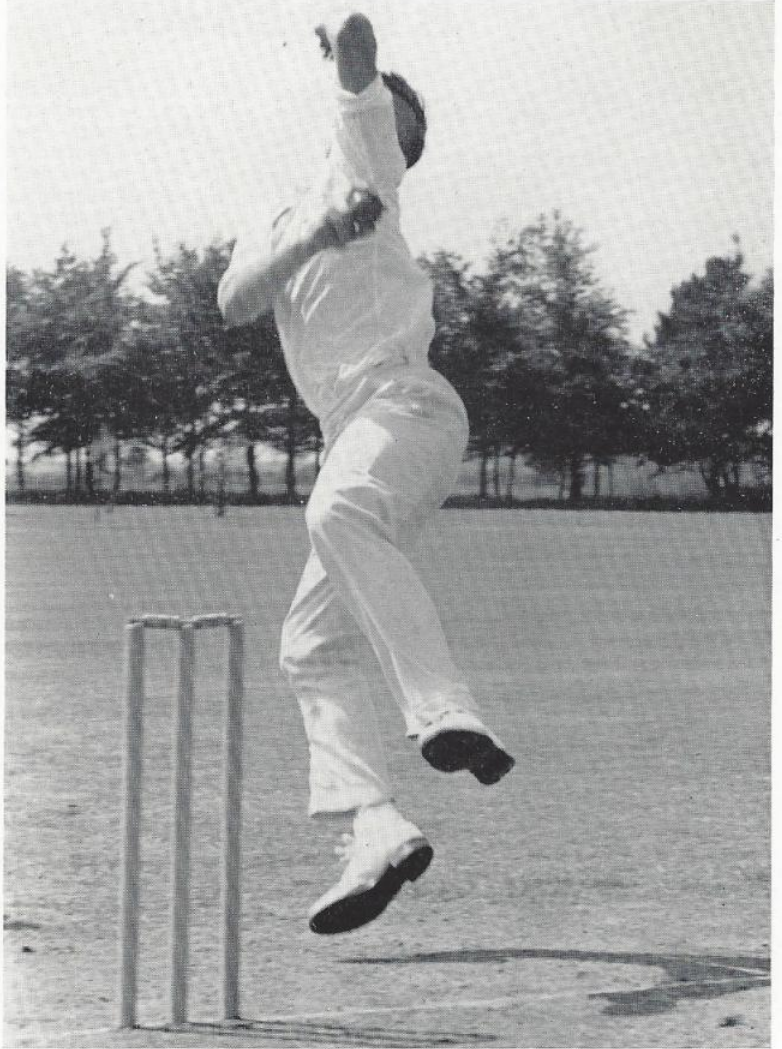
Sunday, 21st July, turned out to be very warm and sunny, and spirits were high when the race started at 8.30 a.m. By the end of the first 10 miles the team was three minutes ahead of the schedule planned to beat the previous record by 11 minutes. It had been decided that if the team found it impossible to keep up this schedule then half mile stages would be introduced for some of the runners until the time had been made up.

At the half-way mark, however, we were nine minutes ahead and although some measure of fatigue was apparent, and the sun directly overhead, this nine minute gain was held for the next 20 miles.

After 73 miles had been covered and soon after leaving the A.1 it was decided to use half mile stages in an attempt to beat seven hours for the run.

When we were within half a mile of Henlow, Cox took over the final leg and all the team were ready in position 400 yards from the steps of the College. The team arrived in V-formation—and what a formation! — with two of the cyclists riding through the rose bushes — in the new time of seven hours five minutes, a net gain of 23 minutes.

CRICKET



The College XI played 16 matches, of which seven were won, five lost, three drawn, and one abandoned. The five major games, against R.M.A. Sandhurst, B.R.N.C. Dartmouth, Old Cranwellians, M.C.C., and Adastrians, were all won. The match against Sandhurst was particularly memorable as it was the first time that the College has won this fixture. It was unfortunate that the team did not play as well in the remainder of the games. This was most noticeable with regard to the fielding, which fell below the required standard and it seemed that the desire to win was lacking. Credit must go to the captain, Holliday, for managing to infuse the extra effort into the team for the important occasions. His wicket-keeping throughout the season set an example to the team and on occasions reached a high standard.

Among the batsmen only Christy achieved any form of consistency and he featured in some useful stands with Holliday, Pearson and Irfan. None of these other batsmen was consistent and could be relied upon to score runs when needed. However, all played some very useful innings. The main fault in the batting was that the side never had a good opening stand and as a result the middle order batsmen had to play the side into a reasonable position before they were able to play their strokes.

As with last season an experienced spinner was lacking. French and Irfan both bowled well but one never felt that they controlled the game, and because of this the opening bowlers, Thorn and Christy, did the major part of the bowling. Thorn bowled well throughout the season and his performance against

the M.C.C. was the best fast bowling seen at the College for a long time. His figures for this match were 17 overs, nine maidens, nine wickets for 32 runs. Christy bowled intelligently from the other end and, as with his batting, was consistent and accurate. The rest of the bowling came from Earl, who was unable to produce the required variation against experienced batsmen.

Early in the season the game against Dartmouth produced some good fielding. The College was never in difficulties against the moderate Dartmouth team. Both Thorn and Christy bowled well and were responsible for Dartmouth being dismissed for 99. After a poor opening stand, the runs were scored steadily for the loss of five wickets.

The game at Sandhurst was unfortunately reduced by bad weather to a one-day fixture. The opposition batted first and again it was Thorn and Christy who took the wickets. The fielding in this game was the best of the season and only one possible catch was missed. Sandhurst was dismissed for the moderate total of 111. These runs were scored for the loss of four wickets with Christy scoring 60. With the heavy rain the previous day the wicket was slow, and the batsmen had to play cautiously, so this six wicket win was all the more creditable.

The College 2nd XI, captained by Bradford, had a poor season. The team was short of batsmen who had the ability to settle down. Of the 10 games played, three were won, three lost, three drawn and one abandoned.

The College 3rd XI, under the enthusiastic leadership of Liles, played entertaining cricket and were

too strong for their opponents. The most notable performance of the season was a century, scored by Swinney, out of a total of 170 for three declared against Carre's Grammar School. Of the five games played, four were won and one drawn.

RESULTS

1st XI Results, 1963

	College	Opponents
Cleethorpes C.C.	draw 131 for 7 dec.	94 for 2
Lindum C.C.	won 195 for 7	192 for 6 dec.
Loughborough		
College	lost 85	86 for 5
Ampleforth Coll.	draw 17 for 0	135 for 7 dec.
B.R.N.C.		
Dartmouth	won 102 for 5	99
Free Foresters	lost 155	213 for 7 dec.
Notts. H.S.	draw 139 for 9 dec.	88 for 8
Adastrians	won 204 and 193 for 7	290 for 8 dec. 103 for 3 dec.
Lincs. Gentlemen	won 151 for 7 dec.	129
Friars C.C.	lost 138 for 7 dec.	140 for 3
Old Cranwellians	won 227 for 8 dec.	144
Lincs. 'A' XI	lost 80	201 for 6 dec.
Old Nottinghamians	draw 179 for 7 dec.	158 for 6
R.M.A. Sandhurst	won 112 for 4	111
M.C.C.	won 63 for 4	62
B. H. Polley's XI	lost 101	140 for 9 dec.



Modern Pentathlon

The section has had a satisfactory season in which four competitions were entered, two pentathlons, a tetrathlon and a triathlon. Although no outstanding results were achieved, the individual scores of team members improved considerably over the season. This is encouraging as all will be still at Cranwell next season.

The College was placed second in a triangular match against Cambridge University and the London Pentathlon Club held at Cambridge. Three cadets competed in the Royal Air Force Tetrathlon Championships at Henlow and acquitted themselves creditably. In a triathlon event at Whitgift, the College was placed fifth out of seven teams but this was mainly due to poor fencing.

The most outstanding competition of the season was the Inter-Service College Match held at Cranwell on 7th and 8th July. This was the first time that Dartmouth had taken part for four years. The result was not finally decided until after the last event, cross-country running, and the competition ended in a victory for Sandhurst 'A' Team with Dartmouth second and Sandhurst 'B' Team third. Although the College team came last, its performance was satisfactory in all events except shooting where more practice is needed.

Rowing

Because of the large increase in members the Rowing Section was able to put four IV's on the river this season as well as a full-time sculler. Two new boats arrived, a four, which we shared with R.A.F. Syerston and a tub pair.

Rowing started in the Easter term, giving us the opportunity to select the crews for the summer and obtain valuable practice.

The first engagement of the summer term was the R.A.F. Bumps Races at Huntingdon. The first IV entered and did well, making four bumps and moving up from the Second to the First Division. This effort puts Cranwell in a good position for next year.

The race against B.R.N.C. Dartmouth was held on the Trent. The first IV's raced first and, after an early struggle, Dartmouth drew away to win by one and a half lengths. The Cranwell second IV was defeated by Dartmouth by two lengths.

During the mid-term break, the Section scratch four entered the Junior Fours at Chester Regatta but was knocked-out in the first round by three-quarters of a length after a very exciting race.

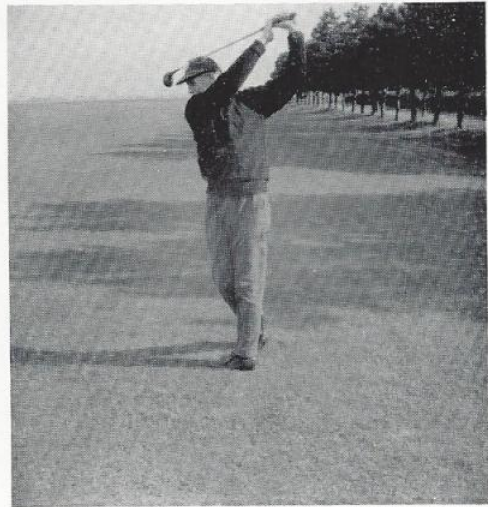
The R.A.F. Regatta was held at Huntingdon this year in very pleasant conditions. The College entered three fours and two scullers. The first IV entered the Senior Coxless Four event and lost in the final to the Oxford University Air Squadron crew. The third IV won two races before losing to North Luffenham in the semi-finals of the Maiden fours. The fourth IV were also beaten in the semi-finals of the Novice fours by North Luffenham 'B'. J. Hill went two rounds in the sculls and Featherstone one round.

Newark Regatta proved a disappointment, both IV's being knocked out in the first round in poor weather conditions. Similar conditions were ex-

perienced at the Huntingdon Regatta and the three IV's were out of the competition in the first round.

The weather stayed fine for the race against Henlow and three very exciting races were rowed. The first IV's raced in coxless boats and after a clash of oars, half-way down the course, Cranwell went on to win by three lengths. The second and third IV's both had very close races, Cranwell losing by one length and a quarter of a length respectively.

The end of the season was marked by the Inter-Squadron Rowing. 'C' Squadron were first, winning all three IV's races and one sculling event, 'B' Squadron were second, 'A' third, and 'D' last. Cox won the sculls.



Golf

The golf season proved to be the most successful to date. The side was captained by Mackenzie-Crooks and was not defeated once. The captain was the first cadet to be awarded colours for golf. In all matches the team was represented by the same six players, Mackenzie-Crooks, Pearse, Crowley, Grosset, Williams and Mason. In the away match against Sandhurst, the morning singles produced a draw with three matches each. In the doubles played in the afternoon the College won two matches out of three, ensuring victory by five matches to four.

The team achieved a three-nil defeat over the Old Cranwellians who had previously beaten the College. Against a powerful team of Cranwell officers, the team could only manage to draw three games each. With five of the team remaining, a successful and enjoyable season is anticipated next year.



SAILING

The Sailing VI finished the summer term having raced 12 matches, winning nine and losing three. The team normally raced Fireflies but were able to adapt themselves to different classes for away fixtures.

The first two matches, against Nottingham University and the London School of Economics were lost, but the team gained a great deal of experience from these first two matches and later on in the season defeated the London School of Economics.

The main match of last season was the triangular match at Bembridge, Isle of Wight, between Sandhurst, Dartmouth and the College. The Bembridge Yacht Club provided the officials and the use of their Bembridge One Designs which are open-cockpit keel boats. The trophy was presented by Lieutenant Commander Hodgeson to the winning team of a Sandhurst—Dartmouth fixture in 1953, and this event has taken place annually since that date. It was not until this year that the College was invited to make the fixture a three-sided one.

The College team consisted of McKinley as captain, Webster, Willman, Wright, McGrath and Seymour. All the members have to be qualified helmsmen as the crews must change for one race out of the three. After two exciting days sailing on the Solent the College won the trophy, and it was particularly pleasing that they should do this when competing for the first time.

Webster, Wright and Willman received their colours at the end of the season and, although McKinley has left the College, much the same team will be available to represent the College next season.

TENNIS

At the beginning of term, the College were in the fortunate position of having four regular members of the previous season's VI still available. With these players as a basis, practices were held on the first three half-days of term, to enable the selectors to choose teams.

The First VI started well, beating University College, London 5-4, and Jesus College, Cambridge 5-1, but then lost the next match to Rugby School 4-5. The next five matches were all won by a good margin, an especially notable victory being that by 9-0 against B.R.N.C. Dartmouth.

They lost 2-7 to Nottingham University and then, in a new fixture against Cumberland L.T.C. Hampstead, lost 3-6, but obtained the promise of another fixture next year.

In the next match, against R.M.A. Sandhurst another notable win, by 6-3, was recorded. This in fact was the First VI's last match and was a fitting end to a successful season.

The Second VI did not fare as well, and whereas the First VI completed the season unchanged, a number of players were tried in this team, in an attempt to find a suitable combination. However, despite the disappointing results, the general atmosphere was one of keenness and promises well for next season.

In the Inter-Squadron Competition, 'B' Squadron won the Cup, defeating all the other three squadrons, with 'A' Squadron second with two victories, and 'C' and 'D' Squadrons third and fourth respectively.

RESULTS

1st VI	played 12	won 9	lost 3.
2nd VI	played 8	won 2	lost 4

BASKETBALL

A new tradition is in the making at the College. From its beginnings here, just a few years ago, netball's grown-up cousin, basketball, has been a sport at which College teams have been most successful. This is quite in keeping with service-wide Royal Air Force achievements in the sport. In addition to developing a high standard of play within the service, the R.A.F. has provided players and coaches for England teams over a number of years now. It is most appropriate, then, that the College is establishing a reputation for fine basketball teams of its own. However, in spite of this growing acceptance of the College as one of the leaders in the field, frequent questions from the uninitiated indicate that for many of us associated with Cranwell the game is still a bit of a mystery. A brief explanation, therefore, seems to be in order at this time.

Basketball can be one of the most entertaining of sports to watch, and learning to enjoy it should be almost painless at the College. During the frigid winter months ahead, the game will be played in the warmth of the new gymnasium with comfortable seats available for spectators. Nevertheless, many potential supporters will likely feel that their lack of familiarity with this relatively lesser-known sport would make viewing it more of a chore than a pleasure. Not so. A very sketchy knowledge of the game and an awareness of only one or two small points to look for can make watching basketball at first intriguing, and then ever more enjoyable as spectating experience is gained.

As in many other team sports, there is a goal at each end of the playing area, one to be defended, the other to be attacked. To score the ball must go through the hoop—downwards—and each such “field goal” scores two points for the attacking team. In addition “free throws,” worth one point each if made, may be awarded to a player who has been fouled by a member of the opposing team. Essentially, then, a team's objectives are to gain possession of the ball, move it away from the goal being defended and toward the goal to be attacked, ultimately putting the ball down through the hoop. The shot at the basket may be attempted from anywhere in the playing area, at any time, by any player. There are no restrictions on the movement of defending players, and the only restriction on the movement of the attackers is that no attacking player may stay in the restricted area near the basket for more than three seconds at a time until the ball has been shot toward the basket. When the shot occurs the ball becomes a “free ball” possessed by neither team. To prevent the game from stagnating into a contest of “possession,” the team holding the ball is required to shoot at the basket within 30 seconds after gaining possession, but, since this is a surprisingly long time (the next time you watch a soccer or a rugby match notice how much happens during a 30-second period) a shot usually is attempted well before this time limit. When a defender fouls an attacker (you will easily discern the nature of the fouls as you watch the game) the fouled player shoots one or two “free throws,” depending on the nature of the foul, from a position directly in front of the

basket. For “free throws” the players of both teams must stay out of the restricted area until the ball touches the hoop or the backboard, and the defending team is permitted to take the end positions nearest to the basket. A final point on the play of the game is that no player may run with the ball, so that there is great emphasis on passing and “dribbling,” the latter being a means of moving the ball while walking or running by continuously bouncing (but never catching, holding, or “palming”) the ball as you move.

So far, so good. You know, in a general way, what the mad jumble of ten players and one or two officials (called referees) are trying to do. But how can you keep up with, much less enjoy, the antics of this wild group. The first secret is to start by looking at one team only. Note the players' numbers, or, if they have no numbers, their unique characteristics (red hair, slight paunch, off-colour shorts, etc.).



Discover a unique characteristic

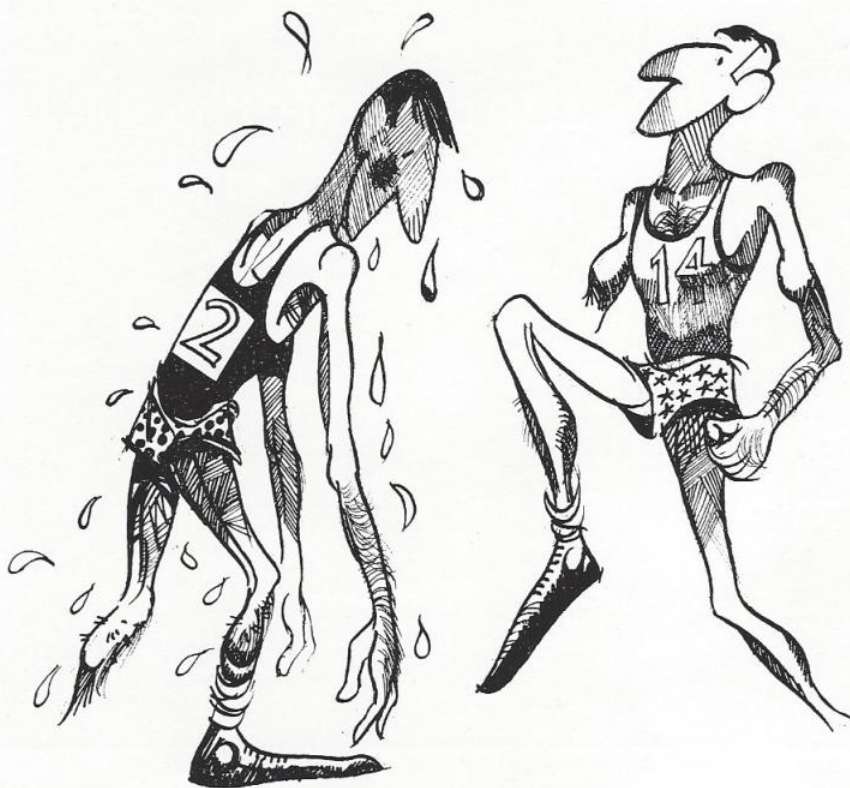
Now the trick is to see what consistent pattern each player establishes when on defence. Does he appear to mark one opponent at all times, no matter where that opponent goes on the floor, or does he stay in a particular area of the court guarding any and all opponents who come to that area? The answer here tells you whether or not the team is playing a “man-to-man” defence (the former case) or some form of “zone” defence, described as “2-1-2,” “3-2,” etc., based simply on the positioning of the defensive players in the defensive area. In most games at the College last year both “zone” and “man-to-man” defences were seen and the same may be expected this year. You will be surprised at how little practice is required to spot which type of defence is being used.

Having established the defence being used by a team the next point to note is the consistent pattern which each player moves in when on the attack. Does he always bring the ball up the floor by “dribbling”

or by passing back and forth with a team-mate ; or does he run in advance of the ball to a position near the basket ? Does he try to speed ahead of all the others, on a "fast break," in hopes of receiving a long pass and scoring an easy "lay-in" basket ? This is quite possible since there is no "offside" penalty in basketball. Is he good at "dribbling," passing and shooting, or is he a bit awkward ? By this time you know a great deal about one team, and should turn your attention to the other team, following a similar plan, identifying each of the five players first, fixing their defensive method in your mind and finally noting their attacking skills. The interesting thing is that each time you try this you will find it coming more easily and more quickly. If you think that your limited experience with basketball makes the whole proposition too difficult, then try the same analytical technique while watching some other team sport, like soccer or rugby for example, with which you are more familiar. You will very likely find that you are seeing player and team moves that you were not fully appreciating before.

The greatest thrills for you, as a spectator, arise in the subsequent play of the game. You have determined the defensive alignment of each team and you have also assessed the attacking capabilities of the players. Now you are prepared to observe the contest in detail. You will soon discover the techniques and methods which one team uses to overcome the defence of the other, and vice versa. And, now that you can make out more clearly the attempts by one team to penetrate the defences of the other, you will find that you are also able to note changes in the attack, when they occur, as well as defensive adjustments designed to minimize a weakness which is being exploited.

The possibility does exist for you to enjoy watching an action sport which you have most likely never played and, perhaps, have never even observed before. Included in the College fixture list each year are some excellent matches which should be exciting and enjoyable to watch. When next you have the chance, watch the College basketball team adding a new facet to Cranwell's tradition of victory in sports.



Free substitution of players is allowed

