

THE
ROYAL AIR FORCE
COLLEGE



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SPRING 1964

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**THE
ROYAL AIR FORCE COLLEGE
JOURNAL**

SPRING 1964 VOL XXXVI NO. 1

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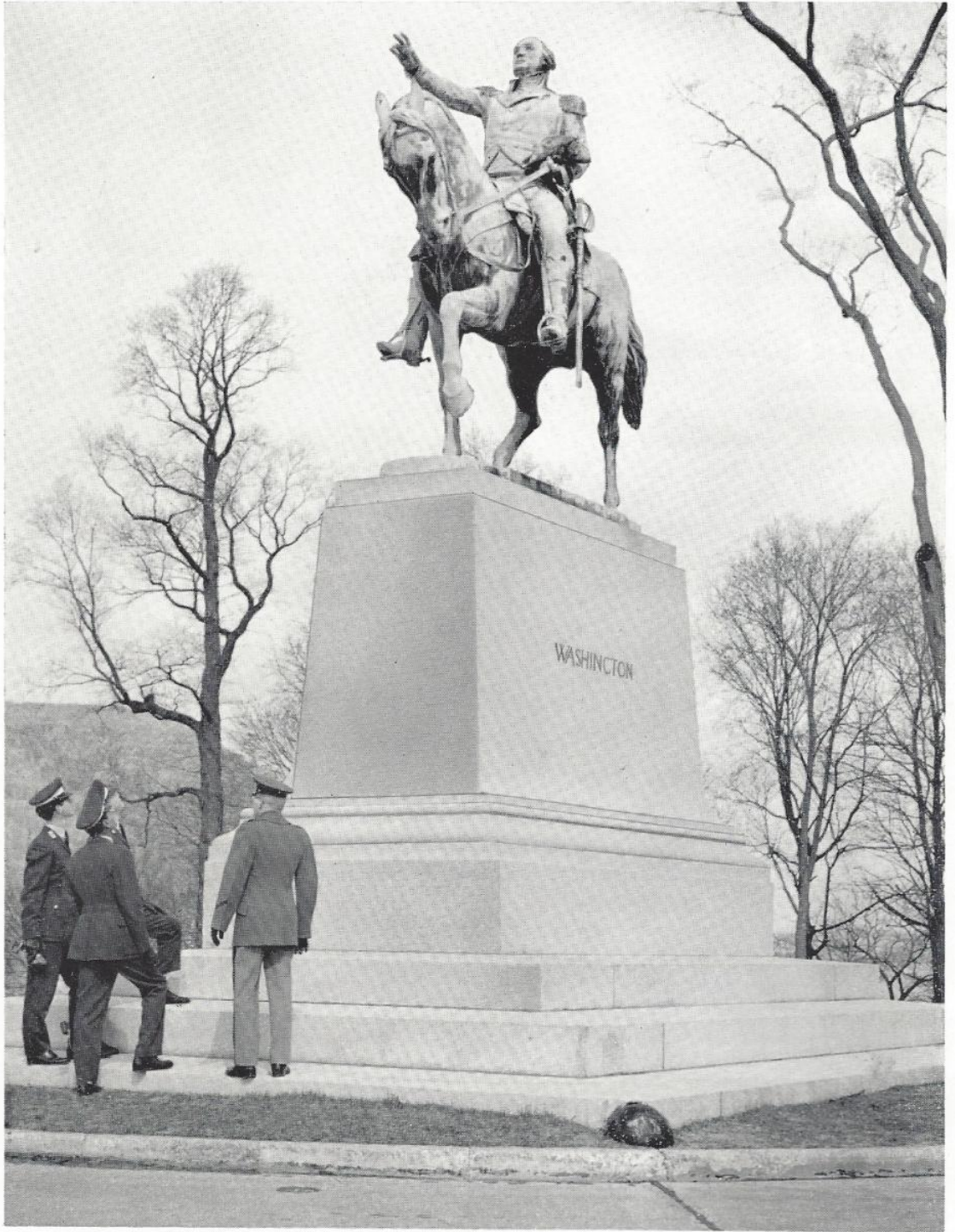
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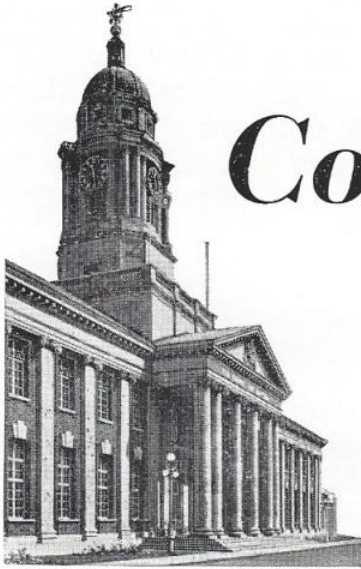
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Flight Cadets at West Point (See page 89)



College Notes

A congratulatory message was sent by the College to the Commandant-in-Chief on the occasion of the birth of her son. Her Majesty most graciously replied by telegram as follows :—

“ I and my husband thank your officers, flight cadets and airmen of the R.A.F. College Cranwell most sincerely for your kind congratulations on the birth of our son.”

Elizabeth R
Commandant-in-Chief.

At the beginning of the Autumn Term there were 289 cadets on roll at the College. They comprised 223 pilots, 23 navigators, 28 Equipment, 13 Secretarial, and 2 R.A.F. Regiment cadets. There was no new entry in January 1964, No. 90 Entry arriving in April.

At the beginning of the Spring Term there were 251 cadets on roll, comprising 196 pilots, 19 navigators, 23 Equipment, 11 Secretarial, and 2 R.A.F. Regiment cadets.



On 5th February 1964, the Royal Air Force College celebrated the 44th anniversary of its foundation, and a special Service of Thanksgiving and Intercession was held in the Chapel of St. Michael and All Angels. On the previous Sunday, the Queen's Colour of the Royal Air Force College had been paraded to Church for a Thanksgiving Service conducted by the Lord Bishop of Maidstone and Bishop to the Forces, the Right Reverend Stanley Betts, M.A. This anniversary had a special significance, for it seemed to mark the end of the old Cranwell and the beginning of the new. The familiar three-term system was to give way to two 20 week terms a year beginning in April 1964, and the next 18 months would see the introduction of a new syllabus of training and the arrival of the Technical College from Henlow.

Though the more senior members of the staff had been involved in the planning for these coming events, officers of the junior and middle ranks had so far had little opportunity to consider the many problems involved. To put everybody fully in the picture and to facilitate an exchange of ideas, the Commandant called a staff conference in the Whittle Hall on Tuesday, 7th January 1964. The aim of the conference was to discuss aspects of the Cranwell — Henlow merger and the proposed syllabus changes. All officers and civilians of officer rank attended. Group Captain J. A. R. M. Reid, Wing Commander W. S. Tew and Wing Commander T. R. Harris, O.B.E., from the R.A.F. Technical College, Henlow were also present.

After a short introduction by the Commandant, the Station Commander, the Assistant Commandant, and the Director of Studies, assisted by their staffs, each gave a short presentation on the new syllabus and its implications. After a break for coffee in the College, Wing Commander Tew gave a lecture on the task of the R.A.F. Technical College.

The last hour of the morning was devoted to a presentation by Squadron Leader P. B. MacCorkindale, the Plans Officer for the Cranwell - Henlow merger, on the amalgamation programme. An article based on this talk will be found elsewhere in *The Journal*.

After lunch in the College, the conference reassembled in the Whittle Hall for the discussion period, which was chaired by the Commandant. A variety of subjects, ranging from flight cadets' private study periods to sports facilities, was discussed. The conference adjourned at 1630 hours, having fully achieved its purpose : all who attended left the Whittle Hall fully aware of the problems facing themselves and others in instituting a workable two-term system with a revised syllabus, and in accomplishing a smooth and efficient merger.



The Queen's Colour was paraded on four occasions during the Autumn Term. On 15th September 1963, the Colour was handed over to 'A' Squadron after the Battle of Britain Church Parade. The Colour was paraded on the Remembrance Day Service on 10th November, and on the Passing Out Parade of No. 84 Entry on 17th December, 1963.



General Rouquette, Commandant of L'École de L'Air, Salon, inspects the Parade

During the Spring Term the Queen's Colour was first paraded on 2nd February 1964, at the Founder's Day Church Parade. At the Commandant's Parade on 7th March, the Colour was handed from 'A' to 'B' Squadron and the salute taken by General Rouquette, Commandant of L'École de L'Air. The final parade of the Queen's Colour was on 11th March 1964, to mark the birth of a son to Her Majesty the Queen.



It was another successful season for College sport. In the annual fixtures with the Royal Military Academy, Sandhurst and the Britannia Royal Naval College, Dartmouth, the College won both basketball and shooting matches and the soccer match against Sandhurst. The rugby, soccer and cross-country teams won their matches against the Royal Air Force Technical College, Henlow.

The record for the inter-College road relay race of 82 miles from Cranwell to Henlow was broken when ten runners from the College carried the baton in relays over the distance in the excellent time of 7 hours, 5 minutes.

The Basketball team has had a good season, which included a visit to Germany. The rugby teams' visit to Guernsey resulted in victories for both first and second teams over Guernsey R.F.C. Two soccer matches were played against youth professional teams — though they were both lost, these fixtures gave the team some very valuable experience.

The hockey team produced a better overall standard of play this season. Two important victories were those against a B.A.O.R. team (during a tour of Germany) and against a Flying Training Command officers' team.

Among several notable individual achievements was the selection of two cadets to represent Flying Training Command in the Royal Air Force Swimming Championships.



Group Captain A. C. Deere, D.S.O., O.B.E., D.F.C., and Bar, A.D.C., who has been Assistant Commandant of the Royal Air Force College for the past year, became Air Officer Commanding No. 12 (East Anglian) Sector, R.A.F. Fighter Command in March 1964 with the acting rank of Air Commodore.

Those of us who were fortunate enough to serve at the College during Air Commodore Deere's short stint as Assistant Command-

ant will not forget. It seemed no coincidence that his tour overlapped that of his fellow countrymen, the All Blacks. Their respective tours had much in common.

We wish him and his charming wife and family, good rugby, good bridge and good fortune.



Group Captain G. C. Lamb, A.F.C.

The new Assistant Commandant of the R.A.F. College is Group Captain G. C. Lamb, A.F.C., previously Deputy Director of Administrative Plans, Air Ministry. He joined the R.A.F. in 1941, trained in Canada, and for 10 years served in Flying Training and Transport Commands. On the re-opening of the R.A.F. College after the war he became assistant Chief Flying Instructor. He was awarded the A.F.C. in 1947 whilst at the Empire Central Flying School. In 1948-49 he was in No. 47 Squadron, flying Hastings on the Berlin Air Lift. After service in Egypt and at the Air Ministry, he attended No. 15 Course at the R.A.F. Flying College prior to commanding No. 87 Squadron (Javelins) at R.A.F. Bruggen, Germany.

Group Captain Lamb has represented Flying Training and Transport Commands at rugby, and was secretary of the R.A.F. Rugby Union for 1954-58. He is currently an active member of the first-class panel of the London Society of Rugby Union Referees.

The *Journal* extends its welcome to him and his family and hopes they will enjoy their stay at Cranwell.



On Sunday 8th December 1963, the Reverend T. R. Quin preached his last sermon in St. Michael's Church and took leave of the College after more than three years as Senior Chaplain. Padre Quin arrived at Cranwell in September 1960, in succession to the Reverend Ashton, at the beginning of a memorable period in the history of the Church of England at Cranwell. He was intimately concerned with the building of the new church of St. Michael's, and watched its progress from foundation stone to dedication by the Lord Bishop of Lincoln on 1st June 1962.

He will be especially remembered for his sincerity, his dedicated approach to his job and his attention to detail. He maintained a keen and active interest in the life of the College, and supported all cadet functions. He was a familiar figure on the touch line ; his enthusiastic support for the rugby team on one memorable occasion almost resulted in the postponement of a wedding ceremony. Many of the staff and flight cadets at Cranwell have experienced his warm friendship and his understanding of their problems.

With the departure of Mrs. Quin, the Choral Section has lost one of its keenest and most experienced members and there are many who will remember with pleasure the enjoyable musical evenings which she organised in her home. We wish them both a very happy tour in Changi.

He has been succeeded by the Reverend J. H. Wilson, who was formerly in the Air Ministry. Padre Wilson started his R.A.F. service at Cranwell, and served here from 1951 to 1952. We welcome him back to Cranwell, and wish him, Mrs. Wilson and their children a most enjoyable tour here.



Congratulations from *The Journal* go to Flight Sergeant N. S. B. Reynolds who was awarded the B.E.M. in the New Year Honours List. Apart from his normal duties in the Technical Wing he has been very active in other fields and distinguished himself by gaining major awards in the last Annual R.A.F. Hobbies and Crafts Exhibition.



Visitors to Cranwell during the Autumn and Spring Terms included :—

On 26th September 1963, a party of 32 Air Attachés.

From 26th to 28th September, one officer and five cadets from the Royal Military College, Breda.



The Party of Air Attachés

On 3rd and 4th October, the Assistant Commandant, Group Captain G. B. Walford, O.B.E., members of the Directing Staff and students of the R.A.F. Staff College, Andover.

On 7th October, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A., Commander-in-Chief Flying Training Command, to present the Inter-Command M.T. Efficiency Competition award.

On 10th October, the Headmasters of the College, Eastbourne,

Ardingly College, Merchant Taylors' School, Wycliff College, Wyggeston Boys' School, Westminster City School, and Watford Grammar ; the Careers Masters of George Watson's College, Wellington School, Edinburgh Academy, Mill Hill School, and Loretto ; the Rectors of Leith Academy, the High School, Dunfermline, Glasgow Academy, and St. Andrew's High School, Fife ; and the C.C.F. Masters of Oundle and Stowe.

On 14th October, Mr. H. Hynd, M.P. for Accrington.

On 21st October, the Senior Air Staff Officer, Flying Training Command, Air Vice-Marshal R. C. Ayling, C.B.E.

From 21st to 23rd October, a party of 27 schoolboys.

On 30th October, Rear Admiral B. A. Samson, Indian Navy.

On 31st October, the Commandant General of the R.A.F. Regiment, Air Vice-Marshal B. A. Chacksfield, C.B., O.B.E., A.F.R.Ae.S.

On 13th November, Professor Yang from Korea.

On 15th November, Brigadier A. J. Deane-Drummond, D.S.O., M.C., and a party of officers and officer cadets from the Royal Military Academy, Sandhurst.

On 26th November, Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C., to present the Royal Air Force M.T. Efficiency Trophy.

On 16th and 17th December, Air Chief Marshal Sir Walter G. Cheshire, K.C.B., C.B.E., A.D.C., to present the Wings and Prizes to No. 84 Entry, and Air Chief Marshal Sir Edmund G. Hudleston, G.C.B., C.B.E., A.D.C., as Reviewing Officer on the Passing Out Parade of No. 84 Entry.

On 4th February, 1964, the Director of Work Study, (and Chairman of the Battle of Britain Fighter Association), Air Commodore A. R. D. MacDonell, C.B., D.F.C.

On 21st February, Captain J. E. L. Martin, D.S.C., R.N., Captain of the Britannia Royal Naval College, Dartmouth.

The Commandant, Mr Hynd and the Director of Studies



On 27th February, the Commandant, Air Vice-Marshal, D. J. P. Lee, C.B., C.B.E., members of the Directing Staff and students of the Royal Air Force Staff College Bracknell.

On 4th March, the Sub-Committee "E" of the Estimates Committee of the House of Commons.

From 5th to 7th March, the Commandant, General de Brigade Aerienne M. Rouquette, seven officers and 27 cadets of L'École de L'Air, Salon.

On 12th March, Brigadier-General Skaer, U.S.A.F., United States Air Attaché.

On 3rd March, Wing Commander J. L. Wallace, O.B.E., Director of Music for the Royal Air Force.



On 16th November 1963, there was a change of Station Commander on the posting of Group Captain G. F. Reid, D.F.C., to India. Group Captain Reid came to Cranwell on promotion in August 1961 from Royal Air Force, Coningsby, where he had been Officer Commanding Operations Wing. Over and above his many Station commitments, he soon involved himself in many aspects of College life. He will be especially remembered for his keen interest in the operational efficiency of the Station, in its backing of the cadets' professional training and activities, and for his sincere concern for airmen's welfare. He was ably supported by Mrs. Reid whose sterling efforts on behalf of local and national charities will not soon be forgotten.

Group Captain Reid's tour at Cranwell was cut short to enable him to take up at short notice his new appointment as Air Adviser to the British High Commissioner in New Delhi. He has a wide knowledge of India, Pakistan and Afghanistan, having been a Royal Air Force Instructor to the Royal Afghan Air Force in the early post-war years. We wish him and Mrs. Reid the best of fortune in their new environment.

The new Station Commander is Group Captain D. C. Lowe, D.F.C., A.F.C., who was associated with the Equipment and Secretarial Wing during its early days at Digby. Group Captain Lowe joined the Royal Air Force in 1940, and was trained as a pilot in America. On return to England, he flew Wellington and Stirling aircraft in operations against Germany, Italy and Occupied France. He was awarded the Distinguished Flying Cross in 1943.



*Group Captain D. G. Lowe,
D.F.C., A.F.C.*

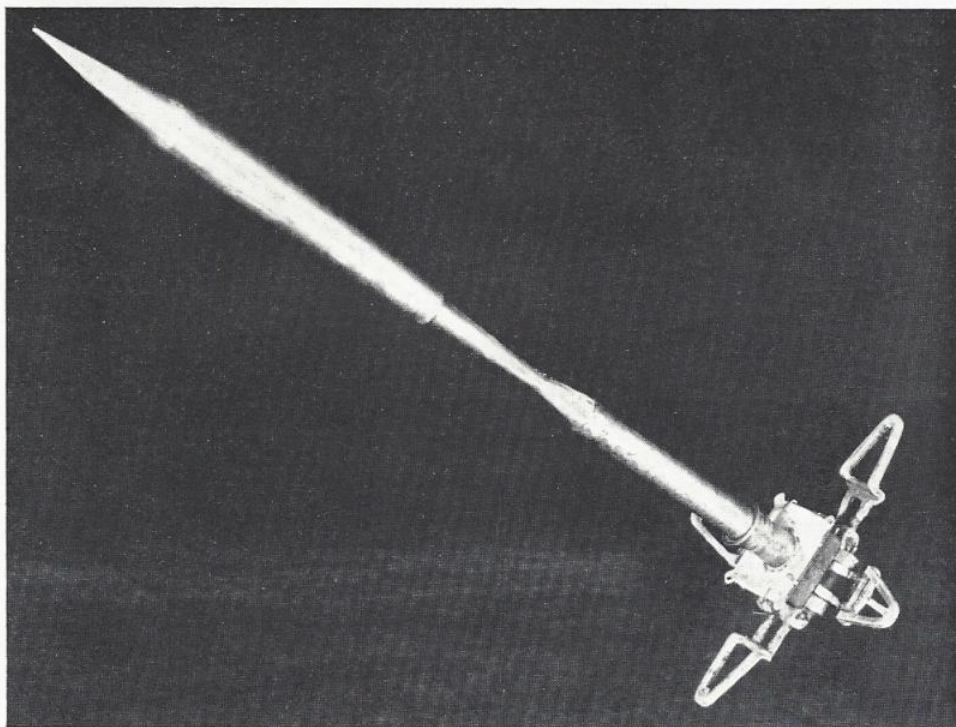
After attending a Flying Instructors' School he returned to Bomber Command as a Wellington Q.F.I. at No. 26 O.T.U. This was followed by further instructional duties on the staff of the Bomber Command Instructors' School, Examining Wing C.F.S., No. 237 (P.R.) O.C.U. and No. 231 O.C.U. He was awarded the Air Force Cross in 1946.

At the end of the Andover Staff College Course in 1955, he went to the Directorate of Operational Requirements at Air Ministry. In addition to work on the Canberra B(1)6, B(1)8 and P.R.9, he had the interesting task of preparing a new operational requirement for a Canberra replacement, later to be known as the T.S.R.2 aircraft.

After attending the Flying College Course, he returned to Bomber Command in 1959, to take over command of No. 148 Squadron, flying Valiants at Marham.

Group Captain Lowe joins the College from Omaha, Nebraska, where he has been on exchange duties for 2 years with the Headquarters of Strategic Air Command.

At a small ceremony in the College during the Autumn Term, Wing Commander R. Hollingworth, a retired officer living in Lincoln, presented the College with a number of articles associated with the First World War. Two of the objects were of special interest : a complete blade from a four-bladed R.E.8 propellor made up of alternate laminations of walnut and mahogany (two woods very rarely combined) and an anti-Zeppelin flechette about eight inches long. The flechette, dropped from an aircraft flying above an enemy Zeppelin, penetrated the outer skin and caused the airship to burst into flames.



The Ferris Drill Trophy was won by 'C' Squadron in November 1963 with a score of 252 points out of the 300 allocated. 'B' came second, 'A' was third, and 'D' fourth. The competition was judged by a party from H.M.S Excellent, Whale Island, under Commander R. S. Falconer, R.N.

The Junior Drill competition, held on 4th March 1964, was won by 'A' Squadron, with 'C' second, 'B' third, and 'D' fourth. The competition was judged by members of the Senior Entry.

The Richard Pye Trophy, awarded annually to the Section of the College Society Outdoor Group which shows the most enterprise and efficiency in the planning and organisation of its vacation activities, was awarded in December 1963 to the Canoeing Section for their Rhine trip made the previous Summer. The geographical survey of Mykonos was specially commended for the unusual nature of the activity and for the meticulous way in which it was executed and reported. Both activities were featured in articles in the last issue of *The Journal*.

The Hennessy Cup, awarded to the Squadron with the best average result on the Training Camp, was awarded to 'C' Squadron of No. 88 Entry for their Summer Training Camp in Cyprus.



S.A.C. Dunham of the M.T. Flight at Cranwell won the K. C. Turner Trophy and the class "A" eliminator of the Lorry Driver of the Year Competition held at Leicester last July for the North Midlands Area. S.A.C. Dunham joined the Royal Air Force in 1960 and though he has been driving for only four years already holds two safe driving diplomas. Congratulations from *The Journal* for showing that Service drivers can compare favourably with the best in the country.



During the Autumn and Spring Terms the Cranwell Little Theatre presented *The Big Killing* by Phillip Mackie on 8th November, and *The Rape of the Belt* by Benn Levy on 4th and 5th March. The Dramatic Section of the College Society performed *The Zodiac in the Establishment* by Bridget Boland on 10th December. The Choral Section gave us the now traditional informal concert on 3rd December, Gilbert and Sullivan's *Patience* on 9th and 10th March, and a most successful innovation, a Christmas Anthology of carols and seasonal passages of poetry and prose in St. Michael's Church on 13th December.

These are reviewed elsewhere in *The Journal*.



Flight Lieutenant A. Mills, M.B.E.

With the departure of Flight Lieutenant Arthur Mills, M.B.E., the College Physical Fitness Officer, on his posting to R.A.F. Germany, the College loses someone who during an exceptionally long tour of six years became part of the sports tradition at Cranwell. During his time here, the College achieved notable successes against Sandhurst and Dartmouth : for the first time, in one season, Cranwell beat Sandhurst, Dartmouth, the Free Foresters and the M.C.C. at cricket. Similarly for the first time, in single seasons, Cranwell beat both Sandhurst and Dartmouth at rugby and soccer. In 1962 the College was unbeaten in all the ball games against Dartmouth, and only lost one game to Sandhurst, an outstanding achievement considering that Sandhurst has four times as many cadets, and Dartmouth three times as many from whom to select representative teams.

Arthur Mills would be the last to claim personal credit for these and other victories which were the result of good organization and team work. However, there can be no doubt that his example was an inspiration to everyone concerned with College sport. His hard work, enthusiasm, and cheerfulness earned him an M.B.E. in the New Year Honours List for 1964. Mrs. Mills will be missed from

the Cranwell Kindergarten School where she was a most valued teacher. We wish them both the best fortune in Germany.



Space does not permit valedictory notes on all officers who have left Cranwell since the last issue of *The Journal*, though many of them have given outstanding service.



There have been two major staff changes in the Equipment and Secretarial Wing. We welcome Wing Commander F. S. R. Johnson, O.B.E., as Chief Equipment and Secretarial Instructor. He comes to the College after a tour of duty as Officer Commanding No. 113 Maintenance Unit, Nicosia. His predecessor, Wing Commander A. Cockman, has retired from the Service and is settling down near Weymouth where he intends rejoining his old firm of accountants. We wish him well in his retirement.

Squadron Leader A. C. Kirk who was the Senior Secretarial Instructor has gone to Andover on the Staff College Course, and we welcome Squadron Leader V. J. W. M. Lawrence, an Old Cranwellian, as his successor.



Chief Technician H. G. W. Pegg, affectionately known as "Bill," has said farewell to the Royal Air Force College, and to the Royal Air Force, after a Service career of 44 years, beginning and ending at Cranwell. He joined the Royal Air Force as a boy at the age of 17 and completed an aircraft rigger's course at Halton in 1920. On the completion of his training course he was posted to No. 45 Squadron in Egypt. He returned to the United Kingdom in 1926 for training as a pilot at No. 2 Flying Training School, Digby and was awarded his wings at Cranwell in 1927 by the late Lord Trenchard. He spent the final years of his service in the Cadet Instructional Workshops, where his wisdom and experience proved invaluable.

Once again the M.T. Flight at Cranwell has made good its claim to be the best in the Royal Air Force by winning the R.A.F. M.T. Efficiency Trophy for the second year in succession. Cranwell has now carried off this trophy three times in the last five years, a remarkable achievement considering that no other unit has won it more than once. The station was selected to represent Flying Training Command in the competition after winning the Inter-Command Trophy for the fourth time.

The Air Ministry Trophy was presented to the Officer Commanding M.T. Flight, Flight Lieutenant W. W. J. LeCount, M.B.E., by the Controller of Engineering and Equipment, Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C., at a ceremony on 26th November 1963. Air Marshal Sir John Baker-Carr said that if Cranwell went on winning the competition, they would have to think of moving the Air Ministry closer to the station to save travelling time. He also said that he would not like to bet against Cranwell winning the trophy again in 1964.

Air Marshal Sir Augustus Walker presents the Inter-Command Trophy



Lecturers who visited the College during the Autumn and Spring Terms included :

On 7th October, Squadron Leader E. S. Williams of the Intelligence Centre who lectured on " Resistance to Interrogation."

On 19th November, Mr. M. Stewart, C.M.G., O.B.E., of the Imperial Defence College who lectured on " Britain and China."

On 29th November, Sir Robert Cockburn, K.B.E., C.B., who gave the Trenchard Memorial Lecture entitled " Technology and Air Power."

On 27th January 1964, Mr. J. K. Quill, O.B.E., A.F.C., the Military Aircraft Sales Manager of the British Aircraft Corporation who lectured on the T.S.R.2.

On 24th February, Superintendent J. Cottingham of the Lincolnshire Constabulary who lectured on " The Human Factor in Road Safety."



The College's 44 years of existence is being underlined by the number of College servants retiring after long and loyal service.

Mr. Arthur Godson, a batman in the Officers' Mess, who joined Cranwell 24 years ago, retired in November 1963. The civilian staff of the Mess presented him with a wrist watch and a tobacco pouch. Mr. Jack Shepherd, who has been the Hall Porter for 40 years, also retired in November. After service with the Army until 1918, he transferred to the R.A.F. which he left in 1929 after six years at Cranwell. After a short holiday he returned as a civilian Hall Porter, which post he has held ever since. The Station Commander, Group Captain G. F. Reid, D.F.C., presented him with a cheque from the officers, and the Mess Manager, Mr. J. C. Middleton-Stewart, presented a pocket watch and tankard from the staff.

Mr. Charles Wright was the third member of the Mess staff to retire this year. His association with Cranwell began in 1916 when he joined H.M.S. Daedalus as a cabin boy. He has worked since for the old Works Department, as an Air Ministry Constable, as a batman, and finally as a waiter. On his retirement he was awarded the Imperial Service Medal.

On 24th January 1964, Mr. Frederick Green retired after almost 44 years' service as Head Batman of ' B ' Squadron at the College. Mr. Green was the last of 11 batmen to come to Cranwell in 1920 from Sandhurst. He was awarded the B.E.M. in 1957 for his services. At a small ceremony in the College, the Commandant, on behalf of



Group Captain Reid and Mr. Wright



The Commandant and Mr. Green



Wing Commander Cook and Mr. Godson



The Commandant and Mr. Shepherd

the members of the Old Cranwellian Association, presented Mr. Green with a 14in. silver Chippendale salver on which is engraved the College Coat of Arms. Among other gifts was a wrist watch from the civilian members of the staff.

To each go the thanks of *The Journal* for their services and the wish of a long and pleasant retirement.



On Saturday 7th December, a party of twelve flight cadets from No. 88 Entry set off from South Ferriby on the Humber in an attempt to walk the 50 miles along Ermine Street to Byard's Leap in 24 hours. Five flight cadets completed the march in the early hours of Sunday morning in well under 24 hours. The first group back, Flight Cadets Dale and Roberts, achieved the remarkably fast time of 13 hours 45 minutes.



From 2nd to 10th September 1963, the Riding Section of the College Society took a team to R.A.F. Gutersloh.

The Natural History Section sent four members to the Natural History Museum on 2nd November, and four spent the week-end of 18th to 20th December birdwatching on the Wash.

Three officers and eighteen cadets spent part of the Christmas vacation skiing at Ancelle as guests of the French Air Force.

During the Easter vacation the Canoeing Section entered six cadets in the Devizes to Westminster race.

College sports teams were also travel conscious. The football team played in Guernsey in October, followed by the rugby team in February. The hockey team visited R.A.F. Bruggen in October, and the basketball team played R.A.F. Geilenkirchen in November.



On 11th February 1964, the Belvoir Hunt met at the College.

The traditional meet of the Per Ardua (R.A.F.) Beagles was held at the College on Saturday 15th February 1964. The customary stirrup cup was served by the College staff at the Main Entrance before the Master, Air Commodore L. Levis (ret'd.), his whippers-in and hounds moved across the playing fields towards Welbourn Heath. Later they recrossed the High Dyke into the Temple Bruer area where the whippers-in were kept busy as a succession of fresh hares came into view. When the Master blew for home just before dark the meet returned for tea in the College, where officers and cadets acted as hosts to the civilian followers.

Among those present were the Commandant and Mrs. Lyne, Group Captain and Mrs. Lowe, cadets, and some thirty civilian followers.



The R.A.F. Equitation Association's major annual award, the President's Cup, has been awarded to Flight Lieutenant G. N. Martin, a lecturer in aerodynamics, for his outstanding services to R.A.F. Equitation in 1963. Flight Lieutenant Martin was Secretary of the Association and Director of the 1963 Championships.



In an atmosphere of friendly rivalry the first of what is intended to be a regular series of clay pigeon shoots took place during the autumn of 1963 between local farmers and members of the Cranwell Shoot. The eight-strong teams shot under tricky weather conditions, a wind powerful even by Lincolnshire standards making it very difficult to judge the flight of the clays. The final score for the first round showed a win for the farmers by two points. However, in the follow-up round, held at the farm of Mr. Walter Banks, the farmers left no doubt about their superior marksmanship, defeating the Shoot by a generous margin.

After the opening round an engraved shield was presented by the Commandant to Mr. Cis Bristow (Cranwell village) Captain of the winning team.





The Battle of Britain Trophy, presented by the Battle of Britain Fighter Association to perpetuate the memory of the Battle of Britain, is awarded to the flight cadet of the Senior Entry judged to be the best aerobatic pilot. The trophy represents a crane taking off, symbolic of the spirit and purpose of the award, and is in lightly oxidised silver mounted on a base. The crane is an integral part of the College crest, taken from the coat of arms of the de Crane Well family to whom the land on which the College stands originally belonged.

The first winner of the trophy was Under Officer J. G. Kendrick of No. 83 Entry to whom it was presented at the Wings and Prizes Ceremony at the Whittle Hall on 29th July 1963. Air Marshal Sir Augustus Walker was to have handed it over but he turned to Group Captain Alan Deere and asked him to present it instead.

The second winner was Senior Flight Cadet M. J. Hughes of No. 84 Entry in December 1963.

The trophy was presented to the College by Air Commodore A. R. D. MacDonell, C.B., D.F.C., Chairman of the Battle of Britain Fighter Association.



In December the College learned that it had won the Senior Division of the Mounsey Trophy for swimming. A total of 426 personnel (officers, airmen, and cadets) qualified from an average daily strength of 1383. This gave the College a percentage figure of 32.48. This is an excellent result and reflects great credit on the officers, Warrant Officers, and senior N.C.Os. concerned with the training and supervision of swimming.



Commendations have been awarded to the following personnel of the College :

Flight Sergeant I. B. M. Murray and Corporal J. A. Harper received the Air Officer Commanding-in-Chief's Commendation, and the Air Officer Commanding's Commendation went to Warrant Officers A. Dobbie, C. Henderson, and H. Jepson, Flight Sergeant W. T. Brown, Sergeant M. E. Perkins, Junior Technician D. Linton and Mr. T. Bailey.

Groups of flight cadets following specialised training made a series of visits as part of their courses of study. The Equipment cadets were by far the most mobile and their visits included :—

From 24th September 1963, to 4th October, three cadets of No. 84 Entry to R.A.F. Kirton-in-Lindsey for a study of the latest automatic data processing supply procedures. Five cadets of No. 85 Entry visited R.A.F. Waddington for four days to gain practical experience of 'V' Force Supply Squadron work, and six cadets visited the Shell Oil Refinery at Stanlow.

On 14th October, three cadets of No. 84 Entry to R.A.F. Abingdon and the Army Air Transport Development Centre, Old Sarum to gain practical experience of Air Movements procedures and techniques.

On 21st October, two cadets of No. 86 Entry to No. 27 M.U., Shawbury to study aircraft storage.

From 12th to 15th November, Equipment cadets of No. 84 Entry to Welford, Chilmark, and Air Ministry to receive instruction on storage methods.

From 25th to 29th November, two cadets of No. 86 Entry to R.A.F. Leconfield to study supply procedures in a Fighter Command Unit.

From 2nd to 6th December, five cadets of No. 85 Entry to R.A.F. Hendon, the Port of London, and Gatwick to study supply methods. Three cadets of No. 84 Entry visited R.A.F. Kirton-in-Lindsey and the demolition range at Theddlethorpe as part of their explosives training.

On 14th January, 1964, two cadets of No. 86 Entry to the refinery at Stanlow.

From 20th to 24th January, five cadets of No. 85 Entry to R.A.F. Kirton-in-Lindsey.

On 27th January, six cadets to No. 16 M.U., Stafford for practical experience of an A.E.D.

From 3rd to 6th February, two cadets of No. 86 Entry to R.A.F. Waddington.

From 10th to 14th February, five cadets of No. 85 Entry to R.A.F. Lyneham for practical experience of an Air Movements Terminal Organisation.

From 24th to 27th February, five cadets of No. 85 Entry to the Royal Ordnance Factory, Chorley, to observe the manufacture and testing of explosives.

On 27th February, five cadets to a packaging course at the Ministry of Aviation.

On 2nd and 3rd March, four cadets of No. 87 Entry to the refinery at Stanlow to study automatic data processing methods.

Visits made by the R.A.F. Regiment cadets included :

On 12th November 1963, a liaison visit by two cadets to the R.A.F. Regiment Depot, Catterick.

On 19th November, two cadets to the R.C.A.F. combat survival exercise "Swift Travel" at Strasbourg which lasted until 24th November.

From 5th to 15th January 1964, two cadets to a special junior officers' weapon and field firing course at Catterick.

From 22nd January to 12th February, the R.A.F. Regiment cadet of No. 86 Entry attended a Signals Instructor's course at Catterick.

Service visits made during the two terms included :

From 4th to 7th September 1963, six cadets of No. 87 Entry to No. 242 O.C.U., Thorney Island, and six cadets of No. 86 Entry to R.A.F. Marham.

From 25th to 28th October, eight officers and twenty flight cadets to the Royal Norwegian Air Force Academy (Luftkrigsskolen), Trondheim at the invitation of the Norwegian Ministry of Defence.

On 8th November, nine Senior Entry flight cadets, pilots and navigators, to Geilenkirchen on a navigational exercise.

On 12th November, four navigation cadets of No. 84 Entry to R.A.F. Waddington for a demonstration of Vulcan aircraft equipment, and *on 15th November*, four to R.A.F. Kinloss to see navigational equipment on Shackleton aircraft.

On 2nd December, thirty Senior Entry flight cadets to the Central Fighter Establishment, Binbrook.



Several visits and courses were arranged to supplement the College syllabus.

On 3rd to 6th September 1963, four flight cadets visited aircraft factories in the Isle of Wight, Bristol and Swindon.

On 19th September, ten flight cadets attended an all-day symposium at University College, London.

On 4th October, four flight cadets attended a week-end course in German at the Albert Mansbridge College, Leeds.

On 14th October, four flight cadets of No. 88 Entry 'B' Stream joined four 'B' Stream students of No. 87 Entry on a visit to the R.A.E. Bedford under arrangements made by the R.A.F. Technical

College, Henlow. Two flight cadets of No. 87 Entry also visited Bedford on 25th October.

On 23rd October, four flight cadets attended the R.A.F. Colloquial Examination in Russian at the Joint Services School of Languages, Tangmere.

On 3rd December, four flight cadets of No. 87 Entry visited the House of Commons.

On 7th and 8th December, twelve flight cadets attended a week-end course at the University of Nottingham in preparation for the Civil Service Commission's Linguist and Interpreter Examination in French.

On 13th December, four flight cadets visited Dowty Rotal Ltd., at Gloucester to supplement Science instruction.

From 12th to 16th January 1964, four flight cadets of No. 88 Entry 'B' Stream visited the R.A.F. Technical College Henlow for practical work concerned with aerodynamics.

On 15th January, thirty two flight cadets attended a lecture on specialised automobile engineering at Leicester University.

On 31st January, eight flight cadets attended a symposium at the Royal Aeronautical Society on the subject, "The Physical Principles of Hovercraft."

On 5th February, thirty flight cadets visited the Owen Engineering Factory (B.R.M.) at Bourne.

From 7th to 9th February, three flight cadets attended Leeds University for a residential course in German. One cadet of No. 89 Entry attended a week-end course on fan and propellor design at Airscrew-Weyroe Ltd., Weybridge.

On 8th February, ten flight cadets attended a week-end course at Nottingham University in preparation for Linguist and Interpreter examinations.

On 17th February, ten flight cadets attended the Civil Service Commission's Linguist Examination in French and German.

On 2nd March, four flight cadets of No. 85 Entry attended a lecture on the Decca Navigator at the Derby branch of the Royal Aeronautical Society.

On 10th and 12th March, four flight cadets attended a lecture at King's College London to supplement their War Studies.

On 18th March, three flight cadets of No. 87 Entry 'B' Stream visited the Rover Car Co. Ltd., to supplement science instruction under the College Syllabus.





Visiting preachers since the beginning of the Autumn Term were :—

On 15th September 1963, The Bishop of Grantham, The Right Reverend Anthony Otter, M.A.

On 13th October, for the Harvest Festival, The Reverend J. W. Hanson, M.A., Rector of Manby and Officiating Chaplain, Royal Air Force.

On 17th November, The Venerable Martin Sullivan, M.A., Arch-deacon of London.

On 19th January 1964, The Reverend L. J. Ashton, Assistant Chaplain-in-Chief, Flying Training Command.

On 2nd February, the Founder's Day Service, The Bishop of Maidstone and Bishop to the Forces, The Right Reverend Stanley Betts, M.A.

On 8th March, The Right Reverend Colin Dunlop, Dean of Lincoln.



We record with regret the death on 15th March 1964 — the day before his 52nd birthday — of Mr. R. H. Swabey, Manager since 1962 of Messrs. Gieves' West Camp Shop. He died suddenly at Fleet at the start of his Easter holiday and was buried at Horsham. The Commandant was represented at the funeral and a wreath was sent by the College.

Mr. Swabey was well known to recent generations of flight cadets and to many serving officers. He — and his father before him — had represented the firm for many years in several parts of the United Kingdom.

Mr. Swabey leaves a widow and one son.

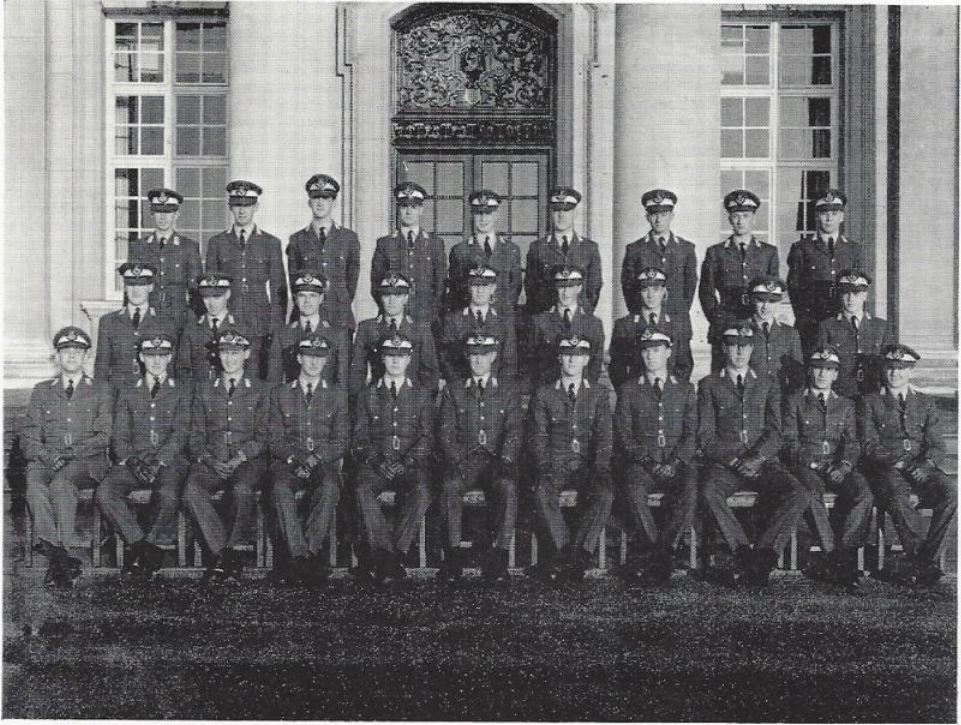
He has been succeeded at Cranwell by Mr. R. Young, for many years a senior representative of the firm in London.



**THE
PASSING-OUT
PARADE
OF**

No. 84 ENTRY





COMMISSIONING LIST

- M. B. M. CANAVAN, Senior Under Officer : The Dickson Trophy and Michael Hill Memorial Prize ; Fencing (Captain, Colours) ; Aeromodelling ; Jazz ; Go-Karting ; Film.
- J. A. CHESHIRE, Senior Under Officer : The Sword of Honour ; The J. A. Chance Memorial Prize ; Rugby (1st XV) ; Water-Skiing ; Dramatics ; Field Shooting ; Film.
- D. COUSINS, Senior Under Officer : Swimming (Colours) ; Basketball (Colours) ; Water Skiing ; Music ; Debating ; Film.
- A. E. J. WEAVER, Senior Under Officer : Philip Sassoon Memorial Prize ; Institute of Navigation Trophy and the Air Ministry Prize for Navigators ; L'École de L'Air Trophy for French Studies ; Athletics (Captain, Colours) ; Soccer (1st XI) ; Cricket (2nd XI) ; Mountaineering ; Field Shooting (Captain) ; French Society ; *Journal* Sub-Editor.
- J. C. BALL, Under Officer : Air Ministry Prize for Equipment Cadets ; Basketball (Colours) ; Athletics ; Tennis ; Photographic ; Film.
- G. R. HERRING, Under Officer.
- S. P. HUGHES, Under Officer : R. M. Groves Memorial Prize and Kinkead Trophy ; Royal United Services Institute Award ; Skiing (Captain, Colours) ; Canoeing ; Choral ; Film.
- M. R. JACKSON, Under Officer : Air Ministry Prize for War Studies and Humanities and the Royal New Zealand Air Force Trophy ; Riding ; Photography ; Music ; Film.

- A. G. MAHON, Under Officer : Rugby ; Athletics (Colours) ; Basketball ; Go-Karting ; Cadet Mess Secretary.
- G. J. D. MAYNARD, Under Officer : Rowing (Colours, Captain) ; Pot Holing (Captain) ; Choral ; Choir ; Music ; Debating.
- I. PERVEZ, Under Officer : Squash (Colours) ; Hockey ; Basketball ; Sub-Aqua ; Film.
- J. E. ROOOM, Under Officer : The Queen's Medal ; The Abdy Gerrard Fellows Memorial Prize ; Badminton (Vice-Captain, Colours) ; Gliding (Captain) ; Film.
- S. R. CHEW, Senior Flight Cadet : Gliding ; Sailing ; Photographic.
- J. T. CRAVEN, Senior Flight Cadet : Go-Karting ; Debating ; Engineering ; Film.
- D. L. T. EARL, Senior Flight Cadet : Soccer (Colours) ; Cricket (Vice-Captain, Colours) ; Skiing ; Field Shooting ; Motor.
- J. F. FISHER, Senior Flight Cadet : The Hicks Memorial Trophy ; Rowing (3rd IV) ; Badminton (2nd VI) ; Aeromodelling ; Film.
- D. J. HOLLIDAY, Senior Flight Cadet : Cricket (Captain, Colours) ; Soccer (Colours) ; Canoeing ; Film.
- M. J. HUGHES, Senior Flight Cadet : The Battle of Britain Trophy ; Squash (Captain, Colours) ; Canoeing (Captain) ; Mountaineering ; Film.
- T. E. L. JARROW, Senior Flight Cadet : Shooting (Colours) ; Soccer ; Cross Country ; Jazz ; Fine-Arts ; Motor ; French Society ; Film.
- K. R. F. LAMB, Senior Flight Cadet : Rugby ; Cross Country ; Badminton ; Tennis ; Aeromodelling ; Film.
- R. L. LILLEY, Senior Flight Cadet : Swimming (Captain, Colours) ; Water Polo ; Rugby (2nd XV) ; Soccer (2nd XI) ; Printing ; Motor ; Skiing ; Dramatic ; Film.
- J. T. J. McLEAN, Senior Flight Cadet : Badminton (Captain, Colours) ; Film (Secretary).
- K. O. N. PRICE, Senior Flight Cadet : Rowing (Colours) ; Rugby (3rd XV) ; Gliding ; Debating ; Photographic ; Film.
- P. E. REDDY, Senior Flight Cadet : Sub-Aqua (Captain) ; Skiing ; Gliding ; Jazz ; Film.
- J. S. ROBINSON, Senior Flight Cadet : Soccer (1st XI) ; Athletics (1st team) ; Hockey ; Fine Arts ; Engineering ; Mountaineering ; Water-Skiing ; Film.
- C. J. SLACK, Senior Flight Cadet.
- T. P. STOCKLEY, Senior Flight Cadet : Athletics (Colours) ; Soccer (2nd XI) ; Basketball.
- R. WALLIS, Senior Flight Cadet : Cricket (2nd XI) ; Hockey (2nd XI) ; Mountaineering (Captain) ; Music ; Film.
- M. A. WOOD, Senior Flight Cadet : Rugby (Vice-Captain, Colours) ; Athletics (Colours) ; Soccer ; Hockey ; Skiing ; Choral ; Radio ; Choir ; Dancing ; Film.
- M. R. YULE, Senior Flight Cadet.

WINGS AND PRIZES CEREMONY

Air Chief Marshal Sir Walter G. Cheshire, K.C.B., C.B.E., A.D.C., Air Member for Personnel, presented wings and prizes to the members of No. 84 Entry in the Whittle Hall on 16th December 1963. Introducing him, the Commandant said that he was welcome to Cranwell not only in his official capacity, but especially as a parent. He gave a short account of Sir Walter's career and mentioned that it had included a tour as Air Attaché in Moscow.

Sir Walter Cheshire then addressed his audience as follows :

“ Commandant, Commander-in-Chief, Ladies and Gentlemen, and Members of No. 84 Entry,

I always enjoy hearing my own autobiography on these occasions, but what the Commandant failed to tell you was that he was also an Air Attaché in Moscow.

As some of you may know, I have a contact in No. 84 Entry and I know that above all No. 84 Entry believes in brevity of speeches, and I hope I will be able to satisfy you.

Unfortunately I cannot satisfy the Commandant ; although I have tried to get some topical stories about 84 Entry the security training is so efficient that nothing has surfaced at all and I can only compliment you on your reticence.

First of all I would like to congratulate all the survivors of 84 Entry in completing three very arduous years. I know that the course here has had many hurdles, pitfalls and obstacles, and to have surmounted them must be very satisfying.

As I haven't any topical stories to tell you, I will have to turn to my own business (and indeed the business of all officers) — that is the matter of looking after your men.

In spite of progress in automation and electronics, man is still the most important element of the Royal Air Force. No series of ' black boxes ' has yet been invented which will replace man. The Air Force, ever since its inception, has drawn her men from all walks of life and all kinds of skill, and I believe that this is where the Air Force draws its strength because it has a variety of people who urge it on to look ahead and at the same time lead a body of individuals, which the Royal Air Force largely is. This is a difficult business, and it is the business of officers to lead, and this is what you in 84 Entry will become tomorrow. I think, in fact I'm sure, that in some ways we lag behind the Army, at least in man management. A very senior R.A.F. medical officer told me recently that when he was Commanding an R.A.F. hospital, which took Army patients, whenever a soldier arrived to be treated he was shortly followed by his Platoon Commander to try to discover what was the matter ; when an airman was admitted he was very rarely followed by his officers. I don't say that this happens everywhere, but it is a sad reflection, and I hope 84 Entry will realize that men require your interests in their affairs.

The first thing you should do is to get to know your men. Unfortunately the organization of the Air Force is such that the G.D. Branch which holds most of the commands, in its early stages commands very few men ; the other branches are luckier in this respect, but even if you are concerned immediately only with the groundcrew of your particular aeroplane, get to know them. I don't mean just to get to know their names, although that is quite a good start.

I think that the main problems that face airmen are very similar to those which face officers. The problem of promotion, of postings overseas, even married quarters, are common to all, and it is up to you to know what the problems and rules are concerning your particular airmen. If they come to you for advice and assistance you have gone far in your career as a leader because the view is that they will only do this if they can trust you.

In the past the Royal Air Force, apart from drawing officers and men from this country, drew a number from what was called the Dominions and is now called the Commonwealth and many of those have stayed in the Air Force and are now perched in some very secure positions. Since the war the trend has been rather reversed and although a number of Commonwealth students come to this country and are trained at Cranwell, they usually go back, and if they are New Zealanders they usually take the Sword of Honour with them. I'm glad to say the Sword isn't going quite so far this time !

I think too that we in the Air Force welcome not only the diversity of topics, but a few unorthodox topics (and I don't mean the Beatles, who perhaps now are not any more unorthodox !) ; original thinkers have a place in the Royal Air Force, and I can think of many

who have achieved great things. I also believe that there is no such thing as an 'Air Force type.' I said before that the Air Force is, in a way, a collection of individuals.

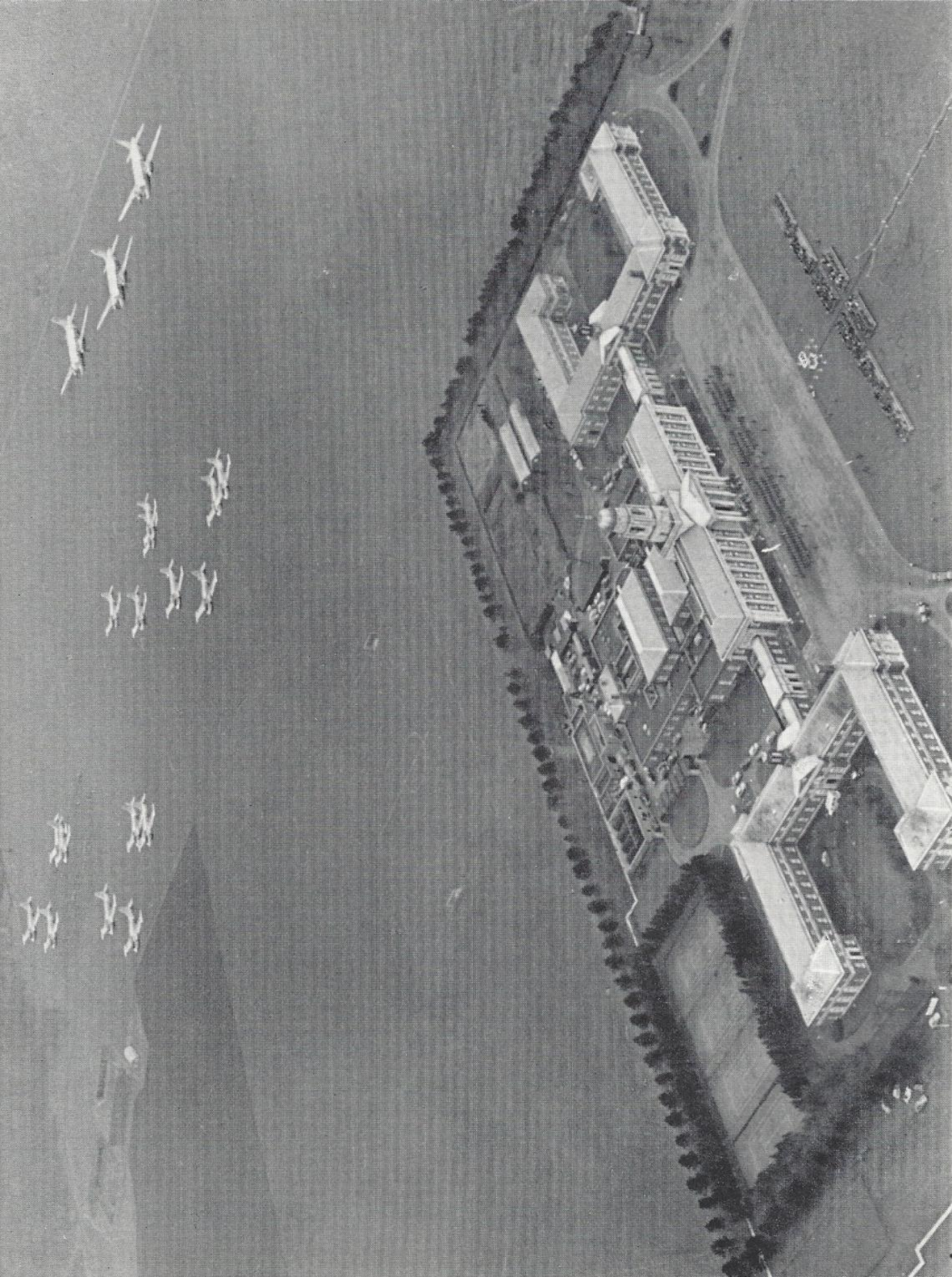
I think, especially dealing with airmen, the first requirement, apart from getting to know them, is obviously to get to know what makes them tick, or more important to find out why they don't tick, and you as leaders should make it your business to find out what this wrong or difficulty happens to be. If your airmen have to work long hours (and I hope none of you will ever use the expression 'overtime'), explain to them why they have to do this and then they will certainly respond to doing it. When there has been a failure of leadership in the past it has been followed by loss of discipline and morale. Certainly we had similar examples at the end of the last war when units were mixed up on V.J. Day and there were one or two near mutinies. I don't know whether you do shoddy subjects like mutinies here, but nevertheless they do happen — not in peacetime I'm happy to say. You see, therefore, that it is up to you to ensure that your men know.

I would like to say that the Royal Air Force is not divided into those who fly and those who don't fly : each is equally important. Now those who got their wings from me (not painfully I hope !) may like to know that these wings were first introduced 50 years ago (1913), half a century ago. For us in the Royal Air Force it is a very long time indeed and many things have happened since then. In those days, they got them after a very much shorter time than the three years that you do here. Furthermore, since we are on history, tomorrow is the sixtieth anniversary of the first flight by the Wright brothers. The longest flight carried out on that day was about 500 yards — you can see the progress made in that time.

The Air Force which you are about to join will shortly acquire new and advanced aeroplanes like the T.S.R.2 or V.T.O.L. fighter or a long distance transport aircraft. These are extremely modern developments and will require the highest category of men to fly and maintain them. As you leave here and embark on your various careers you have splendid prospects in front of you — I envy you, I wish I could start again. Make good use of these prospects and enjoy yourselves and you will go a long way.

Good luck to you all !





The Passing-Out Parade of No. 84 Entry took place on the morning of Tuesday 17th December, 1963. The Reviewing Officer was Air Chief Marshal Sir Edmund Hudleston, G.C.B., C.B.E., A.D.C., Commander Allied Air Forces Central Europe. The Parade was commanded by Senior Under Officer J. A. Cheshire and the Parade Adjutant was Under Officer J. E. Room. The four squadrons were commanded by Senior Under Officers D. Cousins, M. B. V. Canavan, and A. E. J. Weaver, and Under Officer I. Pervez.

As the Reviewing Officer approached the dais a formation fly-past of Jet Povosts and Valettas took place. After the Advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer J. A. Cheshire, the Queen's Medal to Under Officer J. E. Room and the Kinkead Trophy to Under Officer S. P. Hughes, and then gave the following address :

Gentlemen,

It is almost 35 years to the day when I last took part in one of these parades and it is a great honour for me to be your Reviewing Officer this morning.

Over the years that have gone by, Cranwell has built up an enviable and justifiably high reputation for the precision with which these parades are mounted and I congratulate you on maintaining that reputation.

Since I left here, the Air Force has grown and today is probably five times as large as it was when I passed out but that in no sense represents the change that has taken place ; in striking power, the quality of its equipment, and skill and efficiency of the crews it is incomparably higher than it was 35 years ago.

As you will expect, all this power which now vests in the Royal Air Force, power which in the long history of this country has probably never been so great in terms of armed forces, carries with it tremendous responsibility. Indeed it is no exaggeration to say that the Defence policy of this country depends wholly or largely on the Royal Air Force whether acting alone or acting in concert with the other two Services, and will assume a lot of responsibility with great trust and the high duties that goes with it towards our Sovereign, the country and the Service itself.

At the time that you are going into the Service there is a great deal of change going on and a great deal being done in the way of technological development, much of which you are familiar with, and this situation is in no sense new to the Royal Air Force. Indeed, throughout its existence, the change in new ideas and new equipment have kept the Service as a whole mentally and intellectually alert and young in outlook, and these two qualities have never been more important than they are at this time.

With new equipment coming, new ideas moving about, it will rest with you to exploit them to the utmost of your ability, and there is no doubt that with the training that you have had here you will be able to make the best of this new equipment as it comes into the Service.

It is important to remember, despite what you read and what you hear, that however good this equipment is, it is no better than the men who operate and direct it, and you therefore have a tremendous responsibility in that respect in ensuring that you get the best out of what you are given, in order that you can better your services and defend the country.

During your time here you have been set very high standards and those standards are the only ones that are good enough for the Royal Air Force. The complexity of the equipment and the tremendous power that rests with the equipment that you use demands the very best that you can give, and nothing else will do.

You will find the Service a hard taskmaster but you will also find that it is a very generous one and the more you put into it the more it will give you.

Gentlemen you have got a fascinating career ahead of you and I congratulate all those who are leaving the College today and entering the Royal Air Force, making it their career.

The only advice I can give is very old-fashioned and simple : play hard, work hard, and I can assure you that you will find the Service offers you throughout all your life a very full one.

Gentlemen, the best of luck to all of you.



Air Chief Marshal Sir Walter Cheshire and Pilot Officer J. A. Cheshire



*Under Officer S. P. Hughes
receiving the Kinkead Trophy*



The Prize Winners of No. 84 Entry





The Tree-Planting Ceremony



CADET WING LIST PROMOTIONS

No. 85 ENTRY

December 1963 :

'A' Squadron : Flight Cadet Senior Under Officer T. G. Thorn, Flight Cadet Under Officers J. S. Allison and J. A. Belson.

'B' Squadron : Flight Cadet Senior Under Officer J. M. Collier, Flight Cadet Under Officers P. B. M. Richards and A. K. Webster.

'C' Squadron : Flight Cadet Senior Under Officer C. Mitchell, Flight Cadet Under Officers M. D. de K. Findlay and A. Wade.

'D' Squadron : Flight Cadet Senior Under Officer M. G. Christy, Flight Cadet Under Officers P. J. Gray and A. M. Wills.

April 1964 :

'A' Squadron : Flight Cadet Under Officer J. Hughes.

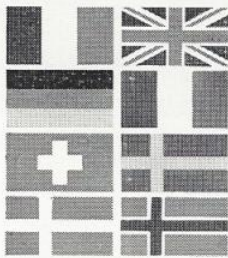
'B' Squadron : Flight Cadet Under Officer R. G. Pike.

'C' Squadron : Flight Cadet Under Officer D. C. Longdon.

'D' Squadron : Flight Cadet Under Officer R. B. Duckenfield.



TRIDENT OVER EUROPE



The Trident is now at your service on regular flights from London to Zürich, Nice, Geneva and Frankfurt, and soon to more and more European destinations. At the end of your first flight you will judge this to be one of the great passenger aircraft of our day. This three engined jet, with its extraordinary smoothness in take-off and flight, its endless provision for passenger comfort, is without question a triumph for Hawker Siddeley, Rolls-Royce, and BEA, for whose passengers the aircraft was specifically designed.

BEA

Trident

BUILT BY HAWKER SIDDELEY · POWERED BY ROLLS-ROYCE

OLD CRANWELLIAN NOTES



Photo : The Times

The Dedication of the New Book of Remembrance at St. Clement Danes Church

HONOURS AND AWARDS

The following Old Cranwellians received honours and awards in the New Year List and *The Journal* offers congratulations :—

Air Vice-Marshal D. R. Evans (30-32E) and J. G. W. Weston (27-28E) were awarded the K.B.E.; the C.B. was awarded to Air Commodore A. R. D. MacDonell (32-34E) and J. C. Macdonald (29-30E); Squadron Leader J. A. L. Crawshaw (54E) and Flight Lieutenants C. Crook (56E) and M. G. Tomking (56E) were made Members of the British Empire; and the Queen's Commendation for Valuable Service in the Air went to Squadron Leader D. Allison (60E).

PROMOTIONS

The *Journal* congratulates the following Old Cranwellians who featured in the January promotion list :—

Air Chief Marshal Sir Wallace Kyle (28-29E), Air Marshal Sir Donald Evans (30-32E), Air Vice-Marshal H. N. G. Wheeler (35-37E), Air Commodore P. de L. Le Cheminant (39E), Wing Commanders J. C. Atkinson (47E), A. B. Stinchcombe (46E), and K. A. Williamson (51E) and Squadron Leaders L. P. Adams (51E), D. Allison (60E), R. D. Bates (62E), K. R. Briggs (62E), D. S. Burrows (56E), A. H. P. Cornish (53E), P. H. Elton (58E), J. Farwell (62E), B. E. F. Faulkner (52E), E. D. Frith (62E), B. J. Goatley (52E), R. A. C. Goldring (63E), C. P. James (62E), C. S. Lim (59E), I. R. Martin (61E), J. McVie (67E), A. D. Meeks (64E), R. E. H. Neves (59E), C. J. Phillips (63E), K. B. E. Roberts (56E), I. A. G. Svensson (56E), C. C. Taylor (60E), J. H. Turner (65E), and J. R. Whittam (62E).

RETIREMENTS

One of the most famous Old Cranwellians left the service last December. The Royal Air Force lost a legendary figure when Air Chief Marshal The Earl of Bandon (23-24E) handed over command of Allied Air Forces Central Europe and retired to Ireland. However, as President of the Old Cranwellian Association he will not be allowed to escape entirely from the Royal Air Force. Already the tale is being told of the six salmon he caught in one day—could it be that he is to be as legendary in retirement as he was before? We wish him and his wife a long and happy retirement and look forward to seeing him for many years to come at the annual re-union.

News has also been received of the retirement of Air Commodore J. N. H. Whitworth, C.B., D.S.O., D.F.C., whose long and distinguished active career started when he joined 99 Squadron in 1931 from Cranwell (30-31E). His last two appointments were as Air Chief of Staff of the Ghana Air Force (1961) and from 1962 until his retirement as A.O.C. Hong Kong. Our best wishes go to Air Commodore Whitworth and to the following Old Cranwellians also recently retired :—

Group Captains F. E. Croce (33-35E) and H. J. Hobbs (32-34E), Wing Commander P. C. Lambert (36-38E), Squadron Leader R. P. McCormack (55E) and Flight Lieutenant A. A. Boyle (67E).



With great regret, we record the death on 17th April 1964 of Flying Officer Martin Stewart Herring. He was killed in a flying accident while serving with 43 Squadron in Aden. Flying Officer Herring was an Under-Officer in "A" Squadron of No. 81 Entry.

A Memorial Service was held in the College Chapel on Friday, 1st May 1964. The Lesson was read by his godfather, Marshal of the Royal Air Force Sir John Slessor, G.C.B., D.S.O., M.C.; the Address was given by Air Commodore E. D. McK. Nelson, C.B., Commandant of the College during Flying Officer Herring's Cadetship; Flying Officer Thomspson came from Aden to represent 43 Squadron.

MEMORIAL WINDOW

A memorial window has been installed in St. George's Church, Dorchester, in memory of Flight Cadet P. R. Tomes, who was killed in a flying accident at Cranwell in 1960. The window, which was commissioned by Flight Cadet Tome's mother, consists of three lights. The centre one portrays St. Francis, whilst one side carries the arms of Hardye's (his old school), and the other the coat of arms of the Royal Air Force College.

The window was dedicated at a service held on the 17th November, 1963.

NEWS OF OLD CRANWELLIANS

There seems to be a desire amongst Old Cranwellians to hide their lights under bushels. Those brief notes which notify a change of address could so easily contain a little more information.

This is not to say however that no-one keeps in touch. Group Captain J. Thompson (32-33E), who retired in 1950, wrote to say that he first spent six years as a Senior Scientific Officer at the Weapons Research Establishment. He then joined the Commonwealth Public Service, and is now the Regional Controller of the Department of Shipping and Transport in the State of South Australia. In spite of this apparent change of allegiance, he is quick to point out that he uses light aircraft and helicopters to service the navigational aids along the 2000 miles of coastline for which he is responsible.

Flying Officer D. M. O'Herlihy wonders whether the sun of Idris is affecting him since he is sure that he was at Cranwell from 1957 to 1959 although his name did not appear in the recently published list of graduates. He need worry no more — the mistake was ours and he really was in number 76 Entry.

Old Cranwellians in the news recently were Air Commodore B. P. Young (36-38E), on his appointment as Commandant of the Central Reconnaissance Establishment, Air Commodore J. M. N. Pike (35-37E) who has become a Director of Intelligence and Air Commodore P. de L. Le Cheminant (39E), appointed Director of Air Staff Briefing, both at the Air Force Department of the Ministry of Defence.

The following Old Cranwellians have recently joined the staff at Cranwell: Squadron Leader J. Farwell (62E) as O.C. 'B' and Squadron Leader J. D. Harvey (65E) as O.C. 'A' Squadrons. Squadron Leader V. J. W. M. Lawrence (52E) is the Senior Secretarial Instructor, Flight Lieutenant P. G. Biddiscombe (65E) is a flight commander and Flight Lieutenant P. F. Hunwick (65E) is the College Adjutant. Amongst the Old Cranwellians serving as flying instructors are Flight Lieutenants M. C. Turner (77E), J. L. Blackford (68E) and A. L. Roberts (74E).

We offer our congratulations to Squadron Leader J. A. McArthur (52E), Squadron Leader J. M. A. Parker (54E), Flight Lieutenants J. E. Brown (74E), A. R. Craig (63E) and E. J. Nance (71E), and their wives, on recent additions to their families.

LIST OF GRADUATES

Copies of the List of Graduates are still available from the Secretary. This little book is full of fascinating information and is well worth the investment of eight shillings and sixpence.



THE HENLOW-CRANWELL MERGER

This article is based on a talk given by Squadron Leader P. B. MacCorkindale, who is responsible for the planning and co-ordination of the merger, at a conference held in the Whittle Hall on 7th January 1964.

In 1959 the Commandants of the R.A.F. Technical College and the R.A.F. College made a combined study of Air Vice-Marshal Marson's report on the Technical College. As a result of their conclusions, the Air Officer Commanding-in-Chief, Flying Training Command recommended that a merger of the two Colleges was necessary to bring permanent General Duties and Technical Officers together and in particular to start them off in the Service with a common basic training. In March 1961, after the ways and means had been agreed, the Secretary of State for Air announced to the House that the two Colleges would be merged. He said, "Cadets of all branches will be trained together, and, in addition to achieving greater administrative flexibility we believe that the Service and the cadets of both branches will benefit by working under the same roof."

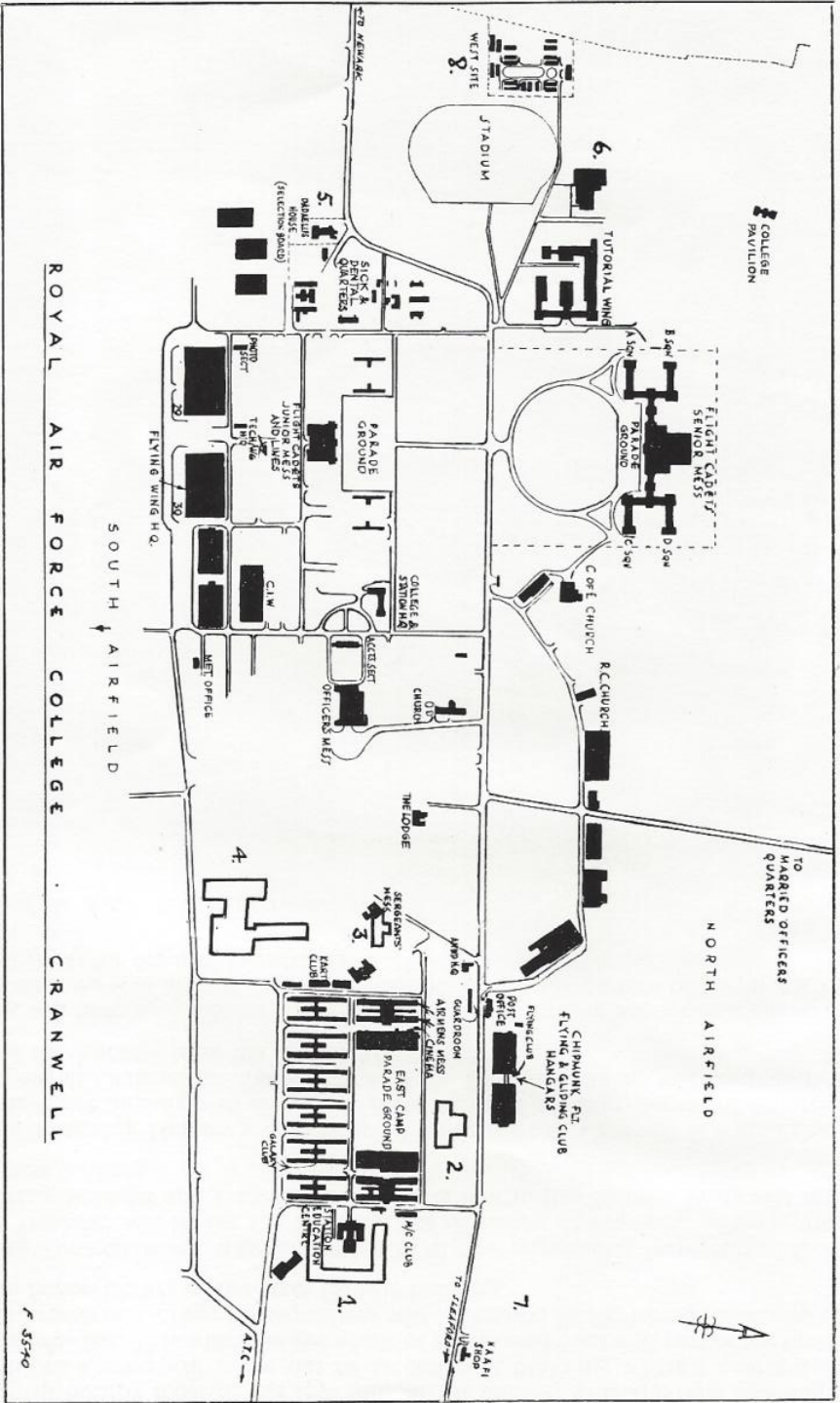
A Committee under the Chairmanship of Air Vice-Marshal, now Air Marshal, Sir John Baker-Carr was formed to continue planning the works service programme, to consider the best means of intergrading training, and the organisation necessary for the Cranwell of the future. As the Baker-Carr Committee's proposals are still *sub judice* they cannot be reported here. Nevertheless, whatever organisation is finally decided upon, the cadets of the Technical Branch will be fully integrated into the four existing squadrons of the Cadet Wing. They will all be called flight cadets and will stay at the College for three years. However, owing to the high grade academic content of the course which is complementary to the technical instruction, it is unlikely that any integration can occur in academics, except perhaps in Humanities and War Studies. After the Technical Cadet has been commissioned alongside his contemporaries of the other branches, he will continue his studies for the Diploma in Technology or Higher National Diploma for a further one and a half years. This phase of his course will be done within the Student Technical Officer Element at Cranwell and he will live in the new Student Officers' Mess.

Cadet entries 84 strong are expected to enter the College twice a year — 60 General Duties, Equipment, Secretarial and Regiment and 24 Technical. Discounting wastage, the planned peak cadet population is expected to be 504. The student officers, who will be undertaking engineering courses of varying length and type, some at post-graduate level, should reach a peak of 320 by 1969.

The first of the many building projects is now much in evidence just East of the Taj Mahal (the present Education Section) which is complementary to it. This three storey building will be 150 yards wide and the two wings 100 yards long. The intention is to replace the Taj Mahal and complete the square in ten to fifteen years time. The building will contain the Electrical and Weapons Systems and part of the Mechanical Engineering Wings, now at Henlow, together with Administrative Headquarters.

Plans for the building of the Aerothermodynamic Block, the Aircraft Hall, the Instructional Workshops, the new Students' Mess, and the extension of the present Officers' Mess, which were outlined in the Spring 1963 issue of the *Journal*, remain unchanged. 72 Officers' Married Quarters have just been built, 75 more just begun and 15 more approved. A N.A.A.F.I. sub-shop will be built in the area. 54 Airmen's Married Quarters are to be built at Cranwell, 100 will be made available at Winthorpe and 73 at Spitalgate.

To enable it to have its own specialist department and to allow maximum concentration in the Tutorial Wing of academic classrooms, the Equipment and Secretarial Wing has moved into buildings previously occupied by the Royal Air Force Selection Board. The ground floor (West) of Barrack Block 329 will be converted for the use of the Station Education Section.



SKETCH MAP KEY

1. The R.A.F. Institute of Technology.
2. The Airman's Mess.
3. New Sergeants' Mess.
4. New Student Officers' Mess
5. Daedalus House : Equipment and Secretarial Wing 6. Gymnasium and Swimming Pool.
7. New Children's School (open last year)
8. West Site : R.A.F. Regiment and Navigation Training

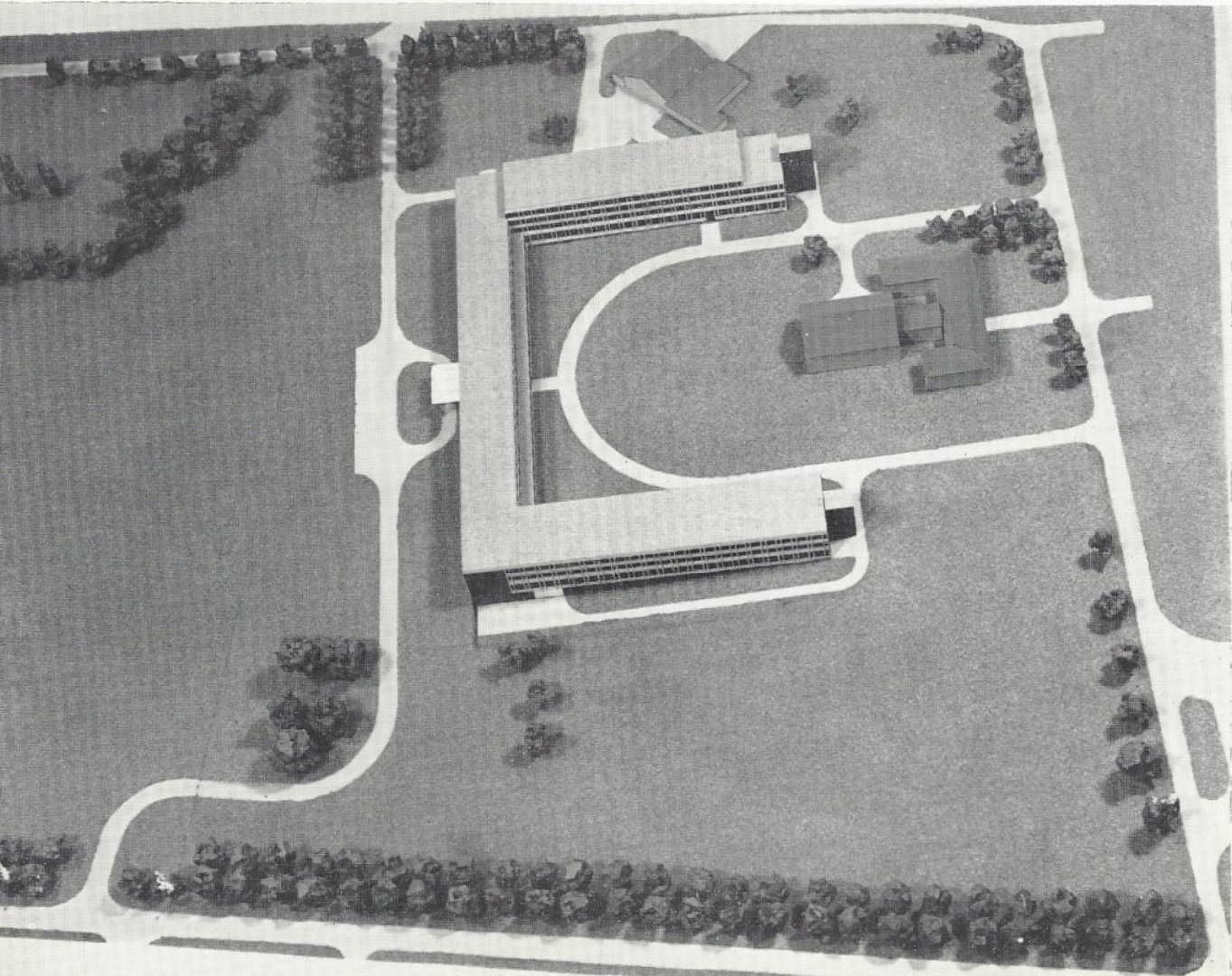
Cadet accommodation will be increased by using Daedalus House, and, it is hoped, by converting two more huts of the South Brick Lines which will be centrally heated. The Group planning staffs will occupy most of the top floor of the existing Headquarters building. The Telecommunications Centre will move out to an adjacent building, where a new automatic exchange will be installed. This will leave the whole of the ground floor and part of the first floor for Station Headquarters. College Headquarters will be housed in the former museum, memorial chapel and fiction library of the main College building.

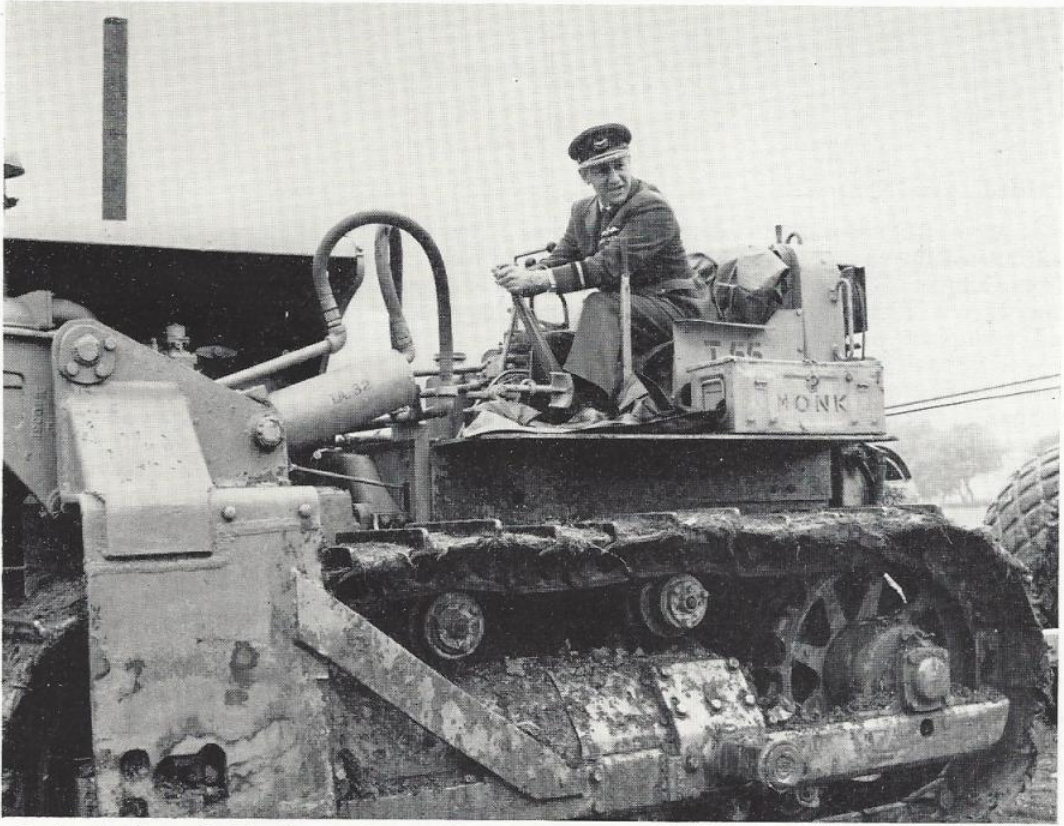
The existing Tutorial Wing, together with all the new engineering instructional facilities to be built for Henlow, will be for the common use of cadets and student officers. Broadly speaking, the Basic Sciences and Humanities will be taught in the Tutorial Wing and applied subjects in the new building.

The task of removing Henlow's vast range of equipment to Cranwell is formidable but plans for the move are already well advanced. Personnel and advance parties of departments will begin to arrive at Cranwell in April 1965, and the Technical Cadets will start training at the beginning of the Autumn term the same year.

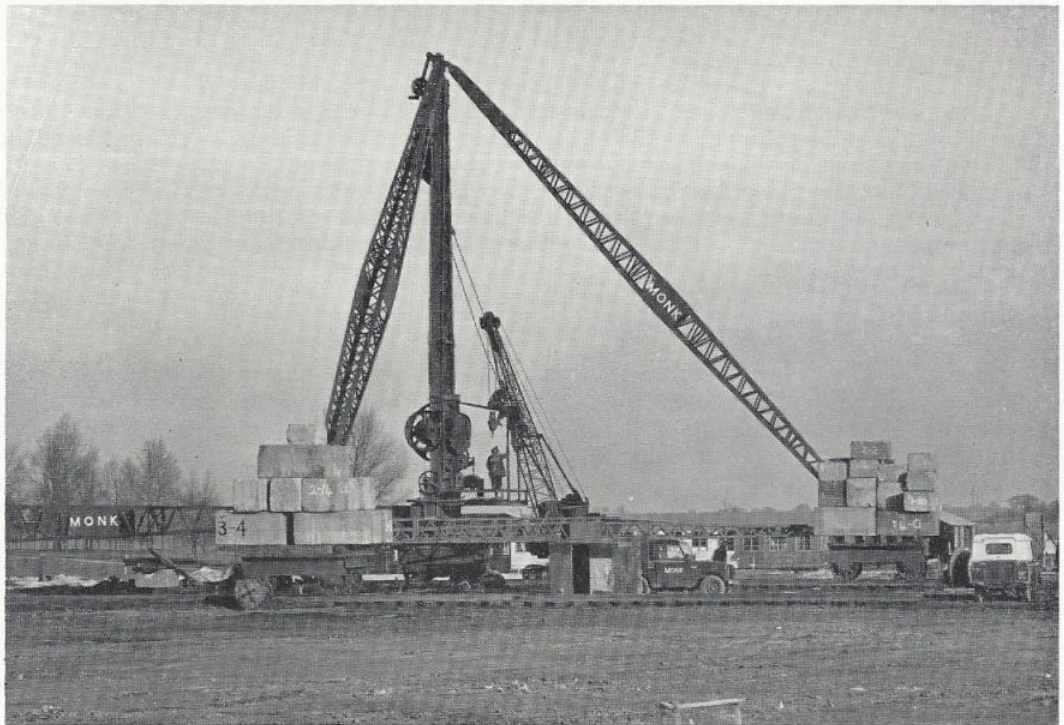
The merger will have a significant effect on Cranwell and on the Service as a whole ; the amenities will be the envy of all and they will be adaptable for any pattern of Royal Air Force training decided upon for the next twenty years.

Architect's model of the R.A.F. Institute of Technology





Cutting the first sod—The Commandant and his 'spade'



A sight that would have been welcome to the Pharaohs' labourers ?

Editorial Notes

PUBLICATION DATES

As part of the current substantial revision of the College training programme, we have introduced the change from a three term to a two term annual cycle. The two terms will run from October to March and from April to August each year. This system began in April 1964 and when it is fully operative, *i.e.* when all entries have been "phased in," Passing-Out Parades will take place in March and August.

This change has led us to consider carefully whether we ought to continue to produce three *Journals* a year. Primarily because we think that each issue of the *Journal* should be built around a single term's activities, it has been decided that henceforward we shall appear only twice a year. So that we can cover College activities adequately and print news of such major events as Passing-Out Parades as near to these events as possible, we have fixed the new publication dates at 23rd June and 13th December. This present issue (June 1964) covers the period from September 1963 to April 1964.

SUBSCRIPTION RATES

Until this new system has been worked for a while, we shall not be able fully to assess the financial implications of the change. On the one hand, the subscriber will now receive only two *Journals* a year instead of three. On the other hand, we expect shortly to be faced with increases in paper and printing costs; the amount of news and activities material that has been filling three issues a year will now go into only two issues; moreover, *annual* revenue from advertisers will be cut by about one third. Thus, *each issue* will be larger and more costly without any offsetting increase in circulation, or advertising revenue.

Mainly for these reasons, we have decided to leave the subscription rate at its present 12s. 0d. a year at least for the time being. We shall review the financial situation in January 1965. By then we shall have available the facts we need to settle an equitable subscription rate.

JOURNAL COVER

From time to time, someone proposes that we should change the design of the *Journal* cover. Most of us are traditionalists and reaction to this proposal has usually been so immediate and so violent that it has been dropped without serious investigation.

In recent months, this suggestion has been revived — partly because we have been involved in other *Journal* changes but also because it has been noted that most professional, school and college journals have now modernized their cover designs. We think the time has come to give the matter an open airing.

To that end, we have collected a number of suggested designs together with samples of other current journal covers. The Commandant has seen these and cadets have examined them and recorded their views.

Clearly, a decision in this matter must be based not only on our own ideas of taste, suitability and decorum but also on the views of as many of our subscribers as possible. We are, therefore, engaged in building up a display board incorporating all the material we have collected. This we hope to make available for study and comment throughout the next Old Cranwellian weekend. This will be over by the time this note appears in print, so that we should have a good deal of the information we need. To complete this and enable a final decision to be reached, we invite *Journal* readers who were not present at the O.C.A. weekend to write to us if they have any views on this subject. We shall publish a summary of subscribers' views in the next issue.



CRANWELL PAST and PRESENT

*The following three articles represent
the views of three generations and
their impressions of life at the College.*

Recollections of 'X' Entry 1930

When I was a cadet, and perhaps this still applies, the Squadron you were in was more important than your Entry. Now, however, after many years, the ex-cadets with whom I keep in touch and those best remembered are not the ones who were in 'A' or 'B' or 'C' Squadron, but those who arrived at and left Cranwell at the same time as myself — "X" Entry.

A few reflections on our antics may be of interest to the present generation at Cranwell because, in spite of changes over the years in syllabi, types of aircraft, makes of car etc., what cadets think and what they get up to probably has not really changed very much. If some very senior officers recognise themselves in what follows I hope they will not take offence, and perhaps the use of first names only will provide sufficient anonymity to preserve the dignity of their present ranks.

Like the current syllabus, training was divided into flying, officer training and academics and, to cadets ancient and modern, that remains the order of their importance.

One's first solo is always a great occasion, but I remember feeling somewhat disappointed. My instructor had got me (in seven hours — rather a long time then) to a state where there was little chance of anything going wrong, and all I remember about it was faint surprise at not seeing his head in front of me. Otherwise this epic occasion passed off quite uneventfully and I do not recall any noteworthy incidents. From first solo onwards, Dicky was the best pilot on the course and I think everyone knew this and it was no surprise when he won the flying prize. However, most of us looked on ourselves as the next best pilot! For two years I shared instructors, aeroplanes, flying lockers, cars and even, on occasions, girl friends with John. It followed therefore that, whenever we were flying solo at the same time, we would try a dog-fight, or some rather floppy formation flying. It was fairly harmless, but not always so. One of the tricks was to come in low over the hangars and see who could land in the shortest space. The excitement made us forget the lethality of a hangar when hit by an aeroplane and some of our approaches could not have missed by more than a couple of feet. It was very exciting until we were caught and given an imperial rocket by the C.F.I. Low flying was always the best fun, of course, then as now. The low flying area was bounded by Ermine Street, the railway from Ancaster to Sleaford and the Raucebys — very small by present day standards but quite big enough for our Tutors.

Instructors then, as now, varied greatly. I was lucky and had a Flying Officer not long out of Cranwell. He nursed me along gently and seemed to enjoy it as much as I did. Others, having clambered in, would tell you what to do and the whole sortie could go by without another word being said. Yet others used to roar down the gosport tubes using language that even we cadets hadn't heard before. I for one, used to be quite overcome and the louder the roar the worse I flew. However, he happened only when Duggy was on leave or Orderly Officer or something, and so I survived. So did he and now he's an Air Marshal, and mellower than of yore. My most embarrassing moment occurred just before taking off on my first cross country. I opened the throttle, but instead of moving forward the aircraft tipped gently on to its nose — just in front of the hangar. Even now I have a picture, taken by Monty from inside the hangar, of Louis Dickens and Arthur Sweeney pointing wildly at my aircraft, the latter's large moustache slightly blurred — presumably because it was quivering with rage. I need hardly add that I had tried to take off with the brakes on.

Advanced flying in the Hart and Audax was much more exciting than the Tutor, but best of all was the Fury, on which we all did about 10 hours. Chasing round cu-nims in any aircraft is wonderful but in a Fury it was pure joy and more than confirmed for me that flying was, at that time and for many years to come, all that really mattered.

Towards the end of the last month the main excitement was, of course, postings. The choice was Army Co-op, light bombers, flying boats or fighters. Then, as now, most cadets wanted to go on fighters, and most were disappointed. John and I both plumped for light bombers and found ourselves posted to an airfield about 30 miles away — so the lights of Nottingham continued to beckon us on Saturday nights as they had done for the last two years. I never had cause to regret the choice of either role or location.

In the middle of our last term we all went to Penrhos for practice camp — a wonderful month with splendid weather. The camp was marred only by the death of an airman, who had wandered behind a target when one of us was firing, and by the non-availability of Dilys, in the Veynol Hotel at Abersoch. We had been warned off her on arrival by the M.O. However we discovered later that the warning was not due to any weakness in Dilys's health, but because he had lined her up himself and didn't want any cadets snooping round. As far as I remember we found that Dilys was not the only pebble on the beach.

Officer, or Leadership, Training was characterised mostly by drill, or rather that is what I remember most. As if we didn't have enough, I foolishly added to the total by spending quite a few hours on jankers for various misdemeanours but never, I might add, because of faults in uniform, or dirty boots or wrongly tied puttees. George Priestly was an "ace" batman and I don't recall an occasion when he let us on to parade with a fault in our dress. But, as with the other batmen, his value didn't stop there. I think I learnt as much about the Service and about how to be a good officer from George as I ever did from any lecture or any instructor ; in fact it was probably due to his efforts that I became a Corporal. There must be many hundreds of ex-cadets who have every reason to be similarly grateful to the College batmen and staff, and one must pay a very sincere tribute to them for their devoted service.

Sport, of course, has always played a very great part in the syllabus and apart from the rigger, which was the main interest, and all the other games, few of us are likely to forget the cross country or first term boxing. I was never any good at either and dreaded both. In the event the cross country wasn't too bad as I wasn't last, as I thought I would be, and thinking back, perhaps the boxing was quite good fun too. At the time, though, the excitement and nervousness weren't pleasant ; moreover it was quite apparent that Denis could box whereas I couldn't. Naturally he beat me up but I well remember the feeling of relief when at the end I was still on my feet and none the worse except for a red nose.

The high light, of course, is the final passing-out parade, which in those days was held in the most unsuitable circumstances, on the morning after the Graduation Ball. For this reason there are probably few of us who recall very much about it, except the waves of nausea, and certainly I can't recall who the Reviewing Officer was, or what he said. However, there were other memorable parades too ; between them Flt. Lt. Halahan and Mr. Digby saw to that, but perhaps the most memorable was the one when the Commandant turned up on a horse, wearing mess kit trousers. It was all very impressive. In those days the flag pole was on the Orange instead of up by the clock tower and I suppose the change was brought about because of the strange objects which regularly appeared at the masthead.

In academics, I was always struggling, especially in Physics and related subjects. Perhaps if we had paid more attention to "Coulomb" and to Mr. Pytches we would all be much cleverer but there was too much diversion in the form of ink pellets, seeing how many times you could walk round the room in a period, and things like that, to be able to concentrate. My interests were more on the "Prof.'s" side of the house and the appearance, in recent years, of films, plays and books about Lawrence of Arabia bring to mind the intensity and the frequency of "Prof.'s" lectures and discussions about this gentleman. It was not long after "A/C Shaw" had been killed and possibly he was still hot news at the time. Anyway we certainly had our fill of him. The other instructor whom few will forget is the one who taught in Eddy Steddy's empire, the instructional workshops. His lectures and demonstrations were so liberally larded with pornographic references that it was difficult to realise that it was lathes, or engines, or patching a flying boat's hull, that we were supposed to be learning about. The workshops were the scene of another of my more unsuccessful accomplishments. We used to be given a large lump of metal and told to machine it into a perfect cube. The number of times I had to throw away a thing that looked like a rather withered pea and ask for another lump led the instructor to suspect me of hoarding.

It is natural perhaps that many of one's recollections concern off duty activities. Apart from flying, the main preoccupations of most cadets are cars and girl friends and we were no exception. My first car was a 1929 Austin 7 "Chummy" — open of course. It cost £25, quite a lot in those days, and I took delivery on the last day of the first term, intending to drive with Michael down to his home in Halberton, near Tiverton in Devon. My father suggested that we should stop off at my home, 60 miles away, for the night but much to his consternation we

decided to press on. With hood down, flying helmets and goggles on, and wrapped in rugs we bored on through the night at a steady 30 knots arriving, to our surprise, sometime before dawn. It was an epic journey and the first of many in that splendid car. It did a routine run, for instance, to Nottingham on Saturday nights and lent John and me considerable prestige in our efforts to impress in the "Vic." and the "Palais." The girls we talked into a spin are probably married by now and wondering when they are going to be grandmothers, or warning their younger daughters not to go out with cadets. The diminutiveness of the car did pay off once. At 2 a.m. one morning John and I ran out of petrol five miles from Grantham and we had to push it into the town. I slept through the sermon in Church next day.

My next car was the same model but the mudguards had been replaced by the cycle type, the back had been cut off in a slope and the whole painted scarlet and silver. It was beautiful. I went to London with Peter to collect it. By the time we got to Hatfield, one mudguard had fallen off ; by Biggleswade the other was lying with it on the front seat, and the rear lights had failed. In Stamford the car stopped and nothing we could do would get it going. Having to be on Church parade in a few hours time, I removed my scarf and Pete used it as a tow rope to haul me ignominiously back to Cranwell. I still have the scarf — or rather my son has — and it's about ten feet long instead of its original five.

The more wealthy cadets used to indulge in proper sports cars and some of them were gorgeous to behold. Neddy's Amilcar for one, or Jim's Triumph, or the more home made ones. Unfortunately many of them ended upside down on top of their owners and, thinking back, it is incredible that there were not many more serious injuries than there were. The Leadenham straight was ideal for speed runs and on one occasion we had a splendid hill climb in Belton Park. What with these, the normal hazards, and the result of Saturday night swoops into Nottingham, Byard's Leap and Troop's Garage in Leadenham were seldom short of trade.

In the College anterooms in those early days, it seemed to be the custom to spend most of the time wrestling on the floor, or throwing people up to the ceiling in a carpet. Each entry had one half of an anteroom and if you strayed into the half that wasn't yours you were for it. We used to dine in, in mess kit, on four nights a week. Naturally these became rather a bore and we had to resort to various methods of relieving the tedium. One seemed to consist, as far as I can remember in hissing Mr. Curt when he stood at the end of the table and rolled up the long felt mat on which the plates were laid (no dinner mats and candelabra in those days !). Another was to heat the handle of the sugar spoon under the cigarette lighter and pass it hurriedly down the table. It was all fairly childish, but without malice, and the jokes played now are probably far more enterprising, if equally without malice.

The foregoing reminiscences may have given the impression that life at Cranwell, in those days was all play and very little work. This was not so, of course. We had to work jolly hard, but lectures, private study, exams. and the like are not the sort of things which you recall years later, so it is difficult to write about them. However, one thing is quite clear. Cadets today have much more to learn and they learn it much better than we did. And anyone who says that Cranwell cadets are not what they used to be is quite right — they're a great improvement on their predecessors.

And now as I look at the Entry photograph I see that of the 31 cadets in the Group, 15 were killed in the war, 8 have retired since and only 8 remain in the service, 4 of whom have reached air rank. I sincerely hope that entries now at Cranwell do not lose so many of their friends, and that more of them are left to "reach the highest ranks."

First Impressions of Cranwell

1963

Like characters in an ancient gods play, the group at the doors of Sleaford railway station stared gloomily at the dirty piles of snow, at the locked public house, and at the lifeless grey coach parked at the side of the road. All wore hats. Some smoked. Small knots exchanged names and backgrounds around one of the group, otherwise similar but infinitely superior by virtue of one term's lifetime of experience, and listened agog to his horrific descriptions of what lay ahead for them.

The leaden blue-grey coach received them, two pairs of eyes within studying them intently. The coach drove off into the gathering dusk. As they travelled towards Cranwell, the darkness, the snow, and the endless twist of the road destroyed all sense of directions. During the next six weeks few of them left the camp, and this first journey left them without geographical references — they remained “somewhere in Lincolnshire.” During this period of isolation, their attitude changed from that of civilians, for some reason unknown to them dressed in blue, to that of members of the Royal Air Force. At first they were hurt when, in traditional fashion, an N.C.O. looked them up and down : “Gentlemen, you're wearing a blue uniform, cap, a nice pair of shiny boots,” (what cruel thanks for those painful first steps in ‘bulling’), “in fact, you look like flight cadets — but you aren't !” Later, they came to realise the truth of this, when they ceased to resent the ceaseless, omnipresent, omniscient ‘system’ ; when they passed from resentment to resignation to the indignities of ‘crowing’ (though this process was to drive a long-lasting wedge between the two junior entries) ; when they were finally deemed to have passed through the initiation into this complicated little society.

Perhaps the greatest impression made upon the group was the intermittent tempo of their first two weeks. Short periods of violent activity were separated by long periods of inactivity made the more agonizing by the thought of what still remained to be done in that far-off “other side of the camp.” Other fleeting memories : the first ceremonial parade, the wind so cold that the music was a hideous torture and the apparently immaculate drill which yet left seasoned N.C.Os. replete with fury ; the first ‘Guest Night’ — an hour of stilted, music-accompanied small talk followed by several hours of unbridled and bloody hooliganism, mess games which are horrifying in the chill of the morning after, but which in the heat of the moment seem the only natural expression of the cheerfulness of the occasion ; the start of the academic programme, received with mixed feelings (“surely we left this behind at school” or “at last we have something definite to do, a target to aim for”) ; the first sight of jets streaking over the airfield stirring the deep-seated longing for the air which has excited every generation from the ancient world up until now. (Why else does man traditionally site his gods in the sky, and identify his hell with the downward pull of gravity ?) ; sport at Cranwell associated with the eager recruitment by sports captains keen to pin down an extra head to their ‘captain's lists’ ; the Junior Mess — meals taken in haste to the eternal cacophony of the gramophone.

All this time the strange conflict of feeling : “We are made to jump around at anybody's behest ; we are the lowest of the low, and are treated as such ; by all logic we should hate this — but we are enjoying it : why ?” The answer lies somewhere in the fact that we were all working together to achieve a definite end ; we were all part of a larger, far larger, organisation than the Royal Air Force College, but an organisation just as closely knit, and with the same over-riding purpose viz. the protection of this irregular splash of green on blue whose sons we are, and whom, with the help of our experience and whatever deity may exist, we wish to serve as loyal sons. Cranwell is a form of human production line : we arrive as the raw materials, and leave as the finished product. Not for many years will we know the meaning and significance of each and every process, but when we do we shall be grateful for them.

1919 to 1963

For 44 years Mr. Frederick Green, B.E.M., known to hundreds of flight cadets as "Jimmy," was head batman of "B" Squadron Royal Air Force College, Cranwell. He retired in January and, in an interview with AIR CLUES, gave a few of his impressions of life at the College.

The other day as we talked in "Jimmy" Green's pleasant bungalow in Cranwell village, Provost T.4s were overhead on their approach to the airfield just a stone's throw away. The noise of the aircraft reminded Mr. Green and his wife, Dorothy, of the "hairy" days of the 1930s when they had the bungalow built. Then the pilots would often seek out Jimmy at the College and suggest that he warned his wife to take in the washing which they had spotted on Finals — rain was on the way.

It was typical of the friendly relations which existed between the head batman and the young cadets. In fact, that mutual friendliness is one of his main impressions of life at Cranwell over the years. It still gives him pleasure to know that he was able to help so many cadets over their first hurdles of Service life ; and the cadets have always looked to him as a friend and guide. Many of his "charges" have risen to high rank in the Service and the many letters he has received from them over the years show how much they valued his early care.

Were those cadets of the early thirties any different, as viewed by their batman, to the cadets of the jet age ? "No different, really," emphasises Jimmy. "They are still a gay crowd and a great company of men. They all have their own little ways, which we have to get used to while they settle in, and you couldn't hope to meet a fitter bunch of chaps anywhere."

So many cadets have passed through his hands that today he finds it hard to recall many by name. But he never forgets their faces. Some return to the College for Reviews and special ceremonial occasions. "They all remember me and ask how I'm getting on," he confided. "They are just as friendly as they always were no matter how high their rank."

It was on 2nd February, 1920, that Mr. Frederick Green, recently released from service with a famous British cavalry regiment, presented himself for duty at the College. He was one of 11 civilians who had applied for jobs at Royal Military Academy, Sandhurst, and were sent on to Cranwell for duty.

Three days after his arrival, the Royal Air Force College was opened, on 5th February. There were 50 flight cadets in the first intake, he recalls, made up of 25 Sub-Lieutenants and Midshipmen and 25 new R.A.F. entrants.

A feature of the training was that the Royal Navy personnel spent only a year at the College before being posted to squadrons, while the course lasted two years for other cadets. Aircraft in use at that time included the Avro 504J, popularly known as the Mono-Avro (it had a 100h.p. Gnome Monosoupape engine), and two famous aircraft he had first seen on active service with the 11th Hussars in France — the Bristol Fighter and the Sopwith Snipe. Total flying time up to wings standard was 60 hours.

In place of today's impressive buildings there were the original hangars and tin huts put up in 1915 for the Royal Naval Air Service, when the airfield was known as H.M.S. Daedalus.

Mr. Green recalls that cadets had a small room at the end of each hut which was used as a study. There were also rather down-to-earth washing facilities, and one of the batman's duties, he remembers, was to keep the fires in the huts going all night during the winter to prevent the water pipes from freezing. It could be pretty cold and many times he found cadets' shoes frozen to the floor when starting his duties in the morning.

In the tradition of good batmen, Mr. Green was suitably reticent about some of his more amusing recollections of cadet life. "Some of them might not like to be reminded of them

today," he said with a chuckle. But he did pass on one story of the time when 50 hurricane lamps went missing from road works in Boston one evening. Unaccountably these turned up in the cadets' rooms. Trouble ahead, thought Mr. Green, and decided to take action. Unknown to the sleeping cadets the lamps found their way in the dead of night to a disused stores hut. The odd thing about it, Mr. Green assured the police next morning — nobody seemed to know how they got there !

One of his most treasured memories is of the laying of the foundation stone for the new College building in 1929 when Lord Trenchard officiated. Mr. Green had a ringside view of the ceremony from a ground floor window.

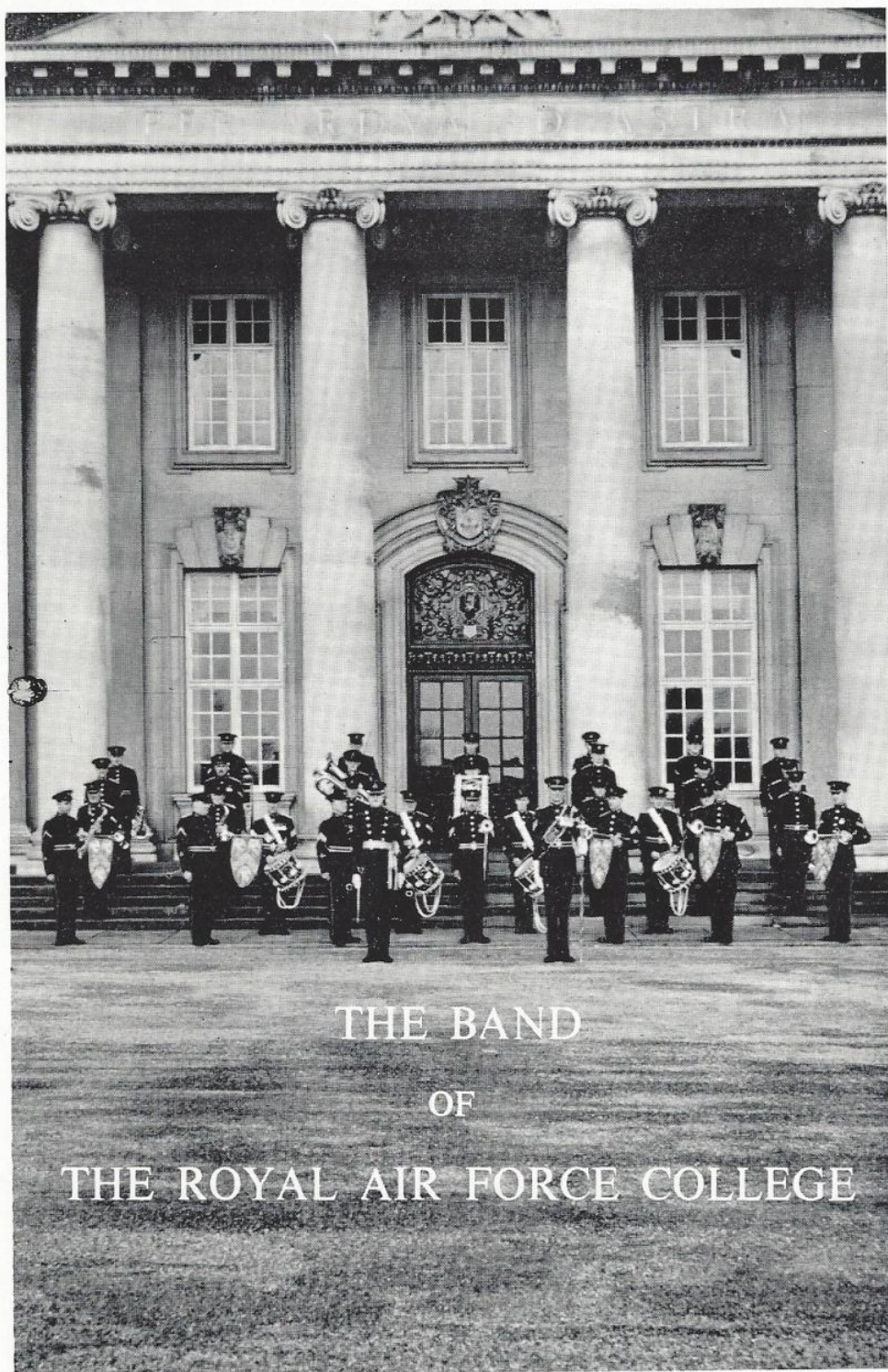
In 1940 Mr. Green felt he should do his bit in the war, so he joined the R.A.F. — as a batman, of course. But the College decided it could not do without him and he was promptly posted to Cranwell, this time as Corporal Green. When the war was over he continued to do the same job as a civilian.

He is particularly proud of the fact that two of "his" cadets became Chiefs of the Air Staff — Marshal of the R.A.F. Sir Dermot Boyle, G.C.B., K.C.V.O., K.B.E., A.F.C., and Marshal of the R.A.F. Sir Thomas Pike, G.C.B., C.B.E., D.F.C. Other of his "charges" who rose to high rank include Air Chief Marshal Sir Edmund Hudleston, G.C.B., C.B.E., Air Chief Marshal Sir Theodore McEvoy, K.C.B., C.B.E., Air Chief Marshal The Earl of Bandon, D.S.O., G.B.E., C.B., C.V.O., Air Marshal Sir Douglas McFadyen, K.C.B., C.B.E., and Air Marshal Sir George Beamish, K.C.B., C.B.E.

At a presentation ceremony on 24th January Air Commodore M. D. Lyne, A.F.C., the Commandant, presented a silver salver to Mr. Green on behalf of the Old Cranwellian's Association. It is inscribed : "With affection and gratitude for 44 years loyal service to the Royal Air Force College." Mr. Green was also presented with a barometer from the cadets of "B" Squadron and a gold watch from the civilian staff.

Marshal of the R.A.F. Sir Thomas Pike sent the following signal to Air Commodore Lyne : "Please pass the following message to Mr. J. Green. On the occasion of your retirement after such long and splendid service with the Royal Air Force I join with the many officers serving in this Command in sending you our thanks for all that you have done in the past and every good wish for your happiness and prosperity in the future."





THE BAND
OF

THE ROYAL AIR FORCE COLLEGE

N. S. B. Reynolds

Many will know already that, next to the Central Band, the Band of the Royal Air Force College is the most senior in years of our service bands.

According to information which appears in our oldest files, it was shortly after the formation of the Central Band in April 1920 that a group of musicians were certified "free from infection" and fit to travel to the Cadet College to assist in the formation of a College Band. Warrant Officer A. E. Halford of the 1st Battalion King's Regiment became the first bandmaster, and, much to the concern of his Colonel, it appears he sought to coax several regimental musicians to come with him. Apart from this the band has remained mainly thoroughbred. There have been only four Directors of Music since those early days, and even now we are proud still to have some musicians who came to Cranwell during the 30's.

The first loyalty of the band has always been to the College itself, and since the College was established the band has been present on all occasions where music has been necessary: each parade, Sunday Church Service and Guest Night, and numerous other less formal occasions when they have simply entertained by concert-giving.

The band was also popular outside the College. After its first public appearance in 1921, it made a first broadcast from Cardiff in 1923. This was followed by further broadcasts from the North and West Region stations, and it was not long before the band was known to a wide audience.

Old programme and account books show that the band appeared at numerous county shows and seaside resorts. One of our more interesting printed programmes was produced by the City of Plymouth where the band presented daily concerts on the Hoe in the week before the last war commenced in 1939. The band was present at the Jubilee Celebrations of King George V, and was selected to attend with the Royal Guard of Honour at Buckingham Palace at the Coronation of King George VI and Queen Elizabeth. At the Coronation of Queen Elizabeth II in 1953 the College Band appeared in the procession.

As the musical commitment at the College and at our neighbouring units has steadily increased, the public has seen less of the band. We miss especially the summer visits we used to make to the Scarborough bandstand, but apart from numerous engagements within the Royal Air Force at that time of year, there seems generally to be more interest in 'Mersey Beat' than in 'Military Beat' at seaside resorts.

In spite of this, our musicians continue to lead a full life, and a great deal of rehearsal time is spent in preparing music for our regular College engagements. The Sunday Church Service is probably the most familiar of these, and we like to think that the music of the band does something to excite the piety and devotion of our worship there.

During the past year the band has been privileged to provide music in Lincoln and Peterborough Cathedrals, in St. Mark's Church, Lincoln and in St. Denys' Church, Sleaford. At Southwell Minster the W.V.S. held their 25th Anniversary Service and as a birthday present we were able to present the score of a specially composed fanfare which the College Trumpeters had performed in the Minster.

A look at the events over the last twelve months reveals that the band has prepared 45 different programmes for numerous indoor and outdoor occasions, including 34 Guest Nights. Our listeners like to hear modern music sometimes, but keeping abreast of the music publishers is a costly business, and we have a valuable library of music from the past which it is necessary to make full use of.

At Guest Nights, choosing music to aid digestion is sometimes a problem. However, we have left behind us the time when no dinner programme was complete without "Daisy," "My Bonnie," and "Lily of Laguna," although Freddie Eastwood continues to blow the "Post Horn Gallop" with considerable verve.

Our own music library includes an interesting and meticulously kept programme book for the period 1934 — 1939 in Wing Commander Sims' own hand. The Wing Commander was Director of Music at the College from 1932 to 1946 and on a programme dated 26th July 1937 he recorded the fact that two items were not played, firstly owing to there being "too much of a rough house," and secondly "A game of leap-frog was in progress." During a third item a Xylophone appears to have been smashed in what he describes as "A Grand Rag"! Clearly the musicians have not always enjoyed the Palm Court placidity which has accompanied Guest Nights of more recent years.

The mention of Palm Court is a reminder that a feature of recent months has been the formation of a small orchestra. The twelve musicians concerned first appeared at a dinner night in the Junior Cadet Mess in February. In March the orchestra was augmented with musicians from the surrounding district to provide music for the College Operatic Production.

During May the band has an opportunity to present its second concert of light music in the Whittle Hall. We believe there is still a real place for Military Bands in the field of concert-giving, and always consider this to be an important part of our work. Our Cranwell audiences are encouraging, and we like them to know how welcome their programme suggestions are.

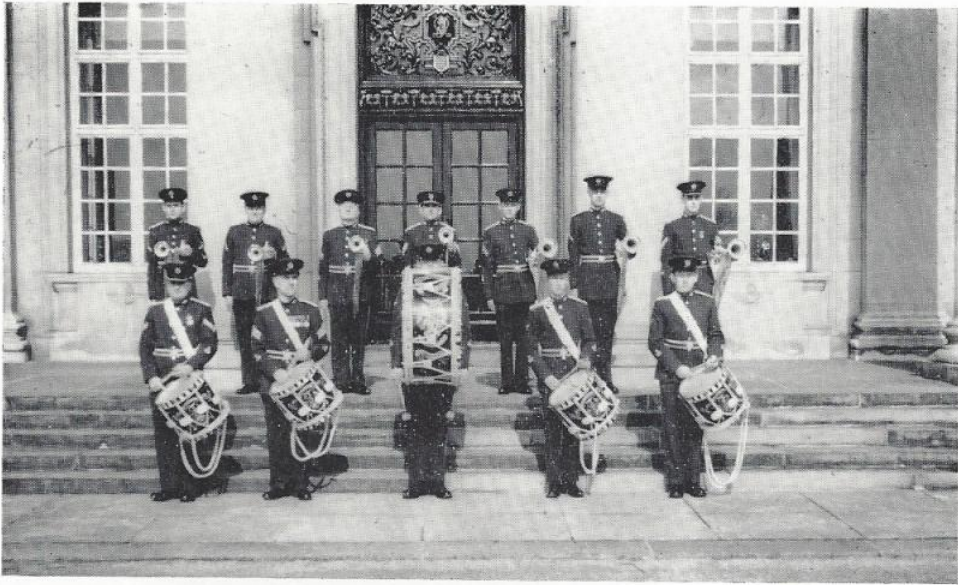
Over twelve months the band has been paraded on no fewer than 96 occasions. This, together with the 45 indoor programmes mentioned earlier, tells something of our year's work, bearing in mind that one hour's music may take many hours to prepare in rehearsal. The analysis will also give some idea why it is necessary to have professional musicians in the Royal Air Force, and why our own musicians look upon themselves as an important feature of our College — a thread which has been sewn through the last forty-four years at Cranwell.



[“MUSIC OF THE R.A.F.” is the name given to a recent record release—H.M.V. CLP 1705 (or stereo C.S.D. 1526) by the Central Band of the Royal Air Force, Conductor Wing Commander J. L. Wallace.

One side of the disc is devoted to the music of a Graduation Parade at Cranwell College and includes ‘The Lincolnshire Poacher.’ There is also a brilliant performance of Koenig’s ‘Post Horn Gallop.’

The recording is excellent, particularly in the stereo version.]



The Trumpeters and Drums



The Trumpeters

*Photographs by
N. S. B. Reynolds*

The College Library

At first sight there may seem little need for an article describing the work of the College Library. As one of the most imposing rooms in the College building, it invariably appears on the itinerary of visitors to Cranwell, while the great majority of officers and cadets use it regularly during their time here. However, the library staff have good evidence that many readers know much less about it than might be expected. Recently, for instance, we heard a distinguished visitor being told that "most of the books here are technical," and people who ask how many books there are in stock receive a bewildering variety of answers. It may therefore be worth while to describe briefly how the library has developed over the years, how it functions at the present time, and what further changes are planned for the future.

There was of course a requirement for books as soon as Cranwell began to operate as a cadet College in 1920, but for the first ten years of its existence the library appears to have been scanty and insecurely based. It was possible to list the entire book-stock on a couple of pages of the College Journal, and the officer in charge had to appeal for donations more than once. However, the designers of the permanent building which was opened in 1932 must have been library-conscious, for the main part of the room now in use dates from that time. Substantial space for storage, in the approaches to the clock-tower, was also allocated, and until very recently there has been no space problem.

Up to 1939 the management of the library was entrusted to members of the academic staff, and the first professional librarian was not appointed until several years after the re-opening of the College in 1946. Throughout much of the post-War period invaluable continuity was provided by the senior Clerical Officer, Mr. H. Gill, whom many ex-cadets will remember as a trusted adviser and expert on essay subjects. Mr. Gill died, literally at his post in the library, in 1961. By that time, after several unsuccessful experiments, a workable, though still not ideal system of cataloguing and classification had been introduced, and the library had expanded to occupy all the space available in the immediate vicinity.

The present stock of the library, if one includes all the textbooks which have had to be deposited away from the main building, and the assortment of still unclassified books and pamphlets in the stock-room, may be estimated at between 55 and 60,000 volumes. The number of separate titles must be just over half that figure, and of course a good percentage of these are always on loan to borrowers. Even so, an enquiry for a book on a particular subject can more often than not be satisfied immediately from what is available on the shelves. Among the more frequently used sections, Military History is naturally very prominent, with particular emphasis on the two World Wars. The Scientific and Technical section certainly does not dominate the library, although it too has been growing rapidly; in some ways this is the most difficult part of our collection to administer, because technical books are so often quite unintelligible to a layman, and because they go out of date so very quickly. English Literature has always been well represented in the library, while the present academic syllabus ensures that

Economics, Geography, and Modern Languages receive careful attention. It is the librarian's job to remember subjects on the fringe of the syllabus, and to try to arrange a fair division of resources between the different teaching departments.

The average annual grant for expenditure on new books, agreed with the Air Ministry after prolonged negotiations, is now in the region of £2,000. This sum, which is invariably spent up to the last penny, enabled us to add 2434 volumes to our stock during the twelve months ending March, 1964. In order to qualify for the 20% discount allowed on government purchases, the great majority of these books are ordered through the Stationery Office in London. Orders can be placed with local book-sellers only in cases of extreme emergency ; and it must be said that the machinery of the Stationery Office can usually be made to produce results just as quickly as any other source of supply available to us.

Requests for new books to be obtained in a great hurry are certainly the least popular with the library staff ; in contrast, requests for very obscure or out of print books can often be met without undue difficulty. This would not be so but for the generous co-operation and help of other libraries, especially Lincoln City Library and Kesteven County Library. The nationwide inter-library loans scheme, which Kesteven operates on our behalf, can be relied on to track down almost any title of which particulars are known. In this way, we have recently borrowed books from places as widely scattered as Exeter, Belfast and Clackmannan. In addition, there are a number of "special," or non-public, libraries to which we can apply for direct loans. However, it must be emphasised that we can borrow books from outside sources only when there is an important reason for doing so ; the preparation of an ordinary essay or talk would not normally justify the paper-work involved, and requests from cadets have to be approved by an officer.

One of the most neglected sources of information in the Library is the magazine article. Nearly a quarter of our annual grant is now spent on some hundred-and-twenty weekly, monthly, quarterly and yearly publications, and a number of others are donated to us. A high proportion of them are set aside for permanent retention, or at least for as long as they remain relevant. It is of course quite impossible to have all these magazines on display — in the case of *Flight* and *Aeroplane* they go back as far as 1910 — but we can usually turn them out very quickly on request. Unfortunately, it appears that library-users can go through the whole of their time at Cranwell without ever hearing of such invaluable labour-savers as *Keesing's Archives*, *Brassey's Annual*, or the *Royal Air Force Quarterly*. We are always looking for new ways of drawing attention to our magazine resources, and some kind of indexing service for important articles has high priority among our ambitions for the future.

Plans for future improvements in the library service are dependent, as always, on money and staff, and, in our case, on space also. The building of a new room on the flat roof behind the main fireplace has recently been approved, and this should enable us to absorb whatever is required from Henlow's stock, and to bring in the present "fiction" library so that it can fulfil its proper function. Some of the books from Henlow will be housed in the Institute of Technology, but the two libraries will be run in close conjunction, probably by a joint staff. If more staff are available, there will be plenty of work for them in the present building alone, for we are aware of many deficiencies, especially in the cataloguing system. Nevertheless, we believe that up to now the library has always made a worthy contribution towards the well being of the College, and we are confident that we shall be equal to any demand that may be made on us in the future.

Book Reviews

Every year a large number of books is published on aviation which as a subject is becoming more specialised in these days of astronauts and of complex aeroplanes. But the story of the beginnings of flight and the early pioneers is an ever fascinating one.

The most spectacular and ambitious book yet to appear is *The Adventure of Man's Flight* (Putnam, 5 gns.). Originated by the historical magazine *American Heritage*, this large book presents pictorially the whole history of aviation from the dreams and myths of the early civilisations to Glenn's orbit. The lavish illustrations, of which many are in colour, are vivid and capture the spirit as much as the achievements of man's progress in flight. Here is aviation in all its aspects — the pioneers with their caps back to front, the barnstormers and stunt men, the combat aircraft and personalities of two world wars, and the many and varied experiments carried out over the years. Although this is essentially an American publication, aviation history is seen as a world wide affair. It is an expensive book, but one well worth owning.

Individual exploits in aviation history are always exciting. Major W. G. More's *Early Bird*, (Putnam, 25/-), is a fascinating story of a little known facet of the First World War. As a pilot in the R.N.A.S., More served in the Atlantic area on seaplane patrols, in East Africa, and took part in the development of the first aircraft carrier, *Furious*. Some of the photographs reveal how dangerous the attempts were in establishing the technique.

Equally dangerous were the exploits of the war-time test pilots, whose story is told by Air Commodore Wheeler in *That Nothing Failed Them*, (Foulis 35/-). But the power of the air arm in the last war was not a little due to the long distance flying undertaken by the pioneers, and of these exploits the most exciting is the story of the conquest of the Atlantic by the aeroplane. F. H. and E. M. Ellis recount the history of this conquest from 1910 to 1940 in their book *Atlantic Air Conquest*, (Kimber, 36/-). This, too, is well illustrated with photographs not frequently seen.

Those who have found themselves having to teach the history of the Royal Air Force at a fairly elementary level will welcome N. D. Smith's small book in the *Pocket Histories* series, *The Royal Air Force*, (Blackwood, 6/-). Hitherto the books available have been too specialised and academic, too narrow in their scope. This is a miniature study of the Royal Air Force, simply written and well illustrated (a rarity) with both photographs and drawings. A useful companion book is K. Munsom's *British Aircraft* in the *Veteran and Vintage* series (Allan, 6/-). This consists of photographs (clear) and details on all the outstanding British civil and military aircraft, beginning with Cody's 1907 British Army Aeroplane No. 1, and ending with the Fairy Jet Gyrodyne. The appendix to the book lists the details and location of all the known relics and museum pieces. The list is saddeningly short.

MATHEMATICS FOR SIXTH FORM SCIENTISTS

C. J. Tranter : E.U.P. 1964 : 326 pp. Price 15/-

A recent committee of the Science Teachers' Association has recommended a minimum of mathematics for the proper study of physics and other sciences at sixth form level. This book is a sequel to those recommendations. It assumes a knowledge of mathematics up to the ordinary level of the G.C.E. and the first four chapters are devoted to the algebra and trigonometry which is normally at the beginning of a conventional sixth form mathematics course.

The author devotes the following chapter to graphs and the determination of laws from experimental data. As in the case of most other chapters of the book, there is an excellent introductory paragraph which indicates the purpose of the subsequent mathematics and how these topics will arise in later scientific study. The tone of this particular chapter is set by the opening words "mathematics is a study in its own right but it is an essential tool of the scientist" and there follows an account of graphical methods, empirical formulae and the process of curve fitting. This type of

approach is likely to give the budding scientist an early introduction to the relevance of mathematics and to demonstrate that mathematics is not just a requirement for passing examinations.

Throughout the remainder of the book, calculus predominates — starting with a graphical introduction by means of gradient and proceeding as far as the solution of simple differential equations. The techniques of integration are kept to a minimum and, within the limits of four chapters, the author has succeeded in giving a glimpse of the application of mathematics to such fields as dynamics and electrical theory.

The reader is introduced to logarithmic and exponential functions by means of a straightforward statement of their vital properties. No attempt is made to prove these properties in the main body of the book and this is clearly a better approach than including a short so-called "proof" which lacks rigour. The purist can find a fuller treatment of these functions in an excellent appendix to the book.

There are over 1,000 examples, many of them fully solved. They are well graded and the earlier examples of each set are straightforward and consequently the book is very suitable for private study. The depth of treatment is insufficient for the mathematical specialist but certainly meets the need visualised in the report of the Science Teachers' Association.

It can be appreciated that keeping the size of a book of this type within reasonable bounds is a difficult task. However at the level of sixth form scientists it is disappointing to find that if the discriminant of a quadratic equation is negative then "the roots are said to be unreal or imaginary." It seems that an opportunity to extend the number system to include complex numbers has been missed and even a short account of their representation as vectors on an Argand Diagram would have aroused interest in this important concept.

SPACECRAFT AND BOOSTERS

K. W. Gatland: Iliffe: 85/-

This account of all known launchings of space probes and satellites during 1961 is intended to be the first of a series designed to produce a complete record. The intense activity in the U.S.A. and the U.S.S.R.,

highlighted by the launching of Vostok I, the first manned space vehicle, and followed by the first two-suborbital flights by the U.S.A. is emphasised.

The wealth of information made available by the N.A.S.A. and the U.S.A.F. contrasts with the bare, often contradictory, details of U.S.S.R. launchings which thus required careful correlation. The 'wide-front' approach to space research made in the U.S.A. to produce background knowledge is evident.

Section one deals with complete vehicles, giving all pertinent details of construction and the finance for each launching. In addition the aims of each programme are outlined, together with an account of previous knowledge. Interesting details are given of the unique instrumentation developed for space research.

The second section (on boosters) is devoted to the actual propulsion units used in the launchings. Considerable detail of rocket type, propellant and performance has been assembled, with an account of the advanced methods of fabrication and instrumentation.

This is a comprehensive and readable reference book providing not only full technical data on each launching but also illustrating the U.S. efforts during the year for the advancement of space knowledge in preparation for more ambitious projects which followed in 1962.

CHALLENGE TO THE POLES

HIGHLIGHTS OF ARCTIC AND ANTARCTIC AVIATION

John Grierson

G. T. Foulis & Co., Ltd.: 90/-

The remote ice wastes of the polar regions have always excited man's imagination, and the desire to satisfy his natural curiosity has often inspired him to journey to the very ends of the earth. The climax in the heroic age was Captain Scott's ill-fated foot and sledge journey across Antarctica to the South Pole in 1912. But the age of polar aviation was already at hand and, in the following short space of fifty years, man in his winged vehicles has conquered the cold forbidden areas of the earth.

Beginning with Andrée's tragic free balloon ascent in 1897 and terminating with the inauguration of the first trans-polar passenger service by S.A.S. in 1954, this book covers the highlights of polar aviation. John Grier-

son describes vividly the characters whose triumphs and disasters have marked a half century of man's challenge to the Arctic and Antarctic skies. These men all shared that heritage of incredible courage handed on by polar explorers who had no better means than ships, sledges and dogs for their bitter struggles in the white expanses of ice and snow.

Grierson, himself an Old Cranwellian and a professional pilot with an intimate knowledge and experience of the Arctic and Antarctic, takes the reader through fantastic experiences of early polar flying. He tells of courage, despair ; success, failure ; stoicism preceding polar death ; the thrill and ecstasy of sighting new lands. Grierson, having watched the "desolate, inspiring and beautiful nakedness of Greenland" appear through the windshield of his tiny D.H.

Fox Moth Seaplane in 1934, is well qualified to tell the story of the aviators' eloquent, enthralling account and comprehensive survey of man's heroic endeavours in flying to the ends of the earth. All who wish to lift their spirit above the pettiness of worldly things would do well to read Grierson's gripping history of flight beneath the Arctic and Antarctic skies.

NOTE : John Grierson, educated at Charterhouse, was a cadet in 'B' Squadron during the period 1928-29. He resigned from the Royal Air Force in 1946, and since 1950 he has worked for de Havillands. He is a member of the Council of the Royal Geographical Society and a committee member of the Scott Polar Research Institute, Cambridge.

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PATIENCE



*Brian Daubney, B.A., Lecturer in Music at
the City of Leicester Training College,
accepted the JOURNAL'S invitation to write
this review.*

Few folk would disagree that the Gilbert and Sullivan operas are performed primarily for their musical content. The untopicality of Gilbert's satire on the cult of the aesthetic is therefore irrelevant ; though many of his jibes at the precious followers of " art for art's sake " are still capable of making us laugh.

There was ample opportunity for mirth in the R.A.F. College's production of ' Patience ' on Monday, March 9th. Returning visits is often a mere duty. On this occasion, it proved for four friends and myself a positive pleasure. We had the enjoyment of entertaining a small party from the College at our production of Smetana's ' Bartered Bride ' last November, and we were repaying the visit, our first, to the delightful and luxurious Whittle Hall.

It needed only a few bars of the overture to assure us that we could expect a performance of impressive musical achievement. We were not disappointed. Flying Officer D. G. Robinson, the Musical Director, had clearly determined to avoid the all-too frequent pitfall of letting the orchestra swamp the singers. His players accompanied, where required, with the utmost delicacy, allowing Sullivan's melodies and Gilbert's words to fall with full effect on the ears of the audience. At times, when playing alone, they gave us splendid moments of panache. It was a personal pleasure for me to see two of my acquaintances from my years in Lincolnshire, Michael Thompson and his wife in the orchestra. Mr. Thompson's wide experience and polished playing mark him as a leader of the greatest reliability.

The vocal blend, never less than satisfactory, was often superb ; notably in the duets ' Hey willow, waly-O ' and " When I go out of the door " and in the sextet ' I hear the soft note.' In the large-scale numbers, Flying Officer Robinson drew forth a wide tonal range, from the subdued plaints of the love-lorn maidens to the bold, martial strains of the Dragoon Guards. Combined, these two bodies produced a glorious, full-throated diapason tone of considerable emotional impact.

Individually there was some excellent singing. Millie Beavan in the title role sang with a charm and sweetness ideally suited to the natural simplicity of the heroine. In the more dominant role of Lady Jane, Jean Akrill used her rich contralto with great assurance and effect, and in the solo ' Silvered is the raven hair ' with a nice touch of pathetic humour.

The innate feminine charms of the Ladies Angela, Saphir and Ella (Hilary Tinkler, Joanne Monge and Pamela Gibbon) were enhanced by singing of such charm and grace as to disarm any full-blooded man. Bunthorne and Grosvenor (Brian Sandford and Colin Cruikshanks) — both of whose manly qualities are in distinct doubt until, " upon compulsion," Grosvenor becomes quite decidedly normal — sang with a natural, unforced delivery and admirable clarity of diction. Those three stalwart dragoons, Colonel Calverley, Major Murgatroyd and Lieutenant, the Duke of Dunstable, (Peter Presland, George Shields and Richard Slogrove) were as ardent a trio of suitors as one could wish for, and the Duke suggested his aristocratic breeding in refined and sensitive voice.

In view of such high musical attainment, the purely stage aspects of the production were less uniformly successful. Frank Redmond's chorus grouping tended to stick too rigidly to one pattern, though there were notable exceptions. In the first Dragoon sequence, for instance, there was evidence of greater initiative and imagination. More lily-wilting languor from the rapturous maidens was called for. The soloists too might have been encouraged to make more varied use of the stage and thus avoid those fatal straight lines.

Individual performances frequently revealed some thoughtful and capable acting, especially by Brian Sandford. He used the acting area well and displayed obvious stage-sense in his reactions to other characters' comments. He had, though, failed to grasp one element of Bunthorne's nature. The characteristic impatience of the aesthete at lesser mortals' lack of comprehension, is better expressed by the twisted visage, reflecting the tortured soul, unable to express its precise meaning. Brian Sandford's jumps of frustration were out of character.

Lady Jane expressed her character in clear terms. Initially stern with the love-sick maidens' blindness to reality, she later, with typical feminine " logic " revealed her own frailty by her doe-eyed fawning on the now deserted Bunthorne.



Photos : N. S. B. Reynolds

There was some very funny clowning from the dragoons-cum-aesthetes and they were ably supported by the two young ladies. Grosvenor, in his Cockney metamorphosis, was very convincing, but, as the self-entranced poet, missed his earlier opportunities. His first dialogue derives much more fun from an affected, rolling amplitude (of "Florentine, fourteenth-century frenzy," perhaps); to dash it off in throw-away vein robs it of its comical point.

Great attention had clearly been given to the designing of the production. Peter Brooke's setting was most attractive. But I could not accept the regimented, moss-filled crevices in the walls; surely the moss would have spread over the stone as well. Subtle lighting changes made telling effect. Lady Jane's sombre mood at the beginning of Act II was rightly reflected by David James. William Burnett's costumes were stylish and colourful, though the ladies could have made theirs more effective by a heightened awareness of the need for exaggeration of movement on the stage. Make-up by Judy Cook greatly assisted characterisation. A wig for Bunthorne's solicitor would have avoided that moment when his head appeared to be shrouded in ectoplasm — but it would have robbed us of a fortuitous laugh.

And lastly, a word for Dennis McQuillan's attractive programme. This is a feature of a production that is often overlooked. Printed on the spot, I gather, this programme added the final touch to an evening of rare enjoyment.

THE RAPE OF THE BELT



This play is a delightful romp and it would still be fun to see it done badly. On Thursday 5th March 1964 in the Whittle Hall, the Cranwell Little Theatre company did it well, and a large responsive audience gave them the support they deserve.

There were no weak links in the cast. Mrs. Jeanne Rice was a monumental *dea ex machina*, an omnipotent (almost) matriarch whose feathers could be ruffled, a formidable wet hen. Squadron Leader Derek Adams was an impressive Zeus whose wicked roving eye held us with awe and laughter.

Amongst the mortals Flight Lieutenant Graham Martin sustained his junior leadership throughout, a creditable licentious lordling. Flight Lieutenant Mike Hesketh was an impressive Heracles who understandably had some difficulty with the volume control of his voice and looked a trifle self conscious at times.

Mrs. Jackie Coombs made an attractive Amazonian queen. She is an accomplished actress but her mannerisms can loom larger than herself. Her flutterings were better controlled than usual. Mrs. Rosemary Wheeldon was charmingly voluptuous and yielding. She was less convincing in her brief essay into a martial role. This could not be said of Mrs. Hilda Slater who as an Amazonian R.S.M. gave us a mirth provoking imitation of a waspish Station Warrant Officer. Mrs. Irene Samm looked a delicious dish and Mrs. Val Eden looked handsome and competent.

This play was well chosen, well cast, and produced with polished competence. It dragged a little in Act Three but one is accustomed to this in amateur productions. Perhaps our Cranwell hostesses are too generous with their pre-play hospitality and perhaps the air conditioning of the Whittle Hall could be improved.

The production team provided their habitual efficient support. The more one knows of their difficulties the more one marvels at what they achieve in the time available.

THE ZODIAC

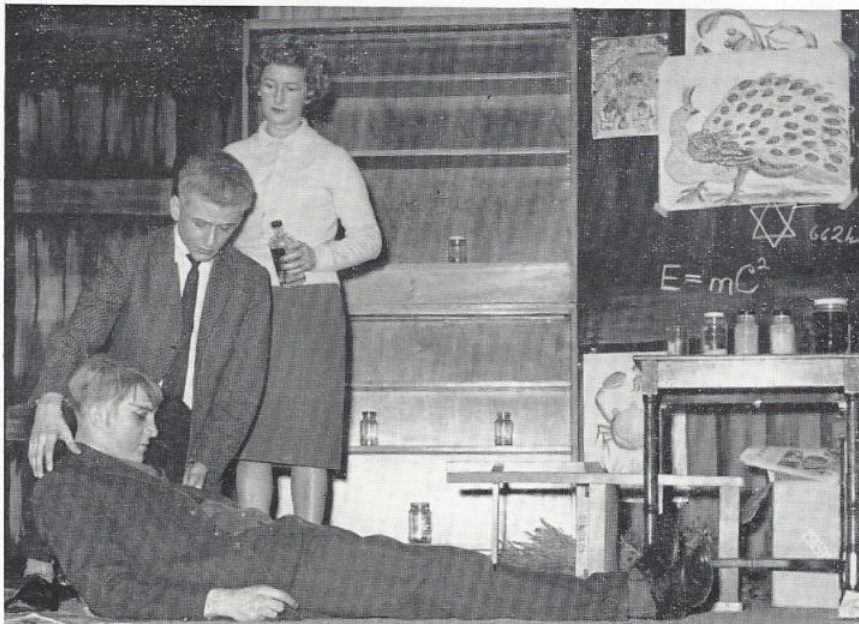
IN THE ESTABLISHMENT

In December 1963, the College Society Dramatic Section presented *The Zodiac in the Establishment*. Written by Bridget Boland, the play had only been performed once before — by the Nottingham Playhouse company in April 1963.

The central character John John, played by Clive Mitchell, is an alchemist's assistant, who, in a drunken state, accidentally mixes and takes a potion which gives him everlasting life. Ironically, his initial delight turns to anguish in the course of his experience in centuries of existence and he carries out experiments to find a fatal mixture.

When the play opens, John is employed as a laboratory assistant in a Government Scientific Establishment, where his strange ways arouse the suspicions of Leslie Firestone, played by Tony Wade — the security officer of limited intelligence who sees a communist under every scientist's bed. At the same time he develops a friendship with two scientists — Bob Tunstall (Bernard Doyle) and Ted Blake (Pete Smith). He saves Bob's life in a fire at the Establishment. Bob is consequently bound to him and offers him a room in his house and the use of his garage for experiments.

Hounded by Firestone and Sir Cyril Fortescue (John Hill), the cold and supercilious Head of the Establishment, John redoubles his efforts to leave the world. He endears himself to Tunstall's wife Mary (Jackie Coombs); this feeling deepens until she imagines herself in love with him. Bob's marital problems attract the attention of the security men. Happily, however, Bob is reconciled with his wife, and John, finding an antidote to the elixir of life, gratefully passes away. But shortly before his death he accidentally drops some of the elixir in baby Tunstall's cough mixture



The play was produced by P. E. Birney and F. G. Rice, who managed to strike the right balance between the institutionalism and dedication to the expedient of the Establishment's Directing Staff and the broad humanity of John, Mary and her husband. John (Clive Mitchell) was a very strong character who welded the play together — grave and dignified, he made us feel the end was in sight in spite of his avowed indestructibility. Bob (Bernard Doyle) provided an energetic and angry contrast. Ted (Pete Smith) gave a creditable performance as an orthodox scientist. The representatives of the worst side on the Establishment, Sir Cyril Fortescue (John Hill) and Leslie Firestone (Tony Wade) received many laughs from the audience, but at the moment of transition from the absurd to the nasty, they rightly inspired disgust. Finally Mary's (Jackie Coombs) performance matched John's for strength and was the most subtle of all ; she conveyed impressions of motherhood, romance and commonsense with equal effect. All the characters could be heard clearly.

The scenery was effective and the change from cold Establishment surroundings to the fairy-tale garage at Bob's house with its signs of the Zodiac and an alchemist's equipment was met with well-deserved applause.

The deliberately heavy make-up was not entirely successful and the movements of the players lacked precision in the Second Act ; otherwise it was an able production.



She's all yours



First flights have a piquancy of their own. Pilot Officer K. B. Latton, a New Zealander in the Royal Air Force, became the first pupil of that Service to solo in the two-seat Hawker Siddeley Gnat trainer (in quantity production for Training Command) and here records his memories of the trip.

Pilot Officer W. B. Latton won, on graduation in December 1962, the Sword of Honour and R. S. May Memorial Prize, the Queen's Medal, the Royal New Zealand Air Force Trophy and the Air Ministry Prize for War Studies and Humanities, the J. A. Chance Memorial Prize, and the Royal United Service Institution Award. He also was awarded Full Colours for Rugby.

I walked into the Squadron Operations Room after lunch and looked at the afternoon's programme. Who was joking this time? The schedule was for two dual sorties and a solo. Someone was certainly serious. I was pleased and a little sceptical at the same time: one always has a feeling of anticipated satisfaction at the prospect of achieving a 'first.'

Our course comprised 22 members of No.82 Entry who had graduated from R.A.F. College, Cranwell, coming to Valley in the February of 1963 not even expecting to fly the Gnat. At the first lecture at Ground School we had been confronted with rather frightening looking publication — Pilots' Notes, Gnat T.Mk.1. One glance and, in our ignorance, we became somewhat concerned about the future. Surely it would take many hours even to go solo? All those emergency drills too!

The programme had not been running too smoothly. One of the dual sorties was cancelled and there were a few small exercises to cover before the first solo on type. These, as it turned out, were covered in one sortie, and included — apart from the main exercise itself — a controlled descent, manual circuits (simulated at altitude on a previous trip), streaming the tail chute on final landing and emergencies.

Yes, emergencies. By now those frightful looking pages had fallen into place. What is more, once we started practising, they proved no more difficult than those for the Jet Provost. In fact, the major ones required similar actions. One standard drill (remembered by the initial letters of each action — U.N.C.D.) is included in most of the major emergency drills. For initial practice we have the cockpit procedures trainer which is a mock-up of the front cockpit and so our normal drills and emergencies were thoroughly sharpened-up. The practice ensured all were confident with the emergency and normal drills even before flying the aircraft. I had also

at this stage completed five trips in the simulator, which does all but feed the pilot. As a result no time was wasted labouring through checks and strapping before a sortie as these had been thoroughly covered before we even got near an aircraft.

So now I was ready for that solo. The only thing needed was an aeroplane to fly. 06 came down at 1700 hours and was serviceable . . . I was briefed to fly around the local area (navigation is relatively easy around Anglesey, so long as one can see the coast of the island), then to rejoin to do some circuits. The turn-round completed, I signed the authorisation sheet and Form 700 and was on my way. Everyone treated this as a routine trip, no fussing, just get on with it. Just as well — the checks do take one's full concentration. These are rather lengthy after start-up although the pre-start checks are straightforward and relatively simple.

"What was my call sign again ? Ah yes, that's it."

"Let's check with the tower and get away before somebody changes his mind."

Taxying out to the marshalling point gave me time to check the instruments, think about the trip, and reflect.

"He's taken ten hours to go solo and was on 'Treble-One' (No. 111 R.A.F. Squadron)."

"Even the experienced chaps run off the runway occasionally."

"It'll take you hours and hours to get off solo."

Remembered too were those stories which somehow had filtered through to Cranwell. (I believe the latest rumour there is that one of us has ejected !). At that time we were ignorant and these rumours (for they were nothing more) did set one wondering about this new machine. Wonder what bright boy thinks them up ? Five-and-a-quarter hours dual — six trips, and then solo, not bad, not bad at all.

Take-off checks complete, clearance from A.T.C., line up, brakes checked and away. No time to think about other things now. No snags on take-off ; brakes on, gear up, after take-off checks. No one can stop me now. Two thousand feet in no time ; that is high enough for this trip. Regional Q.N.H. set. Now let's enjoy this trip, before the sweat of the circuits. Menai Bridge down there. Wonder if the police are stopping any cars. They sometimes do to check you have a right to be driving the thing . . . No, not this time. Try a steep turn. Have a look around first. Now how did I get up to 3,000 feet ? Still, why worry, it's not part of the exercise. Check the instruments and contents gauges. Everything seems in order. What does TACAN say ? Yes, that looks about right. Idiot, you can see base so why switch on TACAN. Oh, just satisfying a curiosity and it makes those black boxes do something !

The technical 'mysteries' of the aircraft had been solved for us by the conscientious technical instructor, who, with his carefully prepared models and diagrams, had given a sound basic understanding of the systems. Even the most complicated single system — that for longitudinal control — had been put into perspective, at least in theory. In practice we found it to be a little more difficult to understand fully. The critical points are the attaining of the correct trimmed speed at which the elevators are unlocked from the tailplane and at which the tailplane accumulator exhausts in the event of a hydraulic failure and reverts to manual. We students had concluded that the answer was to fly at a steady 250 knots, the ideal speed for this, but the experts did not agree with this at all. By the solo stage we did have a better understanding of such problems and began to see the experts' point of view.

How pleasant it is to fly the Gnat. The new instrumentation took very little getting used to, was not too difficult for us to interpret, and certainly is conducive to more accurate flying. The view from the front cockpit is excellent and even the biggest of us find it comfortable once 'levered' and strapped in. I had heard that one spends the first couple of trips with power controls continually twitching. This also proved to be false and physical handling is no great problem, even at the start, though one needs to keep a wary eye on the accelerometer during high 'g' manoeuvres.

Now for these circuits. Checks complete ; call up A.T.C. The aim being to arrive back safely without damaging myself and, if possible, the aircraft on the runway Spectators should be kept happy. Circuits need continual practice and we aim to do some at the end of each sortie. When one is 'switched on' they can be quite enjoyable and very satisfying if done well. The odd bad circuit is inevitable, even on the best days, and the answer is to go round again and sort things out. Once practised, we found our hands were not the blur we had expected, nor were our little minds all twisted up with panic, but actions could be carried out

swiftly and smoothly with comfort. If one does a really good circuit, the original downwind throttle setting need not be altered till the threshold is reached, and this sometimes happens — even with students !

The first solo circuit appeared to be reasonable ; a little too long a drag on finals though. Getting airborne too soon on that roller. Second and third ; now that Vampire has landed and out of the way. Downwind for the fourth. So that is the trouble — too far downwind. By now I was happy. I could have gone on doing circuits till the cows came home (flight safety comment — fuel burns faster than cows walk). What is the time ? All the others have landed. Don't want to get unpopular by keeping everyone waiting. (Probably a secret fear of being dressed down for staying up too long). Just as well I am on the long runway, still a bit off in the art of braking without the maxarets getting out of phase and the aircraft waltzing down the runway. Need some practice at stopping.

Thump ! We are down firmly — nosewheel down and brake — no, not that way, the runway is this way, that's better. Not too bad . . . The aircraft showed no protest by going unserviceable . . . ATC have not lodged any complaints. Seems the average chap can cope with this thing without too much trouble. The Gnat is very much a student's aircraft and a joy to fly. Better get rid of smug looks before getting out. Closing down and signing-up was straightforward. Yes sir, this is the life, as though all birthdays have come at once.

A successful trip, nobody said anything to the contrary. But, hey, what's this ? The ground crew changing 06's port mainwheel ? Well it was my first try !

This article first appeared in the Hawker Siddeley Review, Autumn 1963.

Correspondence

R.A.F. Element,
S.H.A.P.E.,
B.F.P.O. 6.
8th January, 1964.

The Editor,
Royal Air Force College Journal.

Dear Sir,

On page 198 of Volume XXXV No. 3 of *The Journal* you invited Old Cranwellians to refute the suggestion that No. 89 (70 strong) is the biggest entry in the history of the College.

On 9th January 1957, 69 flight cadets joined the Royal Air Force College as No. 76 Entry. One flight cadet immediately became a member of the entry on relegation from 75 entry (he was in hospital as a result of first-term boxing) so that No. 76 entry had 70 members from the very beginning. During its first term its members were swelled to 75 as a result of further relegations.

No. 89 entry cannot therefore claim to be unique in starting 70 strong. I would like also to make a counter-claim that No. 76 entry has the distinction of the greatest ever number of suspensions and relegations — 36 !

Yours faithfully,

(Signed) D. Lawrence,

Flying Officer.

Any more records ?

Forreine Trevell

Howell: Instructions for forreine trevell, 1642

Some have a custom to be always relating strange things and wonders, and they usually present them to the hearers through multiplying glasses, and thereby cause the thing to appear far greater than it is itself Others by a fantastic kind of ribanding themselves, by their modes of habit and clothing do make themselves known to have breathed foreign air

Bacon's Essays, 1597

Travel, in the younger sort, is a part of education, in the elder a part of experience
It is a strange thing that in sea voyages, where there is nothing to be seen but sky and sea, men should make diaries; but in land travel, wherein so much is to be observed, for the most part they omit it. Let diaries, therefore be brought in use.

VISIT TO AMERICA



On the 23rd March 1964, twelve officers and eighty-six flight cadets from Cranwell and Henlow took off from Cranwell, destined for the United States, on board a Britannia of Transport Command.

Our first visit was to Washington, where we were accommodated at Bolling Air Force Base. On the day following our journey we visited the British Embassy, after which we had the time free to look round Washington. We soon got to know many friendly Americans and it was not hard to appreciate that there is a very special relationship between British and American people.

After two days in the capital of the United States, the party took off for Colorado. On the way we stopped at Offut A.F.B. to visit the H.Q. of Strategic Air Command. We were extremely well received at Offut and after lunch there, were given a fascinating lecture about S.A.C. and shown their command centre. The efficiency of their communications had to be seen to be believed. At the touch of a switch they were, within seconds, in contact with Madrid, London, Florida, airborne reconnaissance patrols and many other places. The enormity of the power under the control of Offut A.F.B. was almost inconceivable.

Later in the afternoon we left Offut for the last leg of our journey to Colorado. We eventually touched down, just as it was getting dark, and taxied to the dispersal point where a band was waiting to strike-up the ' Lincolnshire Poacher ' upon our arrival. We were soon hustled into three comfortable coaches and started on our way towards the Academy. As we drove through Colorado Springs along all the wide streets, motels, movies, gas-stations and hamburger stores displayed brilliant signs which flashed and flickered in the semi-light, providing a striking scene. Colorado Springs typified the cities of the West, which were planned to make full use of the enormous space available. Most of the homes were bungalows, and although they were built close together, they looked comfortably uncrowded.

At last we arrived at the Academy, and having met our hosts, were taken to dinner, after which our hosts saw to it that every minute of our lives was fully occupied. Americans are renowned for good hosting, but the cadets at the Air Force Academy excelled themselves. From formal dinners to dances and dates, fast cars and Italian food, Mach 5.0 wind tunnels and closed-circuit television lectures, we lived as Americans,

cramming experiences that should take three weeks, into three days.

The last stage of our journey took us to New York via West Point. Here, even the senior cadets were obliged to conform to rules and ideas which Cranwell cadets found amazing.

In New York itself we had the opportunity to spend the last of our money at the mercy of the city's famous high-pressure salesmen.

Thursday 2nd April 1964 was the date set for our departure. As we drove out of

New York trying to see the peaks of the towering sky-scrapers, we headed for Kennedy Airport and had the opportunity of glimpsing the World Fair preparations. At Kennedy we had lunch and then looked round what is probably the busiest airport in the world. Towards late afternoon we boarded our coaches for the last time and as Kennedy Airport and New York disappeared into the distance and darkness we said good-bye to America.

No. 88 ENTRY VISITS TO B.A.O.R. UNITS

During the Easter leave, flight cadets of No. 88 Entry made a training visit to Germany, where they were entertained by units of B.A.O.R. The purpose of this visit was to see some of the training and to become acquainted with the role of the Rhine Army Units in Western Germany. The visit was arranged so that each group of half-a-dozen cadets spent a few days with each of two units, from different arms of the Service.

Most impressive were the demonstrations laid on by the Army, and it would be invidious to attempt to award the palm for spectacular efficiency to any one unit. We watched the Canadian Fort Garry Horses fire a battle practice in their tanks, 35 Le Cateau Battery, R.A. deploy and fire self-propelled guns with tremendous speed, noise and bustle and 39 Regt. R.A. demonstrate their atomic capability — much to our disappointment this did not result in the nuclear incineration of the nearby town.

The various units were most generous (to individual groups) in the offer of their equipment to use : we all take an insane delight in playing with someone else's lethal toys. We duly drove tanks, Saracens, wheeled and tracked armoured personnel carriers, and every conceivable other form of vehicle. We riddled the ranges with bullets, our ears prudently stuffed with cotton-wool — ironic this, that future perpetrators of sonic bangs should be scared of an ordinary rifle. We littered the ground with mortar bombs and anti-tank rifle grenades (with these last, we were told, it is vital to hit the target first time — we achieved five shots on out of a total of sixty-five !).

The most spectacular welcome was extended to our group by 1 Div. Royal Engineers. Feeling that our introduction to B.A.O.R. and Army life was sufficiently important to warrant its commemoration by ceremonial baptism, they organised this by means of the total immersion of several cadets, a section of Sappers, a Champ and its trailer, by night, into the icy River Weser (into which, our readers may recall, the rats of Hamelin were piped by the well-known and much commemorated Pied Piper). Rats in the Middle Ages, flight cadets in the Atomic Age — the Weser has seen them all.

A word now about extra-curricular, as it were, activities. The army's hospitality is rightly famous, and everywhere we were made welcome — with the exception of a certain Alsatian dog at the 11th Hussars' Mess, which had a rooted and at times unpleasantly violent objection to blue uniforms. Obviously no-one had briefed him. Apart from this episode, we were warmly received into every mess, and it is to be regretted only that our time was too short in Germany. Each unit showed us its home town, while in a body we were given a most instructive entree to Hamburg at night. Space does not permit us to enumerate and thank individually each host unit, but we most sincerely thank B.A.O.R. for a most interesting, challenging, and enjoyable trip.

No. 87 ENTRY VISITS TO ROYAL NAVY UNITS

The flight cadets of No. 87 Entry, almost at the midpoint of their Cranwell careers, were distributed fairly widely across the seas for their service visits to Royal Navy Units during March. The purpose of the visits was to see something of the Navy's role in war, and how they operate to fulfil that role. As with the visits to Army units, and the reciprocal visits to America, this will aid future inter-service and inter-allied co-operation.

The Entry was split up into four groups. One went to the Joint Anti-Submarine School, *H.M.S. Sea Eagle*, Londonderry, one to *H.M.S. Fulmar*, the Royal Navy Air Station at Lossiemouth, and one to *H.M.S. Excellent*, Whale Island, Portsmouth. The fourth flew south to the sun—to Malta, home of the Mediterranean Fleet, where they stayed at Halfar Air Station.

The Joint Anti-Submarine School is the result of co-operation between the R.A.F. and the Navy ; it exists to evaluate new anti-submarine weapons and tactics, and to train officers and units of both services in anti-submarine operations. There is a submarine depot ship at Londonderry, and submarines are attached to the school from squadrons of the Home Fleet.

The group arrived by air at Ballykelly, from which the flying elements of the courses at the J.A.S.S. fly their missions. Cadets were instructed in anti-submarine tactics and surface and air anti-submarine operations by ship, aircraft and helicopter. They visited 819 Helicopter Squadron R.N., and had an interesting and instructive flight in Coastal Command Shackletons.

In spite of the fact that a fair proportion of the school is in fact based on the R.A.F. viewpoint, and therefore there was less chance of seeing the Navy at work, this was a most satisfactory trip, and as in the case of each group, the Royal Navy's traditional hospitality was much appreciated.

H.M.S. Excellent, Whale Island, summed up by generations of naval officers as 'Gas and Gaiters,' is the Navy's first gunnery school, founded after certain embarrassing incidents in the Anglo-American war of 1812 (in fact, the school was not founded until 1830 — things moved at a more leisurely pace in those days). The aims of the establishment are to teach naval gunnery — in these days also rocketry — and to test new equipment. Over 3,000 students a year pass through the School on various types of courses.

The cadets were shown much of the Portsmouth Naval Dockyard and the various shore establishments. They were also shown over the shrine of naval tradition, *H.M.S. Victory*, in her dry-dock resting-place. Their host officer for some time was Commander R. S. Falconer, R.N., who came to Cranwell in October last year as President of the judging board for the Ferris Drill competition. The organisation, true to the traditions of the School, was excellent, and the group learned much about the Navy.

H.M.S. Fulmar, near the village of Lossiemouth on the Moray Firth, lies in one of the least rugged and most pleasing parts of Scotland. It is at present the home of 809 and 803 Squadrons, and from it fly Hunters, Buccaneers and Scimitars. Demonstrations and displays of Buccaneers and Scimitars and their simulators and weapons systems were arranged, as were weapon tactics, delivery and strike methods.

Out in the Mediterranean, the fourth group enjoyed the best weather of any party. They were taken to sea in *H.M.S. Crofton*, a shallow-draft coastal minesweeper, when those who were not engaged in disgorging their breakfasts into the 'wine-dark' sea were privileged to witness a near-collision. They also saw all the confusion, good cheer and alcoholism of a Naval 'Open Day' in an old-established port, reminiscent of some incidents in John Winton's books. Malta can provide, so it is said, some strange things in the way of entertainment, but whatever they had hoped to find there, Straight Street was apparently a disappointment.

Much of the enjoyment in many flight cadets' hearts comes from visits to units of other services and other countries, and every year the long-suffering older services take on the task of entertaining yet another band of light-blue cadets. The Navy especially deserves our sincere thanks for its efforts this year.



EASTER TRAINING CAMP

At midnight on Wednesday 14th March, a party of over 100 officers and flight cadets descended upon Grantham station to begin their journey to Scotland for the 1964 Training Camp. Just over sixteen hours later we found ourselves on the camp-site at Lagganbridge, some fourteen miles from Dalwhinnie. The neatly arranged base camp gave us no indication of what was in store for us and it came as a surprise to find we were expected to pitch our tents on a windswept ridge some 500 yards away. In the few remaining hours of daylight we discovered

that erecting tents in the blissful surroundings of West Site is no practice for the real thing. Somehow, however, everyone managed to erect their store tent and two-man bivouacs before collapsing exhausted for the night.

The next morning was spent carrying out much needed improvements on the sites and in some cases what appeared to be wholesale redevelopments. That afternoon we had our first taste of what was laughingly called 'hill walking.' At this stage the hills seemed remarkably like mountains, not least to the officers foolish enough to accompany us. Saturday brought us our first taste of the infamous Scottish weather when we were all soaked to the skin returning from an eight-mile navigation exercise. When we arrived back at base camp, before we could return to the comparative luxury of our tents, we had to undergo our first initiative test. These tests were to become a feature of the camp and it seemed that no day was complete without at least one such exercise. On Sunday all cadets attended Church services and returned refreshed in mind and spirit to display their talents in the inter-section cooking competition. Despite the limitations of composite rations, such delicacies as brandy sauce and a brand of frozen peas which shall remain nameless appeared on the menus.

Monday brought us our first real test in a point-to-point navigation exercise of over 20 miles. During this exercise we climbed to the barren peak of a nearby hill where a thick covering of snow and near gale-force winds made progress extremely slow. Navigation in these conditions was difficult to say the least. Consequently, when one section failed to return to base camp on time, a Shackleton from R.A.F. Kinloss was alerted. However, the missing section arrived soon after dusk none the worse for wear and completely oblivious of the fact that they had almost become involved in a mountain rescue bid. Tuesday followed the same pattern as the previous day, the navigation exercise taking the form of an inter-section race. After these two gruelling days, the temporary sick quarters were almost as well patronised as the N.A.A.F.I. tent.

As a reward for winning any such inter-section competitions, the triumphant teams were invited to accompany the officers to the Laggan Inn one evening. This proved to be a popular innovation and needless to say provided a great incentive.

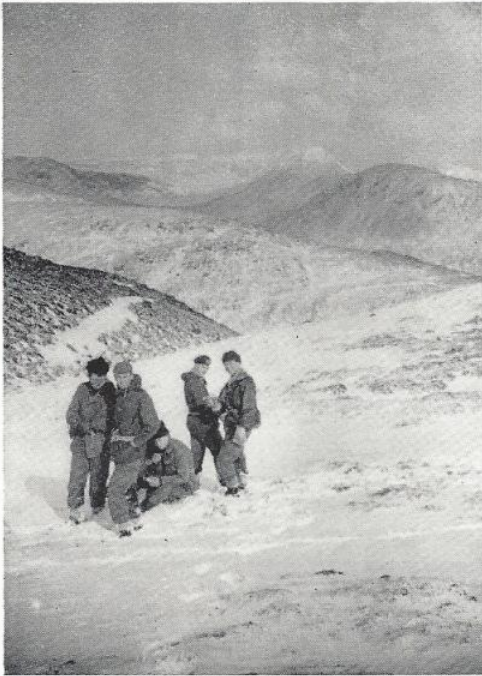
Wednesday brought yet another inter-section competition, this time a one mile race carrying full packs. Some very creditable times were returned but one felt that this was one occasion

when the victors' reward far outweighed the honour of participating. That evening the first night operation was staged. This consisted of an eight mile march to a selected camp site where temporary accommodation was to be erected for the night, using a parachute and wooden poles. Some sections proved more adept at this than others and when the time came to break camp the following morning a number of long faces could be seen peering out from under what could only be termed the wreckage of their tents. After a comparatively sleepless night the march back to base camp, carrying the poles part of the way, proved to be one of the most exhausting of the entire fortnight. Fortunately the rest of the day was allocated to further site improvement for the site competition the following day. Most sections decided that the more immediate need was that for a few hours sleep, which was duly satisfied. On Friday morning the site competition brought favourable comments about most sites, indeed one section even boasted running water in their store tent. This, however, was due to a geographical error in the siting of the tent and fortunately went unnoticed during the inspection.

That evening saw the start of the 'modified' escape and evasion exercise — modified because of the poor weather conditions of the previous few days. Each day we were to attempt to reach a certain rendezvous without being captured by the 'enemy,' made up of officers and N.C.Os. from base camp. The area around each rendezvous was deemed safe between 1700 hrs. and 0700 hrs. the following day. To avoid capture, many of the four-man groups left armed with packs, tents, flares and emergency rations at first light, whilst the less energetic could be seen wending their weary way towards the nearest cover as late as 0655 hrs. At the end of two days evading the enemy's cunningly marshalled forces we were feeling a little footsore to say the least and it came as a pleasant surprise to find "hot toddies" waiting for us when we got back. The exercise ended at mid-day on Monday with yet more "hot toddies" at the final rendezvous. Exhausted, we were driven back to base camp where we were given our first fresh meal. Having eaten our fill we somehow managed to stagger back to our tents to collapse for the last time into our trusty sleeping bags.

All that was left now was to clear up the sites, which was duly completed by mid-day on Tuesday. By midnight we were safely on our way back to Cranwell, and Grantham station had never looked quite so inviting as it did that wet Wednesday in the half-light of a typical Lincolnshire morning. Glad though we were to be back, most of us could not deny that we had enjoyed the camp and to that end credit should be given to the officers and N.C.Os. who ran it so efficiently, and not least to a certain sergeant who kept the camp supplied with fresh trout.





The Inter-section race



An initiative test



The camp site

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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.

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FIELD SHOOTING

Last season was very successful, the section's membership rising to over forty. Seven shoots were held at Barkston Heath, as a result of which 28 partridges, 12 pheasants and 18 hares were bagged. There was also a successful clay pigeon shoot towards the end of term, which was attended by twelve members.

Early in October a party of six spent a week-end wildfowling in Scotland. This proved to be very enjoyable and it is hoped to conduct a similar expedition in the Spring Term. Also on the wildfowling side a party spent a day shooting on the Wash after the Graduation Ball.

The game season ends on the 1st February and the activities of the section will consist of wildfowling and clay pigeon shooting, until the start of the next season.

MOUNTAINEERING

After the section's activities in the Lake District and North Wales members looked forward to what was expected to be the *pièce de résistance* of two term's mountaineering, namely the Glencoe trip.

A party of nine arrived at Glencoe on the evening of Sunday, 29th December. The following morning everyone set out to climb along Buachaille Etire Beag, a ridge with peaks a little over 3,000 feet. Having heard some grim descriptions of snow conditions from other mountaineers, none of the party expected the superb snow and ice climbing previously experienced at Glencoe, but few found they had ever climbed in such miserable conditions before.

It was drizzling and fairly windy when the party left the Glencoe-Bridge of Orchy road; but by the time the snow was reached, some 2,000 feet up the valley side, it had developed into near-freezing heavy rain whipped along by gale force winds, a combination even the finest anoraks failed to keep out. On the ridge itself where the snow lay fairly deep,

conditions were even less pleasant. Under the snow were deep pools of icy water which filled boots all too rapidly. It was apparent that no reasonable snow and ice conditions were to be experienced, so the party descended a mountain of rapidly moving water. A thaw was in progress, as a swollen stream proved. It was crossed fairly easily on the ascent, but before everyone was back on the road, at least one member had shown us his swimming ability.

The thaw continued throughout Tuesday, 31st December, so that even rock climbing was out of the question because of the amount of water coming out of the mountains, but with the New Year came slight improvements, so that the party ascended the Paps of Glencoe and did some short rock climbs before leaving on Thursday, 2nd January.

The section plans to spend the week-end in February in North Wales rock climbing and part of the summer leave in the Pyrenees, drying out after the Scottish expedition.

RIDING

The Autumn Term of 1963 may be fairly said to have established Riding on the "Activities and Sports Map" of Cranwell. Hitherto the majority of the Cadet Wing and other spectators knew the Riding Section as only a bunch of enthusiasts incarcerated in tumbledown buildings somewhere near the Officers' Mess. Now the section is in new quarters behind the M.T. Section and the Lodge.

This event in itself did nothing to elevate the renown of riding at Cranwell, but it did lead to other bigger and better things. When the Royal Military Academy came up to Cranwell for the Cranwell — Sandhurst Sports Week-end they brought with them a riding team full of equally enthusiastic members, who were all destined for the Army's fashionable and unexpectedly flourishing Cavalry Regiments. The match consisted of a dressage event and a cross-country contest, and although the College team were narrowly beaten, Flight Cadet Wise managed to gain first place in the Competition overall. This was no mean achievement when it is realised that Sandhurst have at least six or seven times as many riders as Cranwell can call upon.

Later in the term the College team met a team from Imperial College, London University, in a match similar to that with Sandhurst, and although we were beaten individually, as a team we still managed to capture first place. It is hoped that this success may attract new members.

MOTOR CLUB

Interest in motor racing was stimulated at the start of the Spring Term when a party attended a lecture on "Engineering in Motor Racing" by Mr. Tony Rudd of B.R.M. This was followed by a visit to the B.R.M. works at Bourne and their engine testing bay at Folkingham in February.

A number of members went to Olympia to see the Racing Car Show but were disappointed to find no B.R.M. after Mr. Rudd's excellent lecture.

A certain amount of bad luck has veiled the other events planned for the term. A trip to the meet at Snetterton on March 1st, to race the D.K.W. belonging to Flight Lieutenant Mayes, the guiding officer, was cancelled when he went down with 'flu. A

sprint meeting at Barkston Heath planned for March 15th was snowed off and many would-be competitors from Nottingham Sports Car Club and the R.A.F. Motor Sports Association were turned away.

After last term's successes and failures we hope to go from strength to strength with a sprint meeting, trips to the main race meetings and racing the D.K.W. in Belgium and elsewhere.

MUSIC

During the Autumn Term 1963, the section made several visits to Nottingham and Lincoln to listen to various concerts. The highlight was a visit to the Sadler's Wells production of 'Rigoletto,' but concerts by Northern Sinfonia, Slovak Philharmonic, and the B.B.C. Symphony Orchestra, were also thoroughly enjoyed.

The College Music Room will be open in the near future. All equipment has been purchased and it remains only to construct a cabinet to house it.

The record library is being well used and among the 15 new records there is a small selection of jazz records. Finally it is hoped to form a small chamber music group to satisfy the demands of our more talented members.

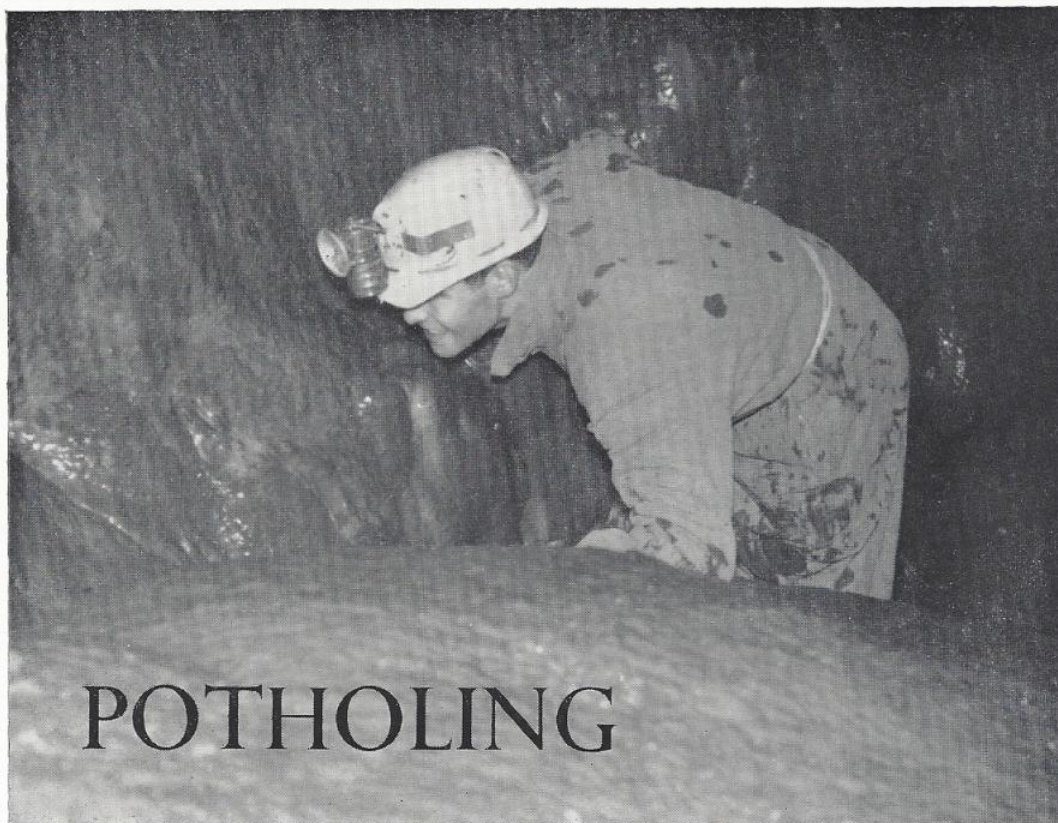
PRINTING

The Autumn Term could be classed as a period of renaissance within the section. The section has now moved from its old quarters in the Junior Mess to a room in the much more comfortable Tutorial Wing.

Also with the coming of No. 89 Entry new members began to learn the skills of printing.

The work during the term was both of a personal and a business nature. The main business dealings were with other sections of the College Society, e.g. programmes were printed for the College's Drama Presentation and the Choral Society's Anthology.

It is hoped that in future terms visits to printing works and exhibitions can be arranged in order to promote more interest in the section and that more cadets interested in Printing as a hobby will come forward.



POTHOLING

The section managed three expeditions to Derbyshire this term without any difficulty, owing to the mild winter.

The first expedition was to Carleseverh Cave. Only one member of the expedition had been to this cave before, so it provided general practice. The cave proved very interesting and although the party tried to find a second entrance the attempt was unsuccessful. At one point, however, the party came quite near to the surface, and could hear cars quite plainly on the nearby road. In places the ends of plant roots were found. A party of four is returning to Carleseverh at the beginning of the Summer Term to survey the cave and to make a stronger effort to find the second entrance.

The second expedition was to Elden Hole. Elden is a vertical shaft in the side of Elden Hill, and is about 250 feet deep. The last 120 feet have to be descended by ladder.

The party hoped to try photography without the use of flash units. However the weather clouded over and began to snow, so the photography had to be abandoned. Elden was bottomed by the party and the primary aim of giving the party good practice at ladder work was achieved.

The last expedition of term was to the section's main training cave, Hillocks Mine. Here new techniques of substituting ladders for ropes at certain points were tried out. The experiments were successful as the time taken by a party to reach the bottom was considerably improved using the new methods.

During the Summer Term more expeditions will take place to Derbyshire and Devon, to train members of the section who are taking part in the proposed summer expeditions to Italy and to the Pyrenees.



GLIDING

In the Autumn Term the emphasis was put on training the members of 89 Entry up to solo standard. Six new members went solo.

The caravan was at last used on the North Airfield. It is a great advantage to gliding, providing accurate weather and air traffic reports and shelter from the Lincolnshire winds.

The section's tug aircraft co-operated in two events last term. The first was as tug aircraft for an aerobatic display at R.A.F. Upavon. This was given by the British Gliding Aerobatic Champion, Flight Lieutenant D. Brisdon. Secondly help was given to the A.T.C. at Swanton Morley to make the gliding sequences for a television film on the R.A.F. and flying for British youth.

Spring Term enabled the section to get in more than the average amount of flying. One particularly unseasonable week-end enabled the Secretary to do his Silver 'C' cross country and Mason and Saunders to do their 'C' soaring duration.

We start the Summer Term with the Olympia on a Certificate of Airworthiness inspection. Advantage is being taken of this to fit the artificial horizon and the oxygen system. At Whit week-end, weather permitting, Cranwell has been chosen as a turning point or goal for the British National Championships.

CHESS

The activities of the section during the last two terms have been concerned entirely with fixtures against local teams. The earlier fixtures were "friendly matches" against Lincoln, Horncastle and of course our annual fixture against the officers, the last of which was our only success.

Half way through the Autumn Term we joined Division II of the Southern section of the Lincolnshire Chess League. Thus our matches became much more serious.

At first we were not very successful, losing our first three matches. However during the spring term we recovered, and managed to win two, and draw the third of our three matches. Although these results will not put us anywhere near the top of the table, they should ensure that we keep clear of the bottom.

During the Summer Term we start the "close season," but with plenty of support from the junior entries we can perhaps look forward to a more successful season this coming Autumn.

LEAGUE RESULTS

v. Boston 'B'	—	lost
v. Skegness 'C'	—	lost
v. Horncastle 'B'	—	lost
v. Skegness 'D'	—	won
v. Spalding 'B'	—	draw
v. Mablethorpe	—	won

DRAMATICS

In 1962, the College's production of three one act plays involved the assistance of several young ladies from Lincoln. Later nine flight cadets took part in Bishop Grosseteste College's recent production of Arthur Miller's "The Crucible."

"The Crucible" was inspired by the American anti-communist purge by McCarthy but the story is based on the religious witch-hunts of the seventeenth century, in this case the small town of Salem, Massachusetts, in 1692. It tells how a small group of people can rouse a society to go against reason in the name of conscience and fear of the unknown. A number of people, and especially one man, are trapped by circumstance and murdered by the law. At the same time the play shows how a man can retain his self-respect in his worst hour.

The cast were set two major challenges: it is a difficult play, and it was to be the first full production on a new stage. The set was in the modern style based on that at the "Mermaid," being a simple design relying on the lighting for effect. The cast

were also fortunate in having good make-up specialists.

Those who saw the production thought it was successful and of good professional standard. Those who were fortunate enough to be in "The Crucible" will long remember a very enjoyable acting experience. If anyone can be singled out for special mention it must be Rosa Blandford, the Producer.

In the Spring Term the cadets took part in two of three one act plays performed at Bishop Grosseteste College on 21st February 1964.

After the challenge of "The Crucible" these were in a much lighter mood. "The Man in the Bowler Hat" was a straightforward comedy involving "goodies" and "baddies" and a string of hat-boxes in every principal Railway Left Luggage Office in London. "El Campesino" was a more conventional story set in South America with a touch of drama, a dash of romance, and a thumping good fight scene. The plays were produced and directed by girls from the B.G. College as part of a special study.

The College production of *The Zodiac in the Establishment* is reviewed elsewhere.



The Crucible

SKIING

The season of 1963-64 has so far been one of the most successful Cranwell has had. In all, three officers and thirty cadets skied on the two parties run by the College. Ten of these went on the usual team trip to Switzerland, while the remainder took advantage of the generous offer by the French Air Force of a week's stay as their guests at Ancelle, a resort in the Maritime Alps.

THIRD INTER-SERVICE COLLEGES SKI CHAMPIONSHIPS

For the Cranwell Team this winter the championships were divided into two periods; firstly, training with the R.A.F. teams in Zermatt, and secondly, pre-race training and the races themselves in St. Moritz. Cranwell trains under the R.A.F.S.W.S.A., based in Zermatt; Sandhurst and Dartmouth train under the combined Services Organisation in St. Moritz. The races themselves, consisting of a Downhill and a Slalom, are organised by the Combined Services, under International Ski Race Rules.

ZERMATT

The College party of ten cadets arrived in Zermatt on December 20th. After getting the equipment, the party was introduced to Flight Lieutenant Guy Whitey, the captain of the R.A.F. team, who explained the organisation to the new members.

Like all European resorts this year, Zermatt was feeling the effects of a poor snow year. On even the upper slopes, rocks and tussock were showing through and the snow was of poor quality. This was to make training more difficult as great care had to be taken to avoid damaging skis and bad falls. However much was achieved during the period, despite snow conditions, and the weather itself was perfect.

The following day the whole R.A.F. contingent went to one of the higher runs for sorting out into classes. The results of this were: Hughes S. P., Lanham and Richardson to the R.A.F. 'A' Team; Brereton-Martin, Akers-Douglas, Head and Mason to the 'B' Team; Christy, Blagbrough and Hughes M. J. to the Zermatt Ski-School.

The cadets trained in these groups for the remainder of the training period.

The 'A' team had their own instructor, a Canadian, Alan Rayner, who will remain with the R.A.F. Team until the Combined Services Championships at the beginning of February. The 'B' Team had one of the full-time Zermatt instructors as did those in the ski-school.

During the period the teams trained mainly on downhill running with only a little slalom. There is a problem here in that although slalom training is urgently required for the Cranwell team, quite some time must be spent really regaining ski-legs and perfect confidence. Beginning slalom too early can cause frustration and lack of confidence happened to last year's team. This problem was more difficult because the races were very early this year, on the 30th and 31st December, instead of January 4th. Nothing much could be done, however, and it was unfortunate that only three of the Cranwell team could do any slalom at all. Some compromise may be reached next year. This led to a Cranwell team policy of concentrating on winning the Downhill, while doing as well as possible in the slalom.

Training was done mainly on the higher runs, Gornergrat and Swartzee, while the slalom practice was done on a special slope lower down, set aside for that purpose. Christmas day was free, and most took the opportunity of some free skiing with not too much effort. Although they were on holiday everyone took the training very seriously.

The 26th December was the last training day in Zermatt, and preparations were made for the trip to St. Moritz. The College team was finally selected: Hughes S. P. (captain), Lanham, Richardson and Akers-Douglas. Racing as reserves would be Brereton-Martin and Head.

ST. MORITZ

The team travelled to St. Moritz on the 27th, a tiring and full day's journey round the mountains. They were met by Wing Commander Scannell, on holiday in St. Moritz, who had kindly agreed to be Cran-

well Representation and Non-Racing Captain for the third year running.

Conditions at St. Moritz were extremely good and snow was fairly plentiful. It was in fact almost the only resort in Switzerland with anything like skiable snow, and consequently was very crowded. The Sandhurst and Dartmouth Teams were well-established after ten day's training. Sandhurst were fit and confident, but the Navy were having some trouble with sickness among their first four races.

The next two days were devoted to becoming accustomed to the St. Moritz snow and the College Teams own metal skis, and learning the Downhill course which had already been set. The Downhill, although technically an easy course to ski, was very fast and had its traps for the racing skier. These practices were not without incident, but by the second day all the Cranwell team were fairly confident of the course. The secret of downhill racing is to know the course by heart, so that one knows exactly what to expect next.

On the second day, however, Hughes fell during a practice and pulled a tendon in his leg. On seeing the local doctor he was advised not to ski for at least three weeks. Brereton-Martin was brought in as fourth racer. It is worth mentioning at this point that for these two days, Cranwell had no instructor. The team depended on coaching themselves with the assistance of Wing Commander Scannel.

The 30th was a fine, clear day, ideal for racing. The Downhill was held at 1.00 p.m. and resulted in a win for Cranwell with four of the first six places. Lanham took first place, Richardson second, Brereton-Martin fourth and Akers-Douglas sixth, with times of 93.11, 101.1, 108.1, and 109.2 seconds respectively. This put Cranwell 30 seconds ahead of Sandhurst, second, with Dartmouth third. Head as Cranwell's one reserve, clocked a very good time for his experience. Two Sandhurst skiers who fell were allowed re-runs, but Cranwell's subsequent protest was upheld and the re-runs were disallowed. Cranwell's fastest and second fastest times were only beaten by one and two respectively, of the British Junior team who ran the course for experience.

The remainder of the day was given to slalom practice, and it was during this practice that Head took a fall, injuring his

shoulder. He was unable to race next day and the team was reduced to its four racing members only.

On the next day, the 31st, the slalom was timed for 9.30, but there was sufficient time to examine the course, which had been set the night before. It consisted of 45 gates and although not too difficult was very tight. From the start Cranwell felt their inexperience and lack of practice. This coupled with some bad luck gave Sandhurst the race. On the first run all went well and Cranwell gained some good times although not the fastest. On the second run however Cranwell lost the vital seconds. Richardson made two good runs to take third place, Akers-Douglas



skied well to take fourth place. Lanham fell on his second run, losing a ski, which dropped him to eighth place. The same happened to Brereton-Martin. Sandhurst, skiing well, took first and second places, and won the race.

With Cranwell and Sandhurst sharing equal honours of a race each, it remained to see how the points would come out. Races are not decided on times as such. The times are submitted to the International Racing Points System, in which the winning team starts at zero and others are awarded a penalty point. Also under these rules, slalom carries more points than downhill.

In the final result Sandhurst were first, and Cranwell second by a very narrow margin, with Dartmouth third.

However, Flight Cadet Richardson's high placings in each of the races gave him the individual championship, the first time this has been won by a Cranwell cadet.

This ended a good performance by the Cranwell team, and as it is likely Cranwell will have much the same team next year, hopes are running high for the next championship.

The holiday was rounded off by two days free skiing. After the pressure and tension of race-training, this time was particularly enjoyable. The weather was perfect, the snow remained good, and a number of new runs were tried. During this period Akers-Douglas broke his hand in what he claimed was an accident at very high speed. This is viewed with some doubt by some team members.

With only half of the team now remaining unscathed, it was mutually agreed that this was perhaps a good time to end a very successful holiday.

ANCELLE

During the Christmas leave a party of Officers and cadets visited Ancelle in the French Alps for a skiing holiday. The visit was arranged through the French Air Force who have a skiing centre at Ancelle. The party stayed in a chalet owned by the French Air Force, and were provided with skiing equipment and instruction.

The majority of the party were novices at skiing. The French instructors or 'moniteurs' were faced with the task of starting from scratch in a language alien to their pupils. The cadets were keen to get to grips with the problem, and at the first opportunity they took to the nursery slopes. They would, never have believed that two pieces of wood could have been so cumbersome. Many a cadet was amazed to see a small French boy flash past him, as he struggled to get to his feet, or skis. After two or three lessons on the nursery slopes, and a great deal of patience from the instructors, signs of progress could be seen. Cadets cautiously made descents using the 'snow plough' technique, called 'chasse neige' by the French. Gradually the skis became less cumbersome, and the cadets controlled the skis rather than the other way round.

The next step towards mastery of skiing was to leave the nursery slopes and go up to the higher slopes. This involved the use of the 'teleski,' which at first glance appeared

to be a simple operation. The first attempt dispelled this idea, and most cadets managed about ten yards before a spectacular spill occurred. An abundant supply of free ski lift tickets provided by the instructors eventually got over this problem. The initial descents of the higher slopes were painfully slow, and quite often physically painful as well. After a few runs, some cadets were making quite good progress.

The weather during the stay was warm and sunny. Towards the end of the stay, lack of snow at Ancelle forced the party to go further afield for skiing. One day was spent at Merlette, which is probably remembered by cadets for its cable cars as much as for its skiing. The snow here had turned very hard and only the more intrepid skiers made the run. The others enjoyed the ski lifts and the superb view from the top.

The final day came and the party travelled to Vars determined to demonstrate to themselves that they had learnt how to ski. The summit at Vars was over 10,000 feet and an inspiring if not daunting spectacle for novices. For the sake of self respect, most cadets went to the top and came down on skis. Style may have been lacking but determination was there.

The party had been warned not to expect too lively an après-ski. Ancelle is not one of the more popular ski resorts and there are only one or two hotels in the village. However some very pleasant evenings were had and Anglo-French relationships appeared to flourish. Wine and music seemed to dispel the language barrier. New Year's Eve was celebrated in fine style. The entire village was out for the occasion, and two cadets with musical inclinations were widely applauded. Very little skiing was done on New Year's Day.

At the end of the visit, the party was reluctant to leave Ancelle after an excellent holiday. Some cadets finally became better than others at skiing, but all had thoroughly enjoyed themselves. The French Air Force made the party most welcome, and gave every assistance possible to make the visit a success. It seems likely that the visit may be repeated in future years.



CH-1

During the last term the Section has had good support from the Junior Entry, and has doubled its membership.

With the increase in numbers there has also been an appreciable increase in activity. Visits were made to R.A.E. Bedford, Dowty Rotol Ltd., and David Budworth Ltd.

At the beginning of term the lift engine on the hovercraft was changed from a B.S.A. 500 cc model to the more powerful 650 cc engine. An experimental "skirt" was fitted and many "hovers" were made. All efforts to make the craft go forward have still failed, but it should be remembered that the craft was not designed for forward propulsion from the start.

The latter part of the term was largely spent in planning the new hovercraft, CH-2.

We have been promised the loan of a gas turbine engine to drive a specially designed

fan, to lift the craft which will weigh over $\frac{1}{2}$ ton. The craft will be 18ft. long and 10ft. wide, and will initially carry a crew of two. It is designed as a low speed craft with good control. Wind tunnel tests have nearly been completed, and are very successful.

Materials are now being obtained and construction is about to commence. It is hoped that the new project will be almost finished by the end of the summer term.

STOP PRESS : Very recently the new peripheral "skirt" was tested and proved to be extremely successful. At a hover-height of six inches, five people have been lifted, the A.U.W. at the time being $\frac{3}{4}$ ton. Preliminary propulsion engine tests were promising, but a more powerful engine may be required At last we are reaping the fruits of many months hard work !

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RUGBY



WINTER TERM

Under the captaincy and scrum-leading of Thorn, assisted by Wood as vice-captain, the 1st XV maintained the high standard of play shown in the previous season.

The arrival of 88 Entry in January and 89 Entry in September provided the College with 42 potential rugby players, and at the beginning of the season the Captain's List contained 83 names, and thus, in addition to the 1st XV and 2nd XV, two equal 3rd XVs the Bulldogs from 'A' and 'B' Squadrons and the Demons from 'C' and 'D' Squadrons had regular games.

The regular 1st XV played together for the first time against London Scottish 'A' XV, but were well beaten by a stronger and more experienced team. From then on, the standard of play increased with each game and some fine wins were achieved, notably in the games against Blackheathians, which the College won by 18 points to 9 points, and against the R.A.F. Officers' team, which the College won by 14 points to 3 points after the best performance of the term.

The inter-collegiate games, although fought with the usual enthusiasm, yielded disappointing results. The College was defeated by 14 points to 3 points by B.R.N.C. Dartmouth, and by 15 points to 0 points by the R.M.A. Sandhurst. The fixture against the R.A.F. Technical College, Henlow has this season been transferred to the Spring term.

Of last season's 1st XV, only four players were at the College at the beginning of this season. Duckenfield and Hedges joined Thorn to provide a solid and effective front row. Mention must be made of Duckenfield's fine hooking, and of Thorn's and Hedges' loose play. Webster and Doyle in the second row worked very well, Doyle rarely being out-jumped in the line-out. Perhaps the greatest competition for places existed in the back row, where the

College were fortunate in having four able forwards in Wood, Humphrey, Williams and Thompson, vying for selection. The half-backs of Pearson at scrum-half, and Synott at fly-half proved to be an effective combination, with Pearson's breaks close to the scrum and Synott's elusiveness initiating some excellent movements.

In the three-quarters, new players had to be found to join Loveday on the right wing. The centre positions were filled by Hughes-Lewis and Rowe, and the left wing position by Thorley, making a three-quarter line which was solid in defence and aggressive in attack. When Rowe was injured half-way through the term, Shimmons joined the 1st XV, and soon proved to be an able three-quarter. At full-back, Christy's place kicking was consistently good, and his tackling prevented several scores against the College.

The 1st XV pack, although light in comparison with many opposing teams, was rarely overcome in the light scrums, and their mobility, combined with that of the three quarters, resulted in some attractive, fast and open games.

The 2nd XV, under the captaincy of Cheshire, and the Demons under Seymour, both had good seasons, but the finest record was that achieved by the Bulldogs, who lost only one game in fifteen. Credit must go to the Bulldogs' and Demons' captains for maintaining such a high standard of play in their teams, when players were frequently required to fill places, temporarily, in the 1st XV and 2nd XV.

RESULTS

	Played	Won	Lost	Drawn
1st XV	17	8	9	0
2nd XV	17	12	4	1
Bulldogs	15	13	1	1
Demons	13	9	4	0

RUGBY—SPRING TERM

The College were fortunate this term in losing only one member of the 1st XV with the passing out of 84 Entry. However, the 2nd XV, the Bulldogs, and the Demons suffered more heavily. This, and 90 Entry's not joining the College until April reduced the captain's list to 55 names at the beginning of term, and as a result, a maximum of only three teams could be fielded, the Bulldogs and the Demons being merged into a single 3rd XV.

Of the three teams, the best results were achieved by the 2nd XV and the 3rd XV, and their captains, J. Allison and J. Hughes, are to be congratulated on the performance of their teams. The 1st XV, after a term playing together, combined well together and achieved some fine wins.

As is usual, the 1st XV opened the term with a game against the Station side and again, as usual, the game proved to be very closely fought, resulting in a draw. Because of several cancellations due to poor weather, the next game, against Bedford Wanderers was played three weeks later. The heavier and stronger Bedford pack was well held by the College during the first half, but in the second half Bedford gradually gained command and the result was a 25 points to 0 win for Bedford. The inter-collegiate game against the Royal Air Force Technical College, Henlow, was one of the most attractive games of the term. Both sides played fast, open rugby, the score mounting equally for each until just before "no-side," when the College increased their one point lead by a goal, and won by 19 points to 13 points.

The highlight of the season was the visit of 25 players to Guernsey to play the Guernsey Rugby Football Club. The 2nd XV's 28 points to 0 victory on Saturday was followed on the Sunday by the 1st XV's very hard fought game in very wet conditions, which the College won by 8 points to 3 points, inflicting upon Guernsey their first defeat of the season. A most enjoyable week-end was spent, and the hospitality of the opposing players when the teams were delayed for a day, due to weather conditions, was very much appreciated.

The game against L'École de L'Air was this year played at Cranwell, and despite strong winds and sleet showers, both sides played open, attacking games, the L'École almost scoring on several occasions. The College, however, were the better team, their rapid switching of play from one side of the field to the other frequently confusing the French, and deserved their victory by two penalty goals to nil.

Throughout the season all teams maintained a high standard of play. For the future, the presence of many cadets of junior entries in the sides, and the joining of 90 Entry in April and 91 Entry in October indicate that four strong sides will be fielded next season.

RESULTS

	Played	Won	Lost	Drawn
1st XV	14	7	6	1
2nd XV	10	8	2	—
3rd XV	9	7	2	—

SOCCER

For College Soccer the Autumn Term was one of mixed fortunes. The First XI began with a convincing 9-0 win over Scunthorpe G. S. in which Rump and newcomer Yates scored 4 and 3 goals respectively, and in the period before mid-term other notable victories were won at the expense of Repton, Lincoln City School and University College London. The biggest defeat suffered by the team was at the hands of Arsenal's talented apprentice professionals who came to Cranwell and won 6-0.

The standard of football played at this time was not as high as in the opening weeks of the 1962-63 season. But the newcomers to the team, Earl in goal, Holliday at wing half, and Yates at centre forward fitted in well, and it was possible to hope for great things in the inter-College games.

Unhappily Yates was injured just before the mid-term break and further injuries disrupted the side so that the Dartmouth game came along with the team somewhat unsettled. Nevertheless this match proved to be a memorable occasion in which Cranwell played some of their most attractive football of the term. The College made Dartmouth a present of a

goal in the opening minutes of the game because of a misunderstanding in defence, but for the remainder of the first half Cranwell were markedly the better side. Rump and Haddock worked tirelessly for an equalizing goal and both frequently came near to scoring. It was not until almost half-time, however, that Cranwell did get on level terms when Derviller forced the ball in from Lawrence's corner kick. Rump scored a splendid goal at the start of the second half and from then until fifteen minutes from time the College appeared to have the game well within their grasp. But then the match suddenly came alive as Dartmouth, throwing discretion to the winds, pressed for and eventually got an equalizing goal. Seconds later they were ahead. Haddock promptly scored again for Cranwell but the Dartmouth side continued their desperate offensive against a defence which had lost its earlier composure. In the closing minutes they scored their decisive fourth goal. The College were desperately unlucky not to draw level again, however: for with what was almost the last kick of the match Rump set the ship's timbers shivering — for the third time in the game.

So reputations and honour were at stake when the team took the field against Sandhurst on the following Saturday. And, appropriately, the College won a notable victory. Robinson scored an early goal before having to leave the field with a dislocated shoulder. Rump followed this with two superb goals, although in fairness it should be mentioned that the Sandhurst 'keeper was not at his best after having been involved in an earlier goalmouth clash. Even so, the College were down to 10 men themselves and were thankful for their 4-0 interval lead (Derviller having scored in the closing minutes of the first half), for after the break the pace began to tell. A well-taken goal by Haddock put the issue beyond doubt, however. Sandhurst fought hard to get back in the game. But a tight defence, covering well and tackling expertly contained the threat.

It was with spirits higher, therefore, that the College took on the Army officers' side — Crusaders — in the Argonaut Cup match which was their last game of the term. It proved to be an exciting match, with the outcome in doubt until the dying seconds. Just before the final whistle Rump gathered the ball on the edge of the Crusaders penalty area and sent a strong shot to the far corner of the goal, giving Cranwell a victory by 3 goals to 2.

But this account stresses the high spots. Inexplicably the College side lost 5-3 to Lincoln City School at Lincoln, and further defeats were suffered in games with the Constabulary, Caius College, Cambridge and Sheffield Training College. Mixed fortunes, indeed.

For the Second XI the story is more straightforward. Of the 15 games the team played all but 6 were lost. Calls for players by the 1st XI meant that only exceptionally did the same 11 players turn out together for successive games, and this prevented Jackson from being able to weld his side into a footballing unit. In view of this difficulty all credit is due to the team for their wins over Kimbolton School's First XI and Wintringham Grammar School and the draws they forced with the Leicester University and Sheffield Training College reserve sides.

At the end of the term colours were awarded to Earl and Holliday — both of whom gave excellent service to College Soccer during their time at Cranwell — and to Moore, Rump, and Swinney who will it is hoped form the experienced nucleus of the 1964-65 side.

The Spring Term began badly. On the first Saturday of term the First XI lost by the odd goal in five to Huddersfield Amateurs and the Second XI were beaten 8-0 at Skegness by a young but skilful Grammar School side. Nor did things improve for some time. The First XI had six games without a win, including a defeat at the hands of United Hospitals to put an end to the College's aspirations in the Argonaut Trophy competition, and a trouncing by 8-2 from a Nottingham Forest XI.

The annual fixture against Henlow saw the first victory of the term. The first half of this match was played at a frenzied pace and the standard of the football was disappointing. By half-time each side had scored a single goal, although had forwards been less hasty and anxious each team might have had a hat-full. After the interval, however, Cranwell struck rhythm and well-taken goals by Rump and Haddock provided a useful lead. The energetic



Henlow side, spurred on by a crowd of vociferous supporters, fought back but found themselves up against a defence that had gained confidence and was prepared to give nothing away. Not that the College were not occasionally thankful for Forder's sure handling and impeccable judgment.

In the final quarter-hour Haddock scored a fourth goal, (his 50th in Cranwell colours incidentally), and in the closing minutes Nevison set the seal on a fine personal performance by heading a fifth from a cross from the right.

This win put the team in better heart and in the following weeks two strong University sides were beaten at Cranwell. But in the Scunthorpe mud and mist the Grammar School avenged their early season defeat by taking advantage of inexplicable weakness in the College defence and scoring four goals to Cranwell's one.

The Second XI fared no better in this unhappy term: three wins over local school sides and a draw against Sheffield University making up the entire credit side of their balance sheet. A partial explanation of this disappointing record must be the fact that with only five entries at Cranwell the shortage of regular players was felt. However, Blomley in goal, Reilly amongst the half-backs, and Dryland in the forward line gave consistently sound performances throughout the term.

Looking at the season as a whole the fact that the playing record compares unfavourably with that of previous seasons should not be given too much weight. The standard of the opposition was certainly higher than in the past — professional clubs' sides were encountered for the first time, and the number of fixtures played by the First XI against school teams was very low. Moreover, at its best, the College side played some extremely polished football.

Of the players from the Senior Entry, Collier gave good service as both captain and defender, whilst Nevison had an outstanding season. Haddock too gave consistently sound displays and he and Rump, who will (thank goodness) be with us for another term, were the team's most prolific scorers. Felwick was perhaps the most improved player and he will doubtless be a great asset to next season's team, as will Lawrence and P. A. Cooper who showed signs towards the close of the season of making a first-class pair of wingers. Forder, although not a First XI player until after Christmas, showed in the Spring Term that he will be difficult to displace as goalkeeper.

One cannot say what are the prospects for 1964-65, but there exists a cadre of players of proved worth which makes it possible to be fairly optimistic.

HOCKEY

Generally the hockey has been a little disappointing, for only on very few occasions was the full potential of the side realised. Against club sides we held our own, and only on one occasion did we really disgrace ourselves, and that was against Leicester University, whilst good wins were recorded against Queen Mary College London, Old Cranwellians and University College, amongst others.

In spite of a steady drizzle persisting for the second half of the afternoon, 18 teams enjoyed a highly

However our real success came in the trip to Germany during the half-term break. Last year we had lost all three games but this year we managed to win one, draw one, and lose one with goals for, and goals against being equal at four each. The story against the sister Colleges is a little different with a bad loss against B.R.N.C. Dartmouth who were very good, and a draw against Sandhurst. In this game the College produced its best hockey of the season.



successful six-a-side tournament at Cranwell on 6th October 1963. The College and the Cranwell Unit, and the Royal Military Academy, Sandhurst, each entered two teams. There was one from Flying Training Command, and the rest were local civilian clubs, universities and colleges.

In group 1, the victory of Wisbech over Lincoln Imps proved decisive, although they could only draw with the College 'A' team. Nottingham University, by winning all their games in group 2, were left with no serious rival for their semi-final place, though their victories over Nordics and Sandhurst 'B' were by the narrowest of margins.

In group 3, the R.A.F. Cranwell 'A' team won all their games, but only the one against Brigg suggested any marked superiority. This was probably the most even of the groups. In the fourth group Sandhurst 'A' looked set for a place in the semi-final when scoring ten goals to nil in their first two games.

Needing only to draw their last game, a goalkeeping error allowed Flying Training Command to snatch the victory in the last minute.

In worsening light, the final rounds had to be played off without the intervals between, which the older players, at any rate, would have welcomed. Nottingham University were perhaps unfortunate in losing to R.A.F. Cranwell 'A' by a penalty corner in their goal-less semi-final. Wisbech only overcame Flying Training Command by one goal scored late in the game.

The final produced excellent hockey, especially by the youthful Wisbech team, whose stopping and hitting was beautifully controlled and accurate. Though Cranwell 'A' fought hard and well, the pace set by Wisbech was just too hot for them.

Semi-finals : Wisbech 1, Flying Training Command 0 ; Notts. Univ. 0, Cranwell 'A' 0 (Cranwell won by a penalty corner to nil).

Final : Wisbech 1, Cranwell 'A' 0.

Cross Country



Of the eleven matches played three were championships and the team won four and lost four of the remainder. This term also saw the introduction of a second team and they had three matches, winning two and losing one which shows prospects for a much more active season for them in the future.

The big match of the season was undoubtedly that against Henlow. They certainly surprised us when they arrived by immediately going for a training run round our course. This may well have proved their undoing for we soundly beat them by 29 points to 53.

Other matches included the championships in London. Here the competition proved rather strong but the team proved itself not unworthy of it by achieving mid-way placings in the events.

The team ran in seven races this term, two were championship races, two were against other Service Colleges, and the remaining matches were against local Universities and Colleges.

A great disappointment in the term was the cancellation of a fixture against Queen Mary College London, but in our other London fixture, the University College Invitation Relay, the team did well to finish 20th out of 43 teams.

We were yet again beaten by Sandhurst and Dartmouth, although the margin was less this year than it has been for some time, however, we have high hopes of victory against Henlow next term. A great boost to morale was our finishing second in the Spalding Championship race, certainly no mean feat.

Of our remaining races, we won only one, against Carre's G.S., but the future looks bright. We have lost some excellent runners from 83 Entry, but have also gained some equally good ones from 89 Entry. Next term we have a very full fixture list including four away matches in London, and we shall be running two teams for the first time.

At the end of term we still keep all our runners, and Doyle and Smith were awarded colours.

Squash

The return to the Squash Team of Christy and Hughes-Lewis, both of whom played Rugby before Christmas, saved the team from an embarrassing position with two members recovering from skiing injuries, and two having passed out in 84 Entry.

Christy has been the most successful player, winning seven of his nine games, but the team only won one of the nine matches, against Sheffield University.

The game against Leicester Squash Club was one of the best of the term. Despite the result of 2-3 to Leicester it produced some good squash.

Cancellations only left the second team two matches, against Nottingham and Sheffield Universities. They played well to beat Sheffield 3-2 but lost to Nottingham 4-1.

The first team, which remained virtually unaltered throughout the term, consisted of Christy, Gooding, Hughes-Lewis, Rizvi and Irfan.

Despite several keen new-comers the 1st V, composed of Hughes, Pervez, Gooding, Allport and Rizvi remained the same throughout the term. Out of the eleven matches, four were won, and seven lost. The most notable wins were against Loughborough College and Nottingham S.R.C., and the most prominent losses to Dartmouth and Sandhurst.

The Sandhurst match produced some good play on both sides, on our side notably by Pervez and Hughes, but the wider experience of the Sandhurst team won them the day with a score of 5-0.

The 2nd V only played three matches, all of which were lost, but there are some useful players who with more practice should achieve 1st team standard soon.

Weekly trips to Leicester Squash Club were made during the term for coaching. Three people went each week and the advice they received led to some good games towards the end of term.

Hughes and Pervez were awarded their colours at the end of term.



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BADMINTON

Since only three members of the first team were available from the previous term the Spring Term was spent in rebuilding the team in preparation for next season rather than in active competition.

The first six played four fixtures during this period of which two were won and two were lost. Unfortunately it was found impossible to run a second

six as had been done in the previous Term due to a shortage of available players.

However, the outlook for next season is not as bleak as this might suggest since all of this term's first team will be available and there is no shortage of keen players ready to learn among the more junior entries.



Fencing

So far this season, the College team has not been very successful. This is due to the lack of match practice among the new members.

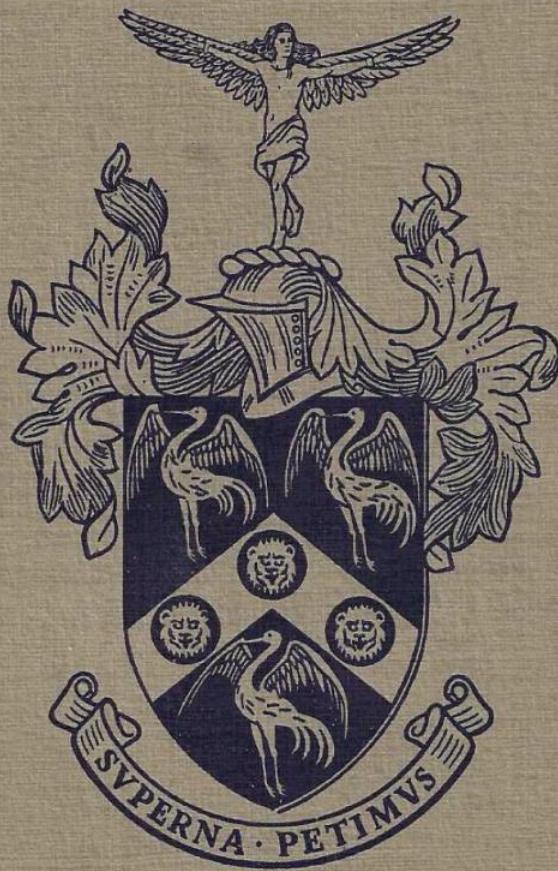
The College was able to produce both a first and second team, and maximum possible use has been made of the electric foil and épée. Unfortunately, the very promising addition of an electric piste

showed to be rather unsuccessful in the Sandhurst match, but this will be rectified in the near future.

The two important matches against Dartmouth and Sandhurst were both lost by the College, but an exciting fight was put up against Sandhurst.

Colours were awarded to R. Davies.

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COLLEGE



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CRANWELL

WINTER, 1964

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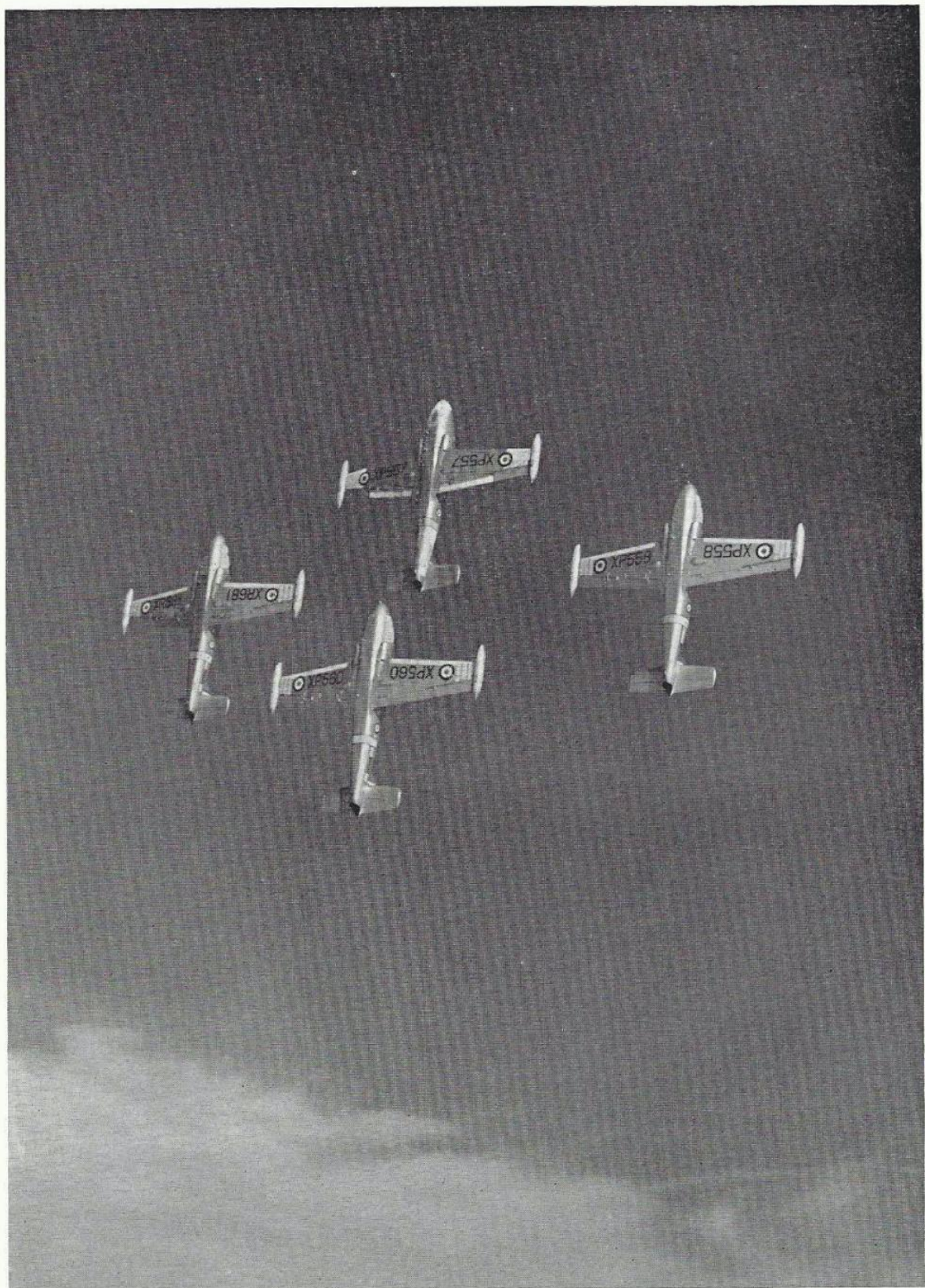
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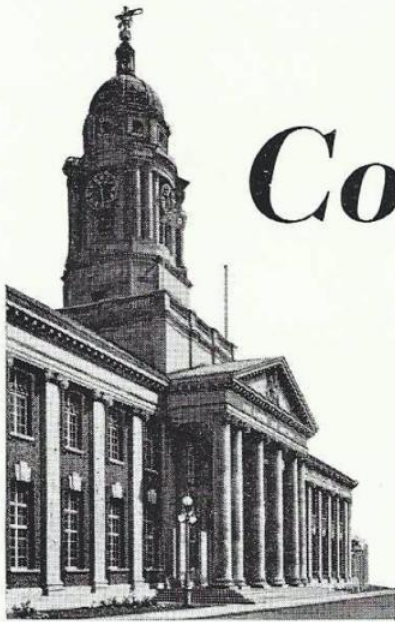
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All opinions expressed in 'The Royal Air Force College Journal' are those of the authors and do not necessarily represent official policy



*The Royal Air Force College Aerobatic Formation Team
"The Poachers"*



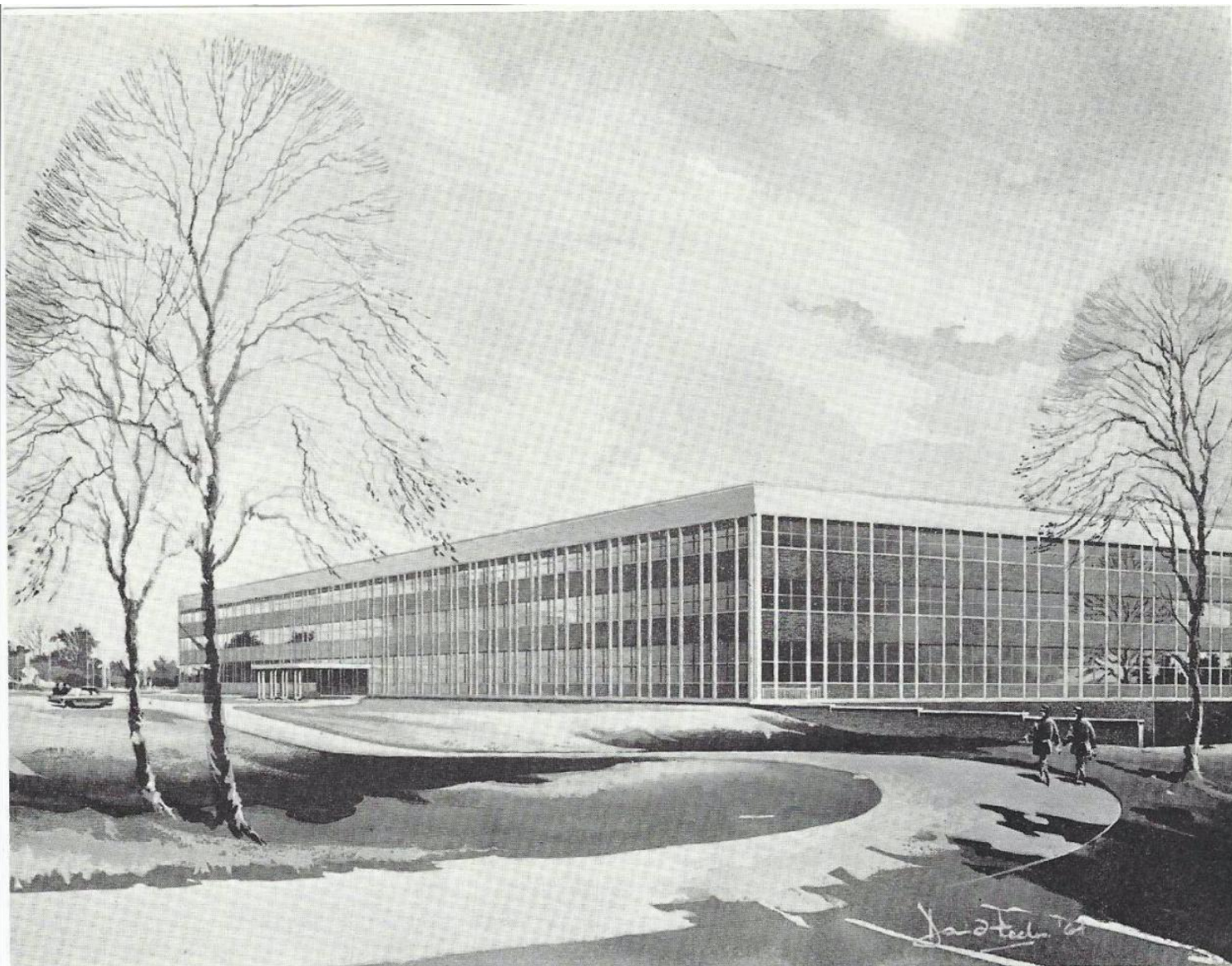
College Notes

The Foundation Stone of the Trenchard Hall was laid by the Chief of the Air Staff, Air Chief Marshal Sir Charles Elworthy, G.C.B., C.B.E., D.S.O., M.V.O., D.F.C., A.F.C., M.A., on 26th June 1964. Among those present were Air Marshal Sir Donald Evans, K.B.E., C.B., D.F.C., Air Officer Commanding-in-Chief, Technical Training Command, Air Marshal Sir Walter Pretty, K.B.E., C.B., Deputy Chief of the Defence Staff and The Right Reverend K. Riches, D.D., The Bishop of Lincoln.

Introducing the Chief of the Air Staff, the Air Officer Commanding-in-Chief, Flying Training Command, Air Marshal P. H. Dunn, C.B., C.B.E., D.F.C., said that the date was a signal point in the progress of the plans, which had been contemplated as long ago as 1958, to concentrate all technical education of general list officers in one place.

“The construction which you see before you shows that these plans are now advancing towards realisation. It is, therefore, appropriate that this important stage in a notable undertaking be marked with proper ceremony.

We are grateful indeed to the Chief of the Air Staff whose presence gives this occasion special significance. He will shortly lay the Foundation Stone of the principal building of the complex of lecture rooms and engineering laboratories of the Trenchard Hall.”



Artist's impression of the Trenchard Hall

Before laying the Foundation Stone the Chief of the Air Staff said :

“ This is not an occasion which calls for a speech from me, but I would like, if I may, to make two points :

Firstly, I would like to take this opportunity of thanking all those who are responsible for the arrangements here today, and all those who are engaged upon this very important undertaking of the construction that is going on at Cranwell.

It is for me, a much younger and unworthy successor of the great Lord Trenchard, a tremendous honour to be here doing this duty today.

The second point I would like to make is this. We are here today to tread merely a few more steps along the road which Lord Trenchard prepared many years ago. He was the man with vision, foresight,

THIS STONE WAS LAID
ON 26TH JUNE 1964
BY THE CHIEF OF THE AIR STAFF
AIR CHIEF MARSHAL
SIR CHARLES ELWORTHY
GCB, CBE, DSO, MVO, DFC, AFC

courage and determination who resisted the temptation to invest in the short-term future and insisted upon long-term investment, because he knew that by so doing that was the only way to ensure the future integrity and efficiency of the force for which he was responsible.

The Stone is tapped into position



The temptation was great of course for him to invest in the short-term so that results could be seen, but though the future of the Air Force in those days was so much less assured than it is now, he knew that if he was going to create a Service, which history has proved it to have been, he would have to devote a tremendous proportion of the comparatively small financial amount that he had at his disposal into the training of its officers and airmen.

Now this place, Cranwell, is a monument to him. The Apprentice School at Halton is another, and today we are merely furthering this process which started those many years ago ; and it is therefore, I am sure you will agree, most appropriate that this building, one of the main buildings of this complex, should be named after him, and I am grateful to his family for allowing the name to be used."

The Chaplain in Chief to the Royal Air Force, The Venerable F. W. Cocks, C.B., Q.H.C., M.A., then conducted the Dedication Service during which the Foundation Stone was laid.

The lowering of the stone into position was heralded by a fanfare and a second fanfare was played before the Chaplain in Chief said :

" May this site, now dedicated by our office and ministry, receive the blessing of God, and may the work that shall be done here have good and abiding success ; to the glory of God in the service of our Queen and the benefit of the Royal Air Force and the nation."



The first of the organization changes before the arrival of the Technical Branch cadets was made in April when the College started a twenty week term. There will now be two terms a year commencing in April and October.



At the beginning of the Summer Term there were 312 cadets on roll at the College. They comprised 241 pilots, 25 navigators, 27 Equipment, 14 Secretarial and 5 RAF Regiment cadets.



During the Summer Term the Queen's Colour was paraded on five occasions : on 3rd June at a Ceremonial Parade for the visiting CENTO officers ; on 7th June at a Parade Service ; on 13th June, Her Majesty's official birthday ; on 25th July at a Commandant's Parade and on 28th July at the Passing-Out Parade of No. 85 Entry. During the Passing-Out Parade the Colour was handed over from ' B ' to ' D ' Squadron.



In Her Majesty's Birthday Honours List, Flight Sergeant T. H. Harris received the B.E.M. Air Officer Commanding-in-Chief's Commendations were awarded to Warrant Officer G. A. Squires, Mr. G. T. Coupland and Mr. L. Donnison ; and Air Officer Commanding's Commendations to Sergeant F. Oxby, Corporal D. W. H. Full, Corporal A. McLean and Mr. S. Bailey.





Visiting preachers during the Summer Term were :—

On 26th April, The Reverend Canon T. J. Pugh, T.D., Senior Chaplain, Butlin's Holiday Camps.

On 10th May, The Reverend T. Goss, M.A., Senior Chaplain, Royal Air Force, Halton.

On 7th June, The Reverend W. E. G. Payton, M.A., Principal of the Royal Air Force Chaplains' School and Assistant Chaplain in Chief, Maintenance Command.

On 5th July, The Bishop of Lincoln, The Right Reverend K. Riches, D.D.

On 19th July, The Reverend A. Kingsley Lloyd, President of the Methodist Church.

On 28th July, The Bishop of Lincoln conducted the Service of Dedication for No. 85 Entry.

On 8th August, The Venerable F. W. Cocks, C.B., Q.H.C., M.A., Chaplain in Chief, Royal Air Force.

On 16th August, The Reverend T. D. Bayer, M.B.E., L.Th., Principal Chaplain, Royal Australian Air Force.



One of the three Wing Commanders Cook who came to Cranwell in the Summer of 1963, The Reverend A. E. Cook, M.B.E., the P.M.U.B. Chaplain has now left us on promotion to be Assistant Principal Chaplain, Coastal Command. His successor is the Reverend D. S. Wallace. However, we now welcome another Cook, Major K. F. Cook, U.S.A.F., who joins us from the United States Air Force Academy, Colorado Springs in place of Major R. M. Pomeroy, U.S.A.F. Wing Commander F. G. Rice, who was Managing Editor of the *Journal*, left in June on posting to No. 1 Initial Training School, Royal Air Force, South Cerney.



The competition for the Prince of Wales Trophy and for the title of Sovereign's Squadron was won by 'D' Squadron who came first in the Knocker Cup and Chimay Cup and second to 'C' Squadron in the Ferris Drill Competition. This is the first time



that ' D ' Squadron has won the Prince of Wales Trophy since the Squadron was re-formed at Cranwell.

The Ferris Drill Competition was judged by a party from the Royal Military Academy, Sandhurst, under Major J. Swinton.

The Junior Drill competition was won by ' D ' Squadron.



During the Summer Term College sports teams engaged, with varying degrees of success, in their contests with the Britannia Royal Naval College, the Royal Military Academy, Sandhurst and the Royal Air Force Technical College, Henlow.

On 10th May, in a triangular sailing match at Dartmouth the College came second to Britannia Royal Naval College. Another visit to Dartmouth, on 23rd May, resulted in a defeat at golf ; the cricket and tennis matches were rained off. The athletics team beat the Royal Air Force Technical College on 30th May but in a triangular match a fortnight later at Sandhurst, against the Royal Military Academy and the Britannia Royal Naval College, came third.

In the swimming match at Sandhurst on 27th June the College came second to the Royal Military Academy but beat the Britannia Royal Naval College. Greater success was achieved at water polo ; the College team won both its games.

On 4th July, the Royal Military Academy teams visited Cranwell. The College lost the cricket, tennis and golf but won the sailing. A modern pentathlon triangular match at Sandhurst on the same day resulted in the College coming second to the Royal Military Academy. At Henlow on 11th July the College won the tennis and tetrathlon but lost the rowing and modern pentathlon matches.



College oarsmen had a successful season. A College four became Head of the River in the Royal Air Force Bumps rowed at Huntingdon. In the Royal Air Force Regatta the College won the Senior and Junior Fours and was runner-up in the Inter-Station Competition.

There were several notable individual sporting achievements: Flight Cadet Manser played for the Royal Air Force in the Inter-Service Tennis Championships : Flight Cadets Presland and Tyndall swam for the Royal Air Force in the Inter-Services Swimming Championships and Lewis and Hedges were reserves for the Royal Air Force water polo team ; Pilot Officer Christy, who graduated with No. 85 Entry, was 12th man for the Royal Air Force in the Inter-Services Cricket Competition. In the Cadets and Young Officers fencing at the Royal Tournament Flight Cadet Sanders won the epee, Flight Cadet Davies was 2nd in the foil.

Both the Royal Air Force Equitation Association Championships and the Royal Air Force Modern Pentathlon Championships were held at Cranwell again this year. In the Riding Championships the College team came first in the Royal Air Force team competition. The individual winner was Miss S. Walliker, sister of one of the members of the College team, on Funnieccles. In the Modern Pentathlon Championships Sergeant L. Linturn came second and Flight Cadet P. J. G. Sanders came third in the individual competition.



Air Vice-Marshal B. A. Chacksfield presents Flight Cadet Sanders with his prize



The record for the inter-College road relay race of eighty two miles from Cranwell to Henlow was broken twice during the term. On 27th June the Royal Air Force Technical College team brought the baton to Cranwell in 6 hours 46 minutes ; the College team returned the baton on 15th August in 6 hours. Since April 1962 the race has been run six times and the time has been reduced by 2 hours 18 minutes.



S.A.C. Dunham of the M.T. flight at Cranwell won the Area Final of the Lorry Driver of Year Competition again this year. This qualified him to take part in the National Final of the Competition ; he came second in his class. The *Journal* congratulates him on this outstanding achievement.



On 8th August 1964, the Station Commander, Group Captain D. C. Lowe, D.F.C., A.F.C., presented eighty three National Safe Driving Awards to service and civilian personnel of Cranwell M.T. Flight. During 1963 they had driven nearly half a million miles and had been involved in only three blameworthy accidents.



*Detail of
Verpilleux's Portrait of
Lord Trenchard*

Emile Antoine Verpilleux, the artist and engraver, died on 10th September 1964, at the age of seventy-six. In 1936 he painted the portrait of Lord Trenchard which now hangs in the College. This was not, however, his only association with the Royal Air Force. During the 1914-18 War he served as a Captain in the Royal Flying Corps and Royal Air Force. He was awarded the M.B.E. (Mil) and was mentioned in dispatches.



Visitors to Cranwell during the Summer Term included :—

On 8th April, the Air Officer Administration, Flying Training Command, Air Vice-Marshal R. B. Thomson, C.B., D.S.O., D.F.C.

On 17th April, Professor Kumeo Inamaru of the Japanese Defence College and Colonel M. Utsumomiya, the Japanese Defence Attaché.

On 24th April, Brigadier-General Bong Hi Chun, the Korean Military, Naval and Air Attaché.

From 30th April to 4th May, two officers and six cadets from the Royal Hellenic Air Force Academy.

On 1st May, Wing Commander S. M. Bakhshi, the Pakistan Air Advisor.

On 11th May, Squadron Leader R. Dick gave a presentation on Bomber Command.

On 12th May, the Deputy Director, Captain D. C. Wells, R.A.N., members of the Directing Staff and students of the Royal Naval Staff College, Greenwich.

On 12th and 13th May, the Headmasters of Allhallows School, Bloxham School, Blundell's School, Brighton College, Canford School, Clifton College, Cranleigh School, Durham School, Hele's School, Ipswich School, Junior St. Lawrence College, King's School Bruton and Wellesley House School ; a House Master of Rugby School ; C.C.F. Commanders of Clifton College, Downside School and Sherborne School ; a member of the Extra Mural Department, University of Leeds, and the Youth Employment Officer, City of Coventry Council.

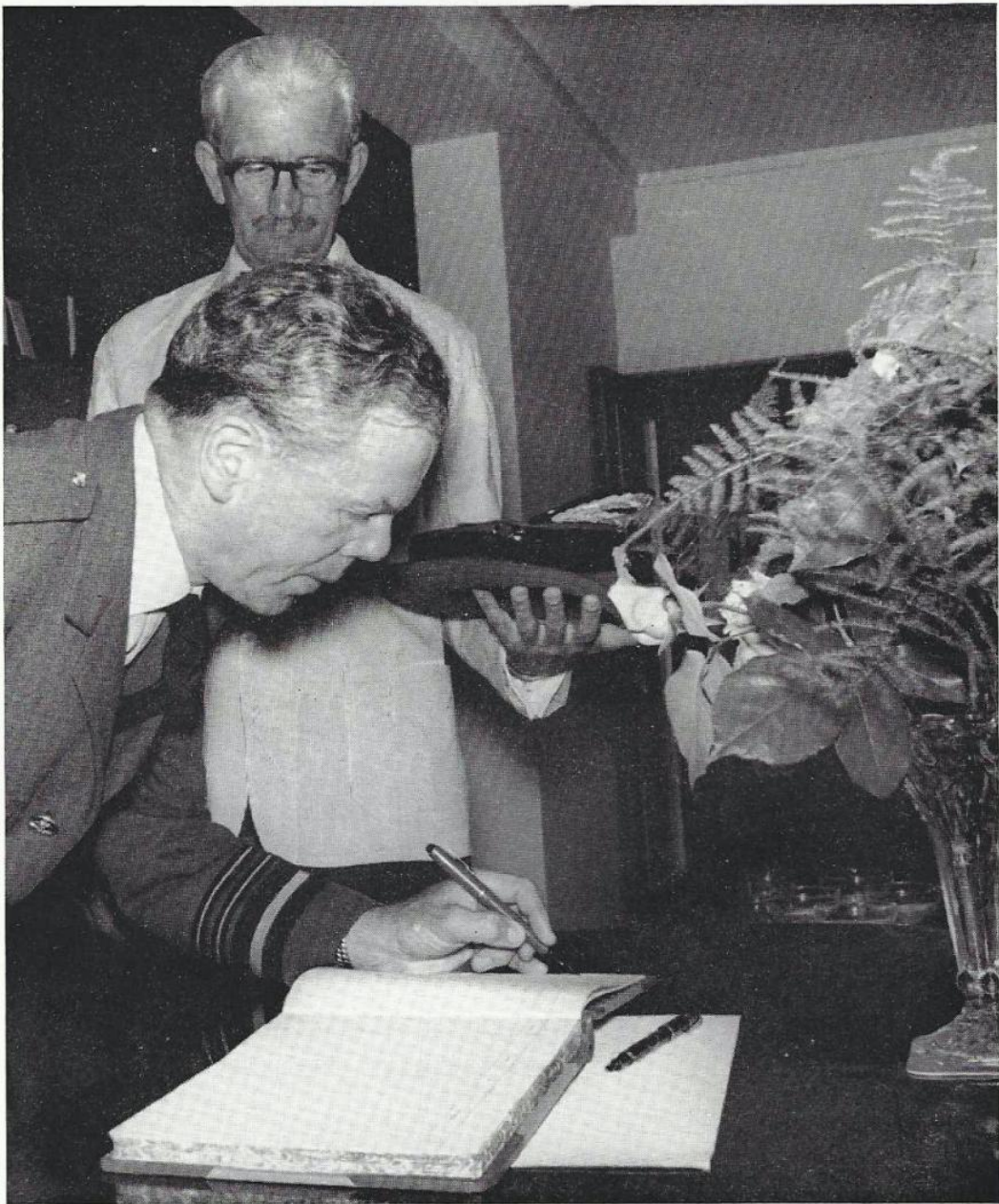


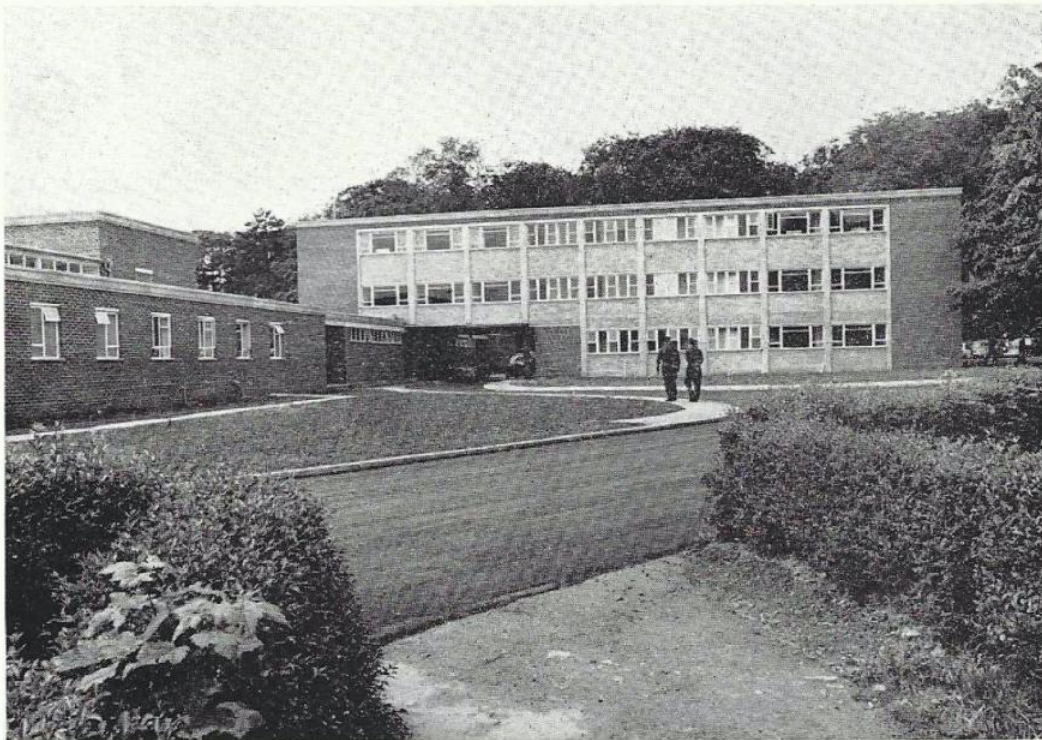
Wing Commander E. J. Holden, M.B.E., B.Sc., A.F.R.Ae.S., the Senior Tutor (Science) conducting the CENTO Party on a visit to Tutorial Wing

From 1st June to 3rd June, 36 officers of the CENTO countries, Iran, Pakistan and Turkey.

On 10th June, 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, paid a farewell visit to Cranwell, during which he opened the new Sergeants' Mess.

The Air Officer Commanding-in-Chief, Flying Training Command, signing the Visitors' Book at the new Sergeants' Mess





The New Sergeants' Mess

From 10th June to 12th June, Colonel H. C. Green, two officers and 70 cadets of the United States Air Force Academy, Colorado Springs.

On 25th June, four members of the teaching staff of the Indian National Defence College.

On 26th June, the Chief of the Air Staff, Air Chief Marshal Sir Charles Elworthy, G.C.B., C.B.E., D.S.O., M.V.O., D.F.C., A.F.C., M.A., laid the Foundation Stone of the Trenchard Hall. The new Air Officer Commanding-in-Chief, Flying Training Command, Air Marshal P. H. Dunn, C.B., C.B.E., D.F.C. made his first visit to the College on this occasion.

From 3rd to 5th July, four officers and 30 officer cadets from the Royal Military Academy, Sandhurst.

On 17th July, Major F. J. Ney, M.C., LI.D., and 40 Questors of the Commonwealth Youth Movement.

From 25th July to 1st August, 35 officers and 327 cadets of the Combined Cadet Force attended a Summer Camp. The schools represented at the camp were : Ardingley, Brighton Grammar School, Bristol Grammar School, Cirencester Grammar School, Denby, Edinburgh Academy, Harrow County, Hastings Grammar

School, Henry Mellish, King Edward's, Lord Williams, Merchant Taylors, Nottingham High School, Oswestry High School, Peter Symonds, Portsmouth Grammar School, Prior Park College, Repton, The Perse School Cambridge, Trinity School, William Ellis.

On 27th and 28th July, Marshal of the Royal Air Force, Sir Thomas G. Pike, G.C.B., C.B.E., D.F.C., to present the Wings and Prizes to No. 85 Entry, and Air Chief Marshal Sir Walter G. Cheshire, K.B.E., C.B.E., A.D.C., B.A., as Reviewing Officer on the Passing-Out Parade of No. 85 Entry.



A Cranwell cadet, Senior Under Officer R. J. Milsom took part in the service to lay up the old Queen's Colour for the Royal Air Force in St. Clement Danes Church on Sunday, 27th September 1964. Milsom received the Colour from the Queen's Colour Squadron and handed it to The Reverend L. J. Ashton, Assistant Chaplain in Chief, Technical Training Command, with the request that it should be "placed in safe-keeping in the House of God as a reminder of man's duty to God and his country."



Royal Air Force Cranwell sportsmen had a successful Summer season. The station cricket XI reached the final of the Royal Air Force Senior Cup, won the Sleaford and District Knockout Cup and the Charity Final of the Royal Air Force Association Competition. The athletics team reached the final of the Royal Air Force Inter-Station Championship for senior stations and was second in the Lincolnshire Service Athletics League. The swimming team was first in the Flying Training Command Championship and won the Water Polo Competition. The shooting team won the Command Falling Plate and Combat Snap-Shooting competitions and was second in the Bargrave Dean and Service Rifle (A) competitions.

There were many outstanding individual achievements. Sergeant I. A. Williams became the Royal Air Force Champion at Arms. Major D. C. Thorne played cricket for the Combined Services and the Army, Squadron Leader G. A. W. Worsell and Flight Lieutenant B. W. Dove-Dixon played for the Royal Air Force. Squadron Leader Worsell was Captain and Corporal Waters a member of the Royal Air Force team which won the Inter-Services Water Polo

Competition. Corporal Clark and Junior Technician Macneillie swam for the Royal Air Force in the Inter-Services Championships. At Wimbledon, in the Royal Air Force Tennis Championships, Squadron Leader J. G. Hill and Flight Cadet Manser reached the semi-finals of both the individual and inter-station doubles and Manser beat Squadron Leader Hill to win the Plate Competition. Squadron Leader B. T. Griffiths was the Captain and Squadron Leader P. C. Eden, Flight Lieutenant V. L. Warrington and Junior Technician Pike were members of the Flying Training Command Sten team which came third in the Royal Air Force. Squadron Leader P. C. Eden was a member of the Command Long Range team, Flight Lieutenant M. C. Turner was in the Command Service Rifle (B) team and Flight Lieutenant M. D. Hurrell was in the Command Service Rifle (A) team.



The College Hovercraft C.H.1. was demonstrated at the Sleaford Show and on 3rd August 1964. The display of its capabilities proved to be the centre of attraction at the show where it carried its most illustrious passenger to date, Mr. Joseph Godber, Minister of Labour and Member of Parliament for Grantham and Sleaford.



Flight Cadet North, of No. 90 Entry, experiencing the mountaineering phase of this year's Training Camp in the Sauerland

The planned programme of summer vacation activities was rather reduced this year, mainly because some indulgence air-lifts could not be obtained. Nevertheless a good variety of interesting and informative visits was made.

On 18th August sixty nine cadets of Nos. 89 and 90 Entries and five cadets from Britannia Royal Naval College, Dartmouth, began their training camp in the Brilon district of Germany. Fifty four cadets of the senior entries gained experience and knowledge of NATO by visiting Supreme Headquarters Allied Powers in Europe, NATO Headquarters, Headquarters Allied Air Forces Central Europe and representative Royal Air Force units in Germany. No. 89 Entry also went to Germany, to visit units of the British Army of the Rhine and observe exercises. Cadets of No. 88 Entry spent periods with units of the Royal Navy : twenty two spent seventeen days with ships of the Home Fleet and visited Stockholm ; ten cadets spent three days on H.M.S. *Lochinvar* and three more visited Portsmouth and Gosport.

Several overseas expeditions were undertaken under the provisions of the Trenchard Award Scheme. Four cadets went to Canada to canoe down the Abitibi River. Two groups went on potholing expeditions : four cadets surveyed caves in the Pyrenees and a further eight went to Finale in Italy. A Natural History exploration of the Camargue in France was made by five cadets of No. 88 Entry. Six cadets went climbing in the Austrian Alps. Five cadets travelled overland to Egypt to visit the Aswan Dam project and one cadet went to Israel to visit a commune.

Another seven overseas visits were also made. A canoeing group of eight cadets went to France and travelled from the Gironde Estuary to Marseilles using rivers and canals. They also studied progress on the Concorde Airliner project at Toulouse and Marseilles and made a liaison visit to the Ecole de L'Air, Salon. Southern France was also the destination of four cadets who went water-skiing in the Nice area. Two visits were made to Scandinavia : two cadets went to Trondheim to study the British and German war-time actions there, another eight cadets spent three weeks angling in Sweden and Norway. Eight Equipment cadets spent a fortnight visiting units of Far East Air Force and Air Headquarters, Hongkong, as part of their training in supply and movement procedures. A liaison visit to the Royal Netherlands Military Academy at Breda was made by five cadets. Two cadets went to West Germany to improve their knowledge of the language.



Flight Cadets Mathie and Richardson at Leipheim, Bavaria, home of the Luftwaffe's 53rd Reconnaissance Wing.

At home twelve cadets began the vacation with an Elementary Parachute Course at No. 1 Parachute Training School, Royal Air Force, Abingdon. Three cadets went to the Isle of Man to carry out geographical field studies as part of the examination for the External Degree of the University of London. Twelve cadets took part in ocean sailing with the Royal Air Force Yacht Club at Hamble. Eight cadets visited various Royal Air Force stations.



During the Summer Term cadets made various visits as part of their professional and academic training, and to widen their interests.

Visits by Equipment and Secretarial flight cadets included :—

On 23rd April, seven Secretarial flight cadets to Lincoln Assizes, to further their law studies.

From 13th to 15th May, five Secretarial flight cadets to the R.A.F. Pay Agents, the Stock Exchange, Lloyds Underwriters and International Computers and Tabulators Ltd.

From 20th to 22nd May, five Equipment flight cadets of No. 85 Entry to No. 11 Maintenance Unit, Royal Air Force, Chilmark, and the Ministry of Defence (R.A.F.), to receive instruction in the bulk provisioning and storage of explosives and compressed gases. Three Equipment flight cadets of No. 86 Entry visited the Royal Ordnance Factory at Chorley and the Proof and Trials Unit, Cold Meece, to observe the manufacture and proof testing of explosive stores.

On 25th and 26th May, two Secretarial flight cadets of No. 86 Entry to the Central Civilian Pay and Records Office.

From 1st to 4th June, four Equipment flight cadets of No. 87 Entry to No. 236 Maintenance Unit, Royal Air Force Cosford, to study Mechanical Transport Storage Unit methods, and to No. 27 Maintenance Unit, Royal Air Force, Shawbury to study Aircraft Storage Unit methods.

On 3rd June, five Secretarial flight cadets to Royal Air Force, Spitalgate, to hear a presentation on the planned introduction of automatic data processing at Royal Air Force Records Office.

From 10th to 12th June, Equipment and Secretarial flight cadets of Nos. 88 and 89 Entries to Royal Air Force, Lyneham, No. 33 Maintenance Unit and Royal Air Force, Chilmark, to study unit supply, air movements, and the depot storage of aircraft and explosives.

From 22nd to 26th June, five Equipment flight cadets of No. 85 Entry to Royal Air Force, Kirton-in-Lindsey and Royal Air Force, Theddlethorpe, for instruction in the demolition of explosives.

From 29th June to 3rd July, four Secretarial flight cadets to Royal Air Force Records Office and Central Pay Office.

On 16th July, six Secretarial flight cadets to Stamford Quarter Sessions.

From 12th to 14th August, nine Equipment flight cadets of Nos. 87 and 88 Entries to Royal Ordnance Factory, Chorley, to view the manufacture of explosives.

Other academic and training visits included :—

On 30th April, four 'B' stream flight cadets of No. 85 Entry attended a lecture at the Derby branch of the Royal Aeronautical Society.

From 8th to 10th May, three 'C' stream flight cadets visited Cravendale, Yorkshire, to carry out geographical field studies.

On 11th May, eight flight cadets visited Her Majesty's Borstal, Lowdham Grange.

From 15th to 18th May, twelve flight cadets of No. 85 Entry made a training flight to Royal Air Force, Germany.

On 18th May, fifteen flight cadets visited Rolls Royce Ltd., at Hucknall, to demonstrate College equipment.

From 12th to 21st June, four flight cadets and two technical cadets visited the Royal Hellenic Air Force Academy at Tatoi.

On 23rd June, three flight cadets of No. 90 Entry visited the House of Commons.

On 6th July, No. 85 Entry visited the British Aircraft Corporation at Weybridge.

On 9th, 16th and 23rd July, five flight cadets visited the Kesteven Farm Institute to carry out a farm survey as part of the College syllabus in Geography.

From 10th to 12th July, three flight cadets attended a residential course in German language at Leeds University.

From 8th to 9th August, two flight cadets visited Her Majesty's Borstal, Lowdham Grange, to supplement College instruction in Economics.

On 10th August, fifteen flight cadets visited the Meteorological Office, Bracknell, Berks, to study the meteorological organization and weather forecasting system in Britain.

**THE
PASSING-OUT
PARADE
OF**

No. 85 ENTRY





COMMISSIONING LIST

- M. G. CHRISTY, Senior Under Officer : Cricket (Captain, Colours) ; Rugby (Colours) ; Squash (Colours).
- J. M. COLLIER, Senior Under Officer : The Philip Sassoon Memorial Prize ; The Ministry of Defence (R.A.F.) Prize for War Studies and Humanities ; The Royal New Zealand Air Force Trophy ; The J. A. Chance Memorial Prize ; Soccer (Captain, Colours) ; Cricket (Captain 2nd XI) ; Dramatics.
- C. MITCHELL, Senior Under Officer : The Sword of Honour ; The R. S. May Memorial Prize ; Rugby (1st XV) ; Mountaineering (Captain) ; Drama (Secretary).
- T. G. THORN, Senior Under Officer : Rugby (Captain, Colours) ; Cricket (Colours) ; Athletics ; Gymnastics ; Sub-aqua ; Parachuting.
- J. S. ALLISON, Under Officer : The R. M. Groves Memorial Prize and Kinkead Trophy ; The Battle of Britain Trophy ; Rugby (Colours).
- J. A. BELSON, Under Officer : The Hicks Memorial Trophy ; Rowing ; Shooting.

R. B. DUCKENFIELD, Under Officer : Rugby (Colours) ; Swimming (Captain, Colours) ; Water Polo (Colours) ; Potholing ; Sub-aqua.

M. D. de R. FINDLAY, Under Officer : Fencing (2nd Team) ; Mountaineering.

P. J. GRAY, Under Officer : The Queen's Medal ; The Abdy Gerrard Fellowes Memorial Prize ; Athletics (Captain, Colours) ; Rugby (2nd XV) ; *Journal*.

J. HUGHES, Under Officer : Rugby (2nd XV) ; Sailing.

D. C. LONGDEN, Under Officer : Shooting (Captain, Colours) ; Gliding (Captain and Instructor) ; Photography (Secretary).

R. G. PIKE, Under Officer : The Dickson Trophy and Michael Hill Memorial Prize ; Hockey (2nd XI) ; Field Shooting (Captain) ; *Journal* Cadet Editor.

P. B. M. RICHARDS, Under Officer : Squash ; Sailing.

A. WADE, Under Officer : Cross-country ; Debating ; Dramatics.

A. K. WEBSTER, Under Officer : Rugby (Colours) ; Sailing (Colours).

A. M. WILLS, Under Officer : Squash ; *Journal*.

D. L. BAUGH, Senior Flight Cadet : Rugby (2nd XV) ; Sailing ; Sub-aqua ; *Journal*.

C. I. H. CANT, Senior Flight Cadet : The Institute of Navigation Trophy and Ministry of Defence (R.A.F.) Prize for Navigation ; Basketball (Secretary) ; Debating (Secretary).

A. R. CLARK, Senior Flight Cadet : Sailing.

A. R. ELLENDER, Senior Flight Cadet : The Royal United Services Institution Award ; Hockey (2nd XI).

R. J. T. FALKINER, Senior Flight Cadet : Squash ; Sailing.

A. P. GALEA, Senior Flight Cadet : Soccer (2nd XI) ; Chess ; Debating.

P. A. GRIFFITHS, Senior Flight Cadet : Rugby (2nd XV) ; College Social Secretary.

J. S. HADDOCK, Senior Flight Cadet : Soccer (Colours) ; Athletics (Colours) ; Mountaineering.

D. J. HAYMAN, Senior Flight Cadet : Shooting (Vice-Captain, Colours).

J. W. M. HEAD, Senior Flight Cadet : Fencing ; Ski-ing ; Sub-aqua.

D. S. JACKSON, Senior Flight Cadet : Shooting (Colours).

R. A. LEWIS, Senior Flight Cadet : Swimming (Colours) ; Water Polo (Captain, Colours) ; Potholing ; Mountaineering.

K. B. MACE, Senior Flight Cadet : Squash (2nd V, Captain) ; Gliding (Secretary).

C. J. MULLAN, Senior Flight Cadet : Soccer (1st XI) ; Swimming ; Fencing ; Sailing ; Modern Pentathlon ; Sub-aqua (Captain).

W. NEVISON, Senior Flight Cadet : Soccer (Colours) ; Cricket (2nd XI) ; Mountaineering.

D. NEWALL, Senior Flight Cadet : Cricket (2nd XI) ; Soccer (2nd XI) ; Mountaineering ; Sub-aqua.

- S. PEARSE, Senior Flight Cadet : Cross Country (Captain) ; Golf (1st Team) ; Shooting (1st Team).
- D. J. POWELL, Senior Flight Cadet : The Ministry of Defence (R.A.F.) Prize for Equipment Cadets ; Dramatic ; Debating ; Operatic ; Film (Secretary) ; *Journal*.
- P. N. PRESLAND, Senior Flight Cadet : Modern Pentathlon (Captain) ; Swimming (Colours) ; Water Polo (1st Team) ; Fencing (1st Team) ; Choral ; Music.
- D. G. WERB, Senior Flight Cadet : Canoeing (Captain) ; Sub-aqua.
- W. T. WILLMAN, Senior Flight Cadet : Hockey (Vice-Captain, Colours) ; Sailing (Colours) ; Motor.
- M. C. C. WILSON, Senior Flight Cadet : Squash ; Sailing.
- R. N. WOOLLACOTT, Senior Flight Cadet : Fencing (2nd Team) ; Music.
- R. C. WRIGHT, Senior Flight Cadet : Sailing (Captain, Colours) ; Ocean Sailing.



CADET WING LIST PROMOTIONS

No. 86 ENTRY

'A' Squadron : Flight Cadet Senior Under Officer R. J. Milsom, Flight Cadet Under Officers P. D. Markey and D. A. Z. James.

'B' Squadron : Flight Cadet Senior Under Officer J. W. Lanham, Flight Cadet Under Officers C. T. Moore and M. B. Langham.

'C' Squadron : Flight Cadet Senior Under Officer M. A. Clegg, Flight Cadet Under Officers D. B. Ainge and J. Mawhinney.

'D' Squadron : Flight Cadet Senior Under Officer A. B. Hughes-Lewis, Flight Cadet Under Officers N. G. Warner and D. J. Rump.



Presentations to No. 85 Entry were made by Marshal of the Royal Air Force Sir Thomas G. Pike, G.C.B., C.B.E., D.F.C., Deputy Supreme Allied Commander Europe, in the Whittle Hall on 27th July 1964.

Before making the presentations Sir Thomas Pike addressed his audience as follows :

Commandant, Commander-in-Chief, Ladies and Gentlemen :

I would like first of all to thank the Commandant for inviting me here this evening to present the Wings, Certificates and Prizes to No. 85 Entry. I congratulate you all for making the grade and passing out of this famous College. I know you have all achieved a great deal during these past few years. I am sure you have had your problems and your troubles as well as your successes, but in retrospect I am sure you will agree it has all been very well worth while.

Some of you have been presented with Prizes this evening and some have not. To those of you who have won the Prizes of this College I offer my congratulations. To those of you who are not on the Prize List I would tell you that I was in a similar position myself forty years ago. This does not really prove anything, but let us call ourselves late developers. There are many late developers in the ranks of the famous. Winston Churchill was one, and Lord Trenchard, founder of this great College was another — so let those who have failed to win a prize not be too downhearted. You have a full career ahead of you in the Royal Air Force and there will be every chance and facility to develop all your latent talents which so far have gone unrecognised by the Commandant and his staff !

I have no intention of giving you a great deal of advice this evening and I am sure the Reviewing Officer will have something to say to you tomorrow after the Parade. What I want to do is to highlight THREE points which I think are vital to our Service now, and which will continue to be vital throughout the period of your careers. I would just mention that my remarks apply equally to all branches of the Service and I hope the next decade will see all aspects and specialities of our Service drawing very much closer together in one combined aim, which is to make the force as streamlined and efficient as possible.

First, the R.A.F. has always had to fight for its existence. This has been the case since Lord Trenchard got Parliament to accept an independent Air Force, and this I've no doubt will be the pattern to some extent throughout your careers. The foundation stone of this College was laid one snowy afternoon in 1929 by Lady Hoare, wife of the then Secretary of State for Air, with Sir Hugh and Lady Trenchard in close attendance. There was no fashionable gathering, no bands, and no parades, but they were determined to get work on the College under way because the Government was about to fall and it was believed that the new team might reverse all the plans made so carefully by Hoare and Trenchard. It would take more than a change of Government to reverse Cranwell now, but this illustration gives you an idea of the nature of those early battles to keep the R.A.F. in business.

Latterly, our fight has been to make sure that the R.A.F. got the right aircraft and missiles and a sufficient cut of the defence budget to uphold our strategy from an air point of view. This has not been an easy battle either. The first C.A.S. to come from Cranwell—Dermot Boyle, gave a great lead in this aspect and I took on where he left off. We have allowed an ex-University entrant to slip in now as C.A.S., and all things considered, he is doing surprisingly well, but I've no doubt a Cranwellian will resume the task before many years are past.

The British are by tradition and family background a nation not only of shopkeepers, but of soldiers and sailors, and this for obvious reasons. Only slowly have we adopted the air as a reasonable medium in which to exist. The British have always been rather suspicious about the characters who use the air, not entirely unconnected with some of the barnstorming chaps who were the early pioneers of aviation.

I would say, in concluding this point, that the future of the R.A.F. has never been in real doubt since the 1920s, and I believe we are in a strong position today. But this strong position has only been achieved by a succession of people like Trenchard and others who have been prepared to state and fight our case if necessary, and this is the sort of responsibility which will be passing to at least some of you during your careers. But the future of the Service must never be taken for granted — it must be guarded jealously as the years go by, and the period you are entering will be no exception. In this I do not mean that you should be thoroughly rotten and unco-operative with the other two Services, but that you should understand, support and defend the great principles of air power which you have learnt here, and which you will hear more about at the Staff Colleges.

Secondly, the R.A.F. is a Service of great and rapid change. To see the truth of this we need only look back briefly into our short history. One of the finest episodes of the Royal Air Force was the Battle of Britain. This, I suggest, is a type of air warfare which will never take place again ; that is, a large number of fighter aircraft, flying in squadrons or wings, attacking each other in order to get at the enemy bombers or to defend our own bombers. The close defence of our country today is done by missiles, with defence against the dwindling manned threat being handled by single or pairs of fighters operating many miles out from our coasts, and using guided weapons as their armament.

Another example of change is the last war Bomber Command attacks on Germany where we had to use thousands of bombers to produce a sufficient weight of attack with the navigational systems and the lethality of bombs being used at that time. The nuclear weapon and more advanced navigational systems make this type of operation old fashioned and something that our Service will never see again.

But these are the great changes that we have to be prepared for and which we have to accept, though they may well knock holes in the structure and techniques of our Service.

Similarly, on the technical side there have been great and rapid changes. In the last thirty years the performance of front line aircraft in speed has risen from about one hundred and twenty knots to twelve hundred knots plus. This is an increase in magnitude of ten times. There are plenty of front line aircraft flying at Mach 2 today and in thirty years time this will have changed by a factor of 10 which means that they will be flying at the Mach number of 20, which incidentally is about the speed of re-entry of a rocket into the earth's atmosphere. Some may think that this is exaggerated but I do not think so — indeed you would be very foolish to assume that progress in the air in the future will be any less rapid than it has been in the past.

I feel convinced that the cost and complexity of equipment will continue to accelerate during your careers and it obviously follows that a higher level of all round skills will be required. This means a constant process of education of both air and ground crews and a constant increase in professional capability ; which brings me to my last point.

This is the importance of leadership and of people. I am not just talking about the leadership which housemasters and squadron commanders try to beat into us, but the leadership and morale which comes from a Service really knowing it is on the ball, and a Service in which weaknesses and inefficiency become self destroying.

This means that the officer who is really going to make the grade in the Service must be prepared to THINK. I don't mean you should always be thinking of Service affairs to the exclusion of other broadening, relaxing and interesting pursuits. But the Service must be your first interest, your first devotion, and that means thinking about the Service : what can be done to make it more efficient, more fit for the object for which it exists, which is the prevention of war. Good ideas are not the monopoly of high rank — far from it, and the Service encourages its younger members to put up ideas, and we have some outstanding examples of these ideas making a real contribution to our efficiency. So I would warn you off the television

screen and *use* your mind when it is at its most efficient and when original thought comes most easily. This is the sort of leadership I mean — intellectual leadership with the standard of the Service rising to meet the challenges of the new equipment.

My last word under this point would be to remind you of the very great importance of people. Computers will certainly have their important place during your careers, but never under-estimate the spirit, ingenuity and the morale of people. I once read an officer's confidential report which said "The men will follow this officer if only out of curiosity." I hope this never applies to any of you here tonight, but I repeat, don't forget the importance of people.

In conclusion, may I say once more what a great privilege it has been for me to be here this evening to present the Wings, Certificates and Prizes and also what a pleasure it has been for my wife and I to be present as parents, and I know she joins me in wishing you all the very best of luck and good fortune in the future.



Under Officer R. G. Pike receiving his prizes from Marshal of the Royal Air Force Sir Thomas G. Pike





Senior Under Officer C. Mitchell receiving the Sword of Honour

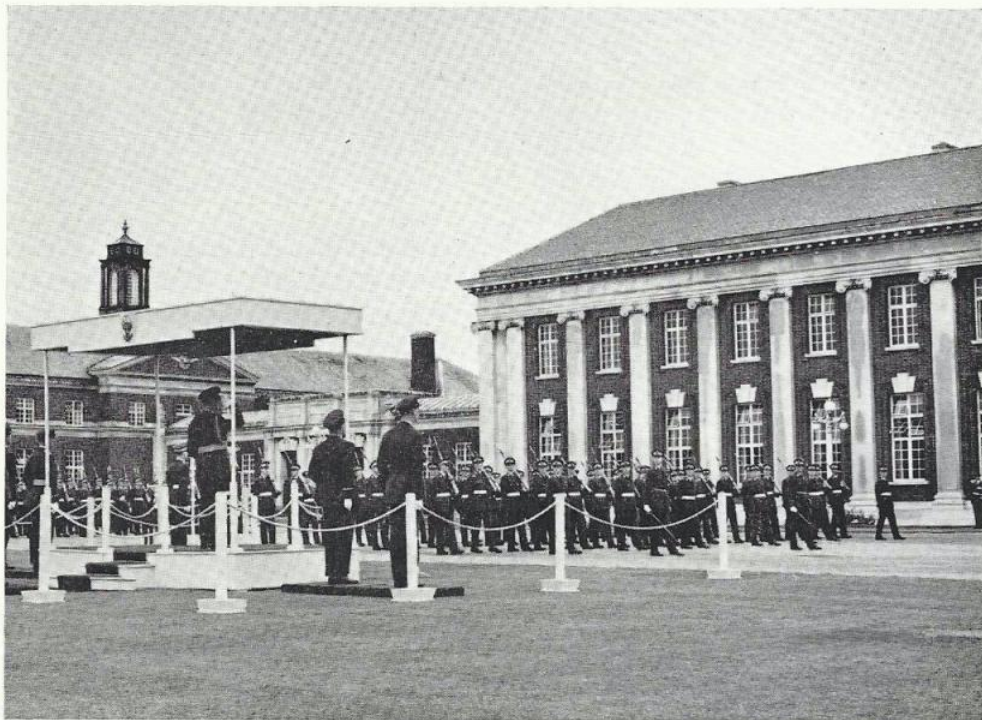
The Passing-Out Parade of No. 85 Entry took place on the morning of Tuesday 28th July 1964. The Reviewing Officer was Air Chief Marshal Sir Walter G. Cheshire, K.C.B., C.B.E., A.D.C., B.A., Air Member for Personnel. The Parade was commanded by Senior Under Officer C. Mitchell and the Parade Adjutant was Under Officer P. J. Gray. The four squadrons were commanded by Senior Under Officers T. G. Thorn, J. M. Collier, M. G. Christy and Under Officer A. Wade.

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 C. Mitchell, the Queen's Medal to Under Officer P. J. Gray and the Kinkead Trophy to Under Officer J. S. Allison, and then gave the following address :

Gentlemen :

There is one thing that I have in common with 85 Entry : that is, that I have attended every Passing-Out Parade here at Cranwell since December 1961, and therefore I have a good working knowledge of what the previous Reviewing Officers have said to you. The three main ideas clearly put across to you by my predecessors speaking from this dais were, firstly, that the Royal Air Force, like the Army and the Navy, will continue as an independent Service under the unified Ministry of Defence. Secondly, the Royal Air Force will acquire modern aircraft which are the life-blood of any fighting service and which will require highly qualified personnel to fly and maintain them and, thirdly, the three year's arduous and first-class training which you have received here at Cranwell should stand you in good stead in your Royal Air Force career. All these propositions remain as true today as when they were first put across to you in the last three years and I must not enlarge upon them. I must also follow the example of my predecessors by commenting on the excellence of your parade. In the course of my duties I attend a great number of parades staged by all three Services and I can say without hesitation that today's parade can stand comparison with the best. Congratulations on keeping up the high standard that Cranwell has always set.

Now at this stage I depart from the traditional pattern of speech made by the Reviewing Officer and I would like to talk very briefly about two personal qualities in what you might call your personal armoury ; the effective discharge of which is essential to your becoming efficient officers. These two qualities are judgement and decision. You will say that everybody has to exercise judgement and make decisions almost every hour of their lives. You order a second cup of tea at breakfast — that's a trivial decision not likely to have serious results. You may order a drink before you set off on a road journey and this may have serious consequences. This is the possible range of decisions. Now that you are in the Service various kinds of decisions will come your way. If you are in the Equipment Branch some spares urgently required by a Squadron on your Station have failed to appear. What do you do about it ? If you are a Secretarial officer and an airman seeks your help urgently, how do you set about this ? If you are in the GD Branch you may face a sudden emergency in the air. Now these are only examples which I can multiply, to show you what decisions you may have to take ; what judgements you may have to exercise. To arrive at your judgement you base it on some of the following factors : experience, backed by the training you have received here, advice from other people, regulations, and your native intelligence. Regulations do not provide for every contingency, although when you get into the Service and see how many regulations are produced you may well think that this is exactly what we are trying to do. It is the gaps in regulations that your judgement will have to fill. If we could live on regulations alone, we could dispense with officers — almost — and all the Service would need would be a corps of clerks who would turn up the correct regulations.



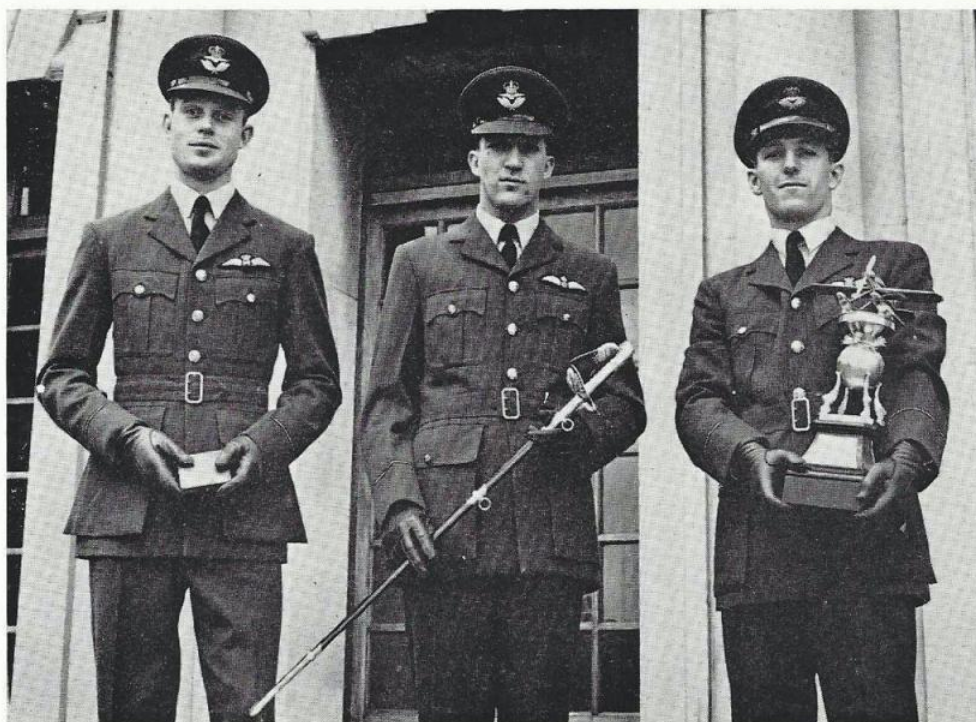
The step after having arrived at your judgement is to decide what to do. This is a decision. Some decisions are easy, some are difficult ; some may affect other people, and you may feel that the difficult ones could be put aside in case they solve themselves. Don't fall into this trap. I would like to quote from a personal experience. In the early days of the war I was a fairly junior staff officer at Headquarters Bomber Command. One of the most intimidating decisions I had to take had nothing to do with enemy action or action by our own squadrons, but arose from a duty put upon me to ring up — at any hour of the night — my Commander-in-Chief and tell him anything untoward that had happened. The Commander-in-Chief was an austere and rather short tempered man. He lived a long way off and the only way we could reach him was by a Post Office telephone which had no security ; so I had double trouble in front of me ; whether to rouse the C-in-C at 3 a.m. and then, how to explain to him on an open line what had occurred. I can tell you that once or twice the Commander-in-Chief indicated to me that I had based my decision to wake him on the wrong premises ; or in other words — I had made an error of judgement. Clearly, I did not make too many errors of judgement or I should not be addressing you now ! The point of this story is that decisions are not always easy to arrive at, and there are errors of judgement. As long as you keep these errors of judgement to the small things it doesn't matter very much. As some authority has said " the man who never made a mistake never did anything " — but don't take this too far in defence of continued errors of judgement. I don't think your Commanding Officers would accept that.

It is true that decisions which you make in your private life may have an impact on your Service life also, and in this sense I am thinking of early marriage. Don't rush into Holy Matrimony immediately you leave Cranwell. This advice may not be very palatable to some of you standing in front of me now and, possibly, to some of those sitting behind me, but I can tell you this, that life for a very junior married officer is very hard. There are financial difficulties and,

at a stage when you should still be acquiring service knowledge you will have torn loyalties between family and service, so accept my advice and wait.

To sum up, I hope I have put it across to you that if you are to lead you must exercise wise judgement and make good decisions. If you can't lead you can't be efficient officers. You undoubtedly have these qualities of decision and judgement in you already, otherwise you would not have arrived at this stage. Make sure that you continue to use them.

I do not propose to keep you here much longer. I know that your relatives and guests are anxious to foregather with you in the Mess to celebrate your today's success ; I also know that behind that locked door your batmen are waiting with your uniforms duly embellished with pilot officers' stripes—those symbols of success—so I will finish as I started by saying that I have one other feature in common with 85 Entry. Like you, I was commissioned on 28th July. This was 38 years ago, and the end of my career is now in sight. You are just embarking on yours. I can honestly say that I would gladly change places with any of you now, but this is not practical politics, so I would like to express the hope that in 38 years from now — which my arithmetic tells me is the year 2002, those of you who have survived the course and are still in the Air Force — and one of you may well be on this dais at the time — will feel about continuing in the Service as I do. Good luck to you all !



Pilot Officers P. J. Gray, C. Mitchell and J. S. Allison

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.

HONOURS AND AWARDS

The following members of the Association featured in the Queen's Birthday Honours List, and we offer them our congratulations :

Air Vice-Marshal G. C. Eveleigh (32-33E) and Air Commodore L. D. Mavor (35-37E) were made Companions of the Order of the Bath ; Group Captains I. R. Campbell (39-40E) and I. N. MacDougall (38-39E) Commanders of the Order of the British Empire ; and Squadron Leaders E. V. Mellor (50E) and B. A. Phillips (47E) Members of the Order of the British Empire. The Air Force Cross was awarded to Flight Lieutenant I. H. Keppie (62E) and Queen's Commendations for Valuable Service in the Air to Squadron Leaders R. J. Bannard (55E) and A. A. Ramus (52E).



PROMOTIONS

The *Journal* would like to add its congratulations to these officers who were promoted on 1st July :

Air Marshal Sir Walter P. G. Pretty (29-30E) ; Air Vice-Marshal J. C. Pope (31-32E) ; Air Commodores F. R. Bird (38-39E), I. N. MacDougall (38-39E), and R. L. Wade (38-39E) ; Wing Commanders D. A. Arnott (50E), G. W. F. Charles (50E), H. A. Merriman (53E) and D. Mullarkey (49E) ; and Squadron Leaders P. H. W. Allan (58E), P. H. Atkin (58E), R. L. Barcilon (64E), D. G. C. Brook (68E), J. C. Brown (60E), D. J. H. Collins (68E), B. G. Cox (61E), C. Crook (56E), J. G. De'Ath (61E), B. P. Eastmead (51E), A. W. Ginn (58E), M. C. Ginn (68E), C. A. Herbert (64E), J. D. Hutchinson (63E), I. H. Keppie (62E), V. J. W. M. Lawrence (52E), J. M. Lewendon (54E), P. J. H. Lewis (61E), F. A. Mallett (61E), D. A. McArthur (64E), J. A. Morgan (60E), J. E. Nevill (68E), J. W. Nowell (59E), R. J. Roberts (58E), B. J. St. Aubyn (61E), T. H. Sheppard (62E), J. R. Thirnbeck (52E), J. A. S. Thomson (53E), B. A. Weedon (63E), and A. J. W. Whitaker (62E).



NEWS OF OLD CRANWELLIANS

Several of the more senior members of the Association have been in the news recently on change of appointments. Air Commodore A. H. W. Ball (39E) is the Air Officer in charge of Administration at Headquarters A.F.M.E. and Air Commodore I. N. MacDougall Senior Air Staff Officer at number 38 Group Headquarters. The Ministry of Defence has welcomed to its ranks Air Commodore J. W. Bayley (33-35E) as Director of Technical Plans (R.A.F.), Air Commodore P. H. Cribb (36-38E) as Deputy Director, Joint Warfare Staff, Air Commodore A. G. Powell (31-32E) as Director of Radio (Air) and Air Commodore A. M. Ruston (38-39E) as Director of Flying Training (R.A.F.). Our best wishes go to them in their new appointments.

News has been received from Flight Lieutenant J. R. Morgan (75E) who is based at Cottesmore where he is flying Victors. He tells us that the highlight of a recent visit to Singapore was a conducted tour of Chinatown which included a visit to an opium den. He did not say whether there were any free samples !

Squadron Leader D. W. Lowe (55E) has written to say that after the 1963 Staff College Course he has been posted to OR 30 at the Ministry of Defence. He tells us that Squadron Leaders D. A. V. Clark (57E), B. W. Opie (57E), G. W. Payn (50E) and D. H. Wood (54E) have also joined the band of commuters working at MOD.

Recent additions to the College staff are Squadron Leader H. R. W. Morris (45E) who is the PSO to the Commandant and Flight Lieutenant P. J. Symes (76E) who is the ADC. Squadron Leader R. A. Calvert (58E) has joined Cadet Wing, and Squadron Leader R. H. Bragg (54E), Flight Lieutenant R. E. Gardner (76E), D. T. F. Ozanne (65E) and A. J. Ross (78E), and Flying Officer P. R. C. Jones (82E) Flying Wing.



THE ANNUAL RE-UNION

The sun shone from an almost clear sky on the morning of 6th June, the day of the annual Re-union. However, as the morning progressed the amount of cloud increased but, nothing daunted, the cricketers gathered, the toss was made, the College took the field and the Old Cranwellian opening pair made their leisurely way to the crease.

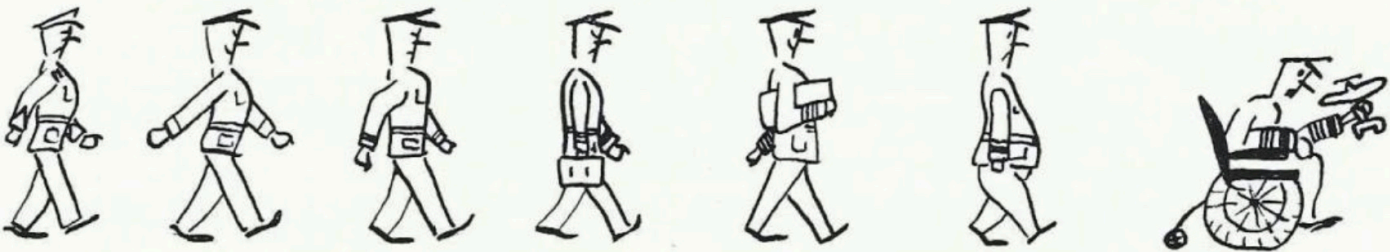
The first ball of the match was accompanied by the first drop of rain of the day. The stroke made off the first ball of the second over was greeted by the skies opening and an absolute deluge. And that was the cricket.

The tennis went the same way as the cricket, but the hardy golfers gathered at Woodhall Spa where, despite the weather, the match was played, much to the delight of the cadets who came the winners.

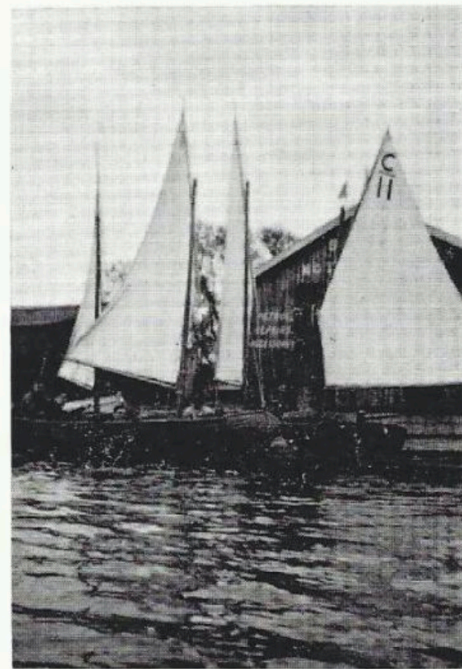
For the first time, sailing was included in the programme. The Association team was led by Group Captain G. A. V. Clayton (32-34E) who must surely have been one of the first cadets to sail at the College. An article by him on the day's activities appears elsewhere.

Over a hundred members attended the annual general meeting and the traditional dinner which followed. The Member of Honour was Air Chief Marshal Sir Wallace Kyle, K.C.B., C.B.E., D.S.O., D.F.C. (28-29E), the Vice-Chief of the Air Staff. It was appropriate that his stimulating address on recent developments and future plans for the service should follow an outstanding record of cadet activities presented by the Commandant.

The Queen's Colour was paraded to church the following morning, and the march past afterwards in beautiful weather formed a fitting climax to another successful Reunion.



Sailing Memories Revived



Jobson's Yard 1934

It was a very happy thought to include sailing in the programme of events between the Old Cranwellians and the cadets this year. Rain did not stop play although when the teams assembled at Farndon lack of wind combined with rain was a bit depressing. However someone said that we ought to put a boat in the water to see if it would go at all and as soon as we did that the rain stopped, a breeze got up and so off we went.

The first race was over a short course in the vicinity of the club-house because at that time the wind was so fitful and we did not want to be caught out too far downstream with no wind to get back on. The Old Cranwellians finished second, third and fourth out of six and so won the race. By this time the wind had freshened and a second race was sailed over a longer and more extended course. This time the leading Old Cranwellian hit the first mark and therefore had to retire. Later the remaining two Old Cranwellian boats were lying last-but-one and last when one of them appeared to be trying to climb up the bank. The Old Cranwellians had not been very clever this time and not only did the Cadets win the race but also the match on points. Unfortunately there was not enough time for a third race.

Dick Longmore bailing out



We all thought that this was a most enjoyable event and that it should certainly be made a regular fixture. If I may speak for the Old Cranwellians we were most grateful to all concerned for organising it and for giving us such an entertaining time.

For myself this was a very nostalgic occasion because we used to sail in these same waters thirty years ago. I am afraid there can only be very few who remember it. As far as I know the first cadet to have a sailing boat on the Trent was Hugh Green in the Autumn 1932 Entry. It was an elderly 14-footer and he kept it at Jobson's yard in Newark. In those days we kept our boats there, not at Farndon, though we often used to sail up as far as Farndon. I think Green had his boat there in 1933 but by 1934 he was no longer at the College when we had four Lymington Scows there.

The Lymington Scow, still popular in The Solent, is an 11ft. 3in. by 4ft. 8in. dinghy having a 65 sq. ft. lugsail only. It has a small fore-deck with a coaming which makes it a remarkably dry boat for its size. I brought one up to Cranwell in the Spring of 1934 and was promptly commissioned to obtain three more by David Dixon, Dickie Longmore and Horace Meynell. They said I could spend up to £15 for each boat. I went down to the Hamble River and bought these boats, all in excellent second-hand condition, one for £12 and the others for £11-10-0 each. They were sent to Newark by train at a cost of 10/- each. I also sent up an odd-shaped speed-boat hull which my father had bought for me at a jumble sale for 15/- and this, powered by a large Johnson outboard engine which belonged to Dickie Longmore, provided us with a lot of fun at high speed with practically no wash or wake at all owing to its concave-bottomed hull. It must have been an early idea towards using air as part of the flotation.

All our sailing was completely informal and on a purely private basis. The boats belonged to us individually and there was no such thing as a "club." We raced if we felt like it or otherwise we just sailed. I know it was approved of because our very genial Commandant, Ginger Mitchell, set his seal on it. I remember very well being summoned to the Hall Porter's office to be told that there was a message from the Commandant that he wished to sail that very afternoon. It was blowing like the devil and I had to reef down, a rare thing on the river in a Scow. Ginger Mitchell was a big man, and his weight formed a large proportion of the total of the boat plus the 9½ stone which I weighed in those days. So, after the wind could not push us along any faster, it blew the middle clean out of the sail. The Commandant walked home along the bank and paid to have the sail repaired because he said I would not have gone out if it had not been for him. He was right ! He and the whole sailing outfit were an awful lot of fun.

I believe we were the first cadets to sail on The Trent and I do not think it was done again for very many years, not in fact until they started the present club. It was fun to be back.

Note : The seven dinghies of the present College Sailing Club are insured for over £1,000 — times have changed !

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Editorial Note

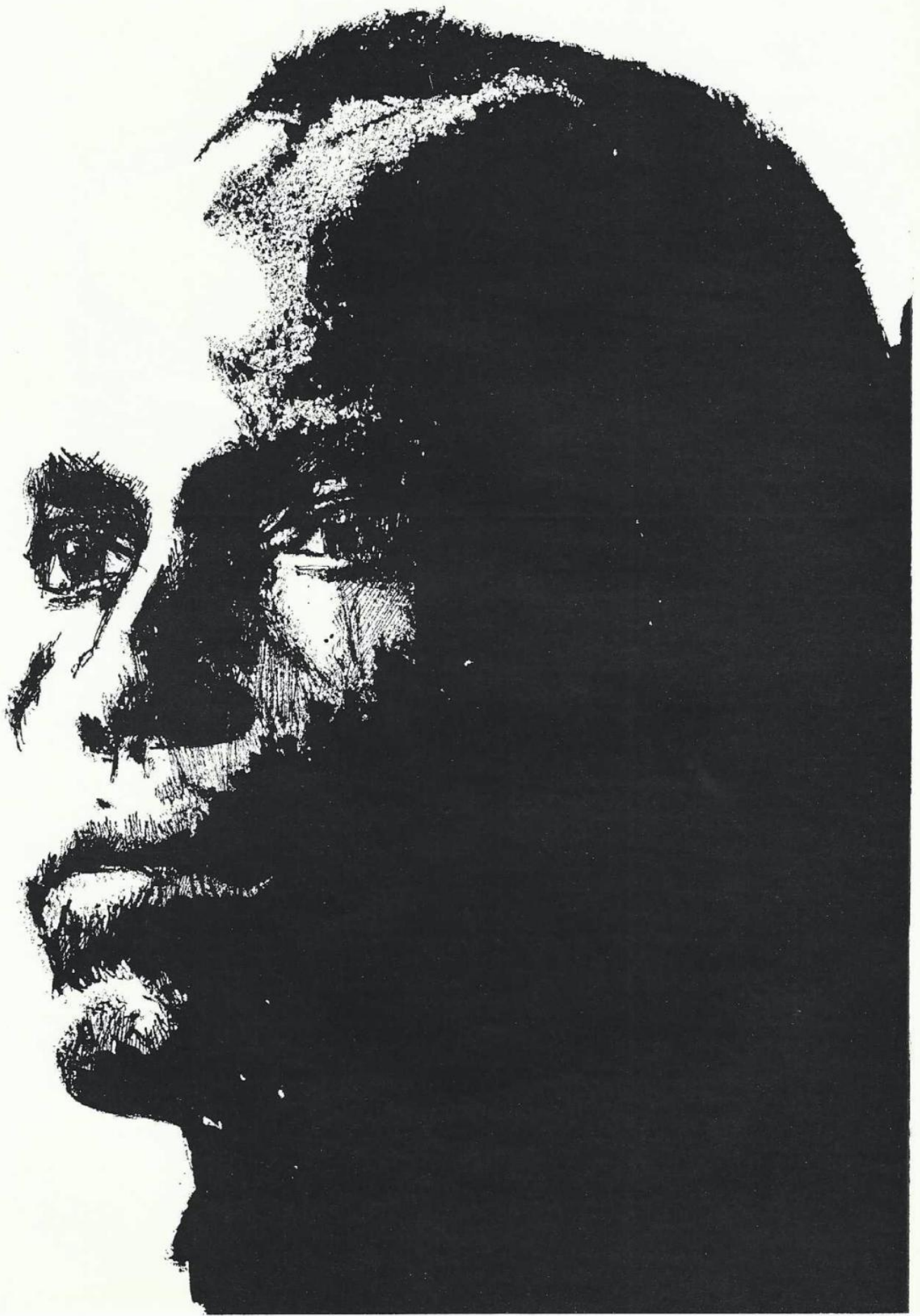
It was promised in the last issue of the *Journal* that we would publish a summary of subscribers' views on the proposal to modernise the cover design. Several designs were displayed in the College during the Old Cranwellians' week-end and comments invited. The result was disappointing: of the few comments made, half were against any change whatsoever; the remainder requested a change, but could not decide which of the designs offered was suitable. Only one correspondent wrote, heartily applauding the decision to try again for a change.

This throws the decision back to the compilers of the *Journal* at Cranwell. The editorial staff is loath to make a complete change without a firm knowledge of the views of the majority of subscribers. This issue therefore appears unaltered. All subscribers are invited once again to send their opinion whether a change is desirable or no. A postcard bearing simply "change" or "no change" would suffice. A final decision will be made for issue No. 1 of Volume XXXVII in 1965.

PRIZES

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

For the Winter 1964 issue this prize is shared amongst Flight Cadet F. D. A. Harlow, for his article on the enterprising activities of the Motor Section of the College Society, Flight Cadet A. Akers-Douglas and his party for the material for the article 'Overland to Aswan' and the accompanying photographs, and Flight Cadet P. D. Brookes for his illustrations in this and previous issues.



Comment

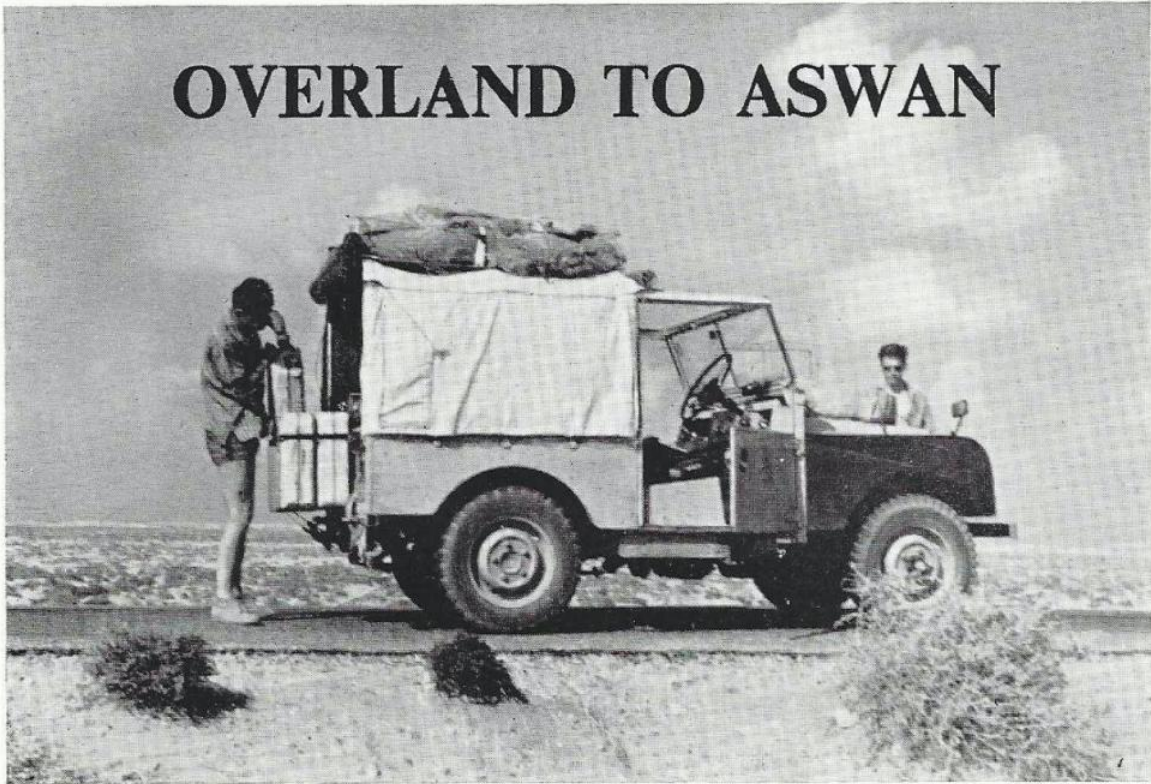
*I came home today on the bus.
It was full to the brim.
One by one, pinkly proud and paper rustling,
Bowler-hatted and pin-striped,
The droning minions of bureaucracy
Corsetted tight in crowing respectability
Were crawling home to their buzzing hives.*

*To me the bus is silent,
With the silence of sterility.
But in the shroud, moth mouths are gnawing,
And through the holes the putrid corpse lies bare.
The stench of sickness squeezes out,
And soon the thoughts give birth to murmurs —
Angry, sullen, unreasoning, void of human feeling
Black murmurings, ancient as death.*

*Then it comes !
Wishes materialise and thoughts take flesh.
A tiny bundle, fair and sleek, approaches.
Face is frozen, and finger in rigid reproach
Silently scythes the air. The face distorts
And, hideous now it screams,
You're black !*

K. D. RHODES

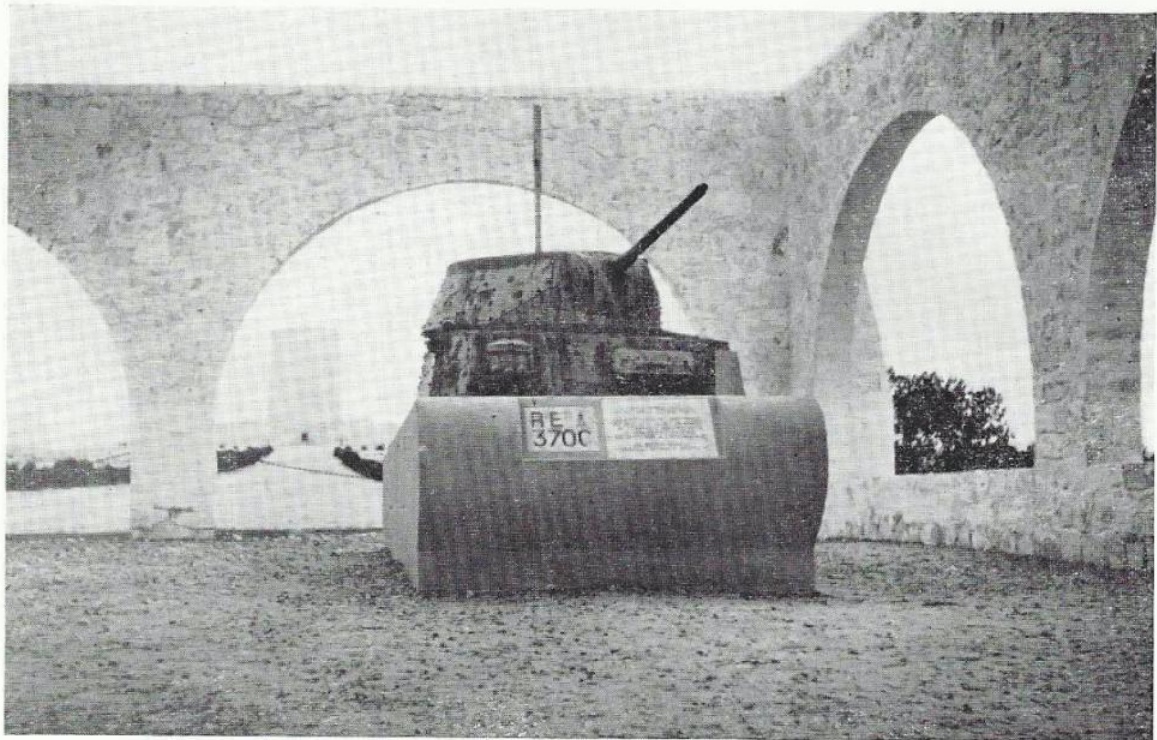
OVERLAND TO ASWAN



The expedition to the Aswan Dam was conceived last November. Summer plans figured largely in conversations during those cold winter days, and gradually interest began to be centred on an overland expedition to the Aswan dam and the Nile temples soon to be submerged. The enormity of the journey soon emerged after initial investigation. But the major problem, that of transport, was solved by a chance meeting which ended in the offer of an ex-army Landrover. A route, across France and Spain to Gibraltar and thence across North Africa was chosen, and costs assessed. With some trepidation an application was submitted to the Trenchard Award Scheme. Though six times the size of any other College bid, it was accepted. The Landrover was purchased, visas and clearances obtained, limp arms pumped with inoculations, and on the 20th August 1964 the four-man team set off for France and its six-week trip.

Unwilling to camp in the pouring rain which followed us through France we drove steadily on, stopping at Chartres briefly and eventually reaching the rather ugly Spanish frontier town of San Sebastian. Driving southwards over the dry, brown plains we decided to make our first night stop within sight of the lights of Madrid. We woke to clear skies and our first taste of the sun, and struck deeper south to the Sierra Nevadas where we had our first mechanical trouble — a faulty petrol pump. It was soon made serviceable, and within 60 hours of leaving Calais we arrived at Gibraltar. Here we spent several days relaxing and having the Landrover serviced, and it was not until we crossed on the ferry from Algeciras to Ceuta and Spanish Morocco did we feel that the adventure really seemed to have begun.

This was reinforced when the most splendid Arab we saw in the whole of North Africa, complete with robes and curved knife, closely scrutinised the vehicle and its contents. After a very British "Good afternoon" from us he withdrew his head and stalked off. We drove through the spectacular valleys of the lower Atlas mountains along a good road, but when we were climbing one of the passes a vacuum tube broke. This was soon repaired for the moment



Italian War Cemetery at El Alamein

by chewing-gum, tape, and string. Later we had it welded at Hoceima for the princely sum of tenpence ! Crossing from Oujda to Algiers we hoped to avoid the sporadic fighting between Morocco and Algeria and stayed at Tlemcen overnight. Here we had the first, but not the last, trouble in cashing travellers' cheques, but luck, in the shape of an Arab who had fought with the 8th Army, led us to two American Peace Corps girls who cashed the cheques for us.

The road to Algiers is very rough, twisting and turning, often ending at a ravine where once a bridge crossed. Sabotaged during the OAS and FLN battles they have not yet been replaced; many tiring detours were necessary. It was not until we neared Oran en route to Sidi bel Abbas that we had our first swim off the African coast. Sidi bel Abbas was the Headquarters of the French Foreign Legion, but is now deserted, and only the lines of stripped huts remain.

At Algiers we met the British Military Attaché who advised us to take the inland route to Tunis via Constantine. We followed his advice and were impressed by Constantine which is so typical of many North African towns, an odd contrast of modern buildings and ancient mud-walled houses. There was also a precipice over which all the town's rubbish went accompanied, we shouldn't have been surprised, by the odd Arab.

We drove into the highlands near the Tunisian border, desolate, windswept mountains covered in the rusted barbed wire and crumbling emplacements of the last war. Here we gave a lift to two members of the Luftwaffe who had somehow managed to hitch-hike to this desolate spot. (Perhaps we were all struck by the irony of the situation ?). We crossed into Tunisia with them, which was lucky, because once again it proved very difficult to find a bank open to change money. We found someone who would accept deutschmarks and we were able to buy sufficient fuel to reach Tunis.

We stopped at Hammamet beach where we took the opportunity offered to us to ride a camel. Four cadets tried to assume a casual Lawrence of Arabia approach, but found it very difficult merely to keep on the beasts' backs.

The amphitheatre at El Djem some 150 miles further on, was a most impressive construction. Largely restored, it covers some three acres and the outside walls are 60 feet high from which the rows of seats and balconies step down into the arena. Here a stone cross marks the spot where bound captives were placed to meet the lions. After El Djem we encountered the first real desert. The sand encroaches onto the thin tarmac strip of the road which runs straight ahead into a featureless horizon. On the seaside the sand changes colour continuously, from orange-yellow to buff, and off-white. The lighter dunes are salt which spread inland to the depth of a mile or more.

We crossed the Libyan frontier rather spectacularly with three policemen who had hitched a lift and a motorcycle escort ! We were not able to look closely at the temple and ruins of Leptis Magna, the way seemed closed, and so drove on to Syrte where we stayed overnight at a micro-wave relay radio station. This station is run by an Englishman, a Dutchman, and a German — which sounds like the beginning of a not very good joke. Only the Englishman was there at the time, and his companion was a particularly vicious desert dog.

By now one of the party was complaining of a very sore throat, but we had to carry on across the desolate desert, bare except for occasional nomad encampments huddled together as if to defy the sand and space. Except for occasional rusty and battered tins there was no sign of the large armies that had swept across the desert twenty years before. But it is very dangerous to leave the road and Arabs are continually being killed by mines. In fact two were killed two miles from El Adem a few days before we arrived there. We wanted to hurry to Benghazi to obtain medical treatment at the army unit stationed there. We passed the 'Marble Arch,' that strange triumphal arch erected by Mussolini at the border between Tripolitania and Cyrenaica. When we arrived at Wavell Barracks, Benghazi, where the 14/20th Hussars are

The Temple at Kimombo



stationed, severe tonsillitis was diagnosed in the ailing member. By morning, it turned out to be glandular fever, and it was obvious hospital treatment for at least ten days was necessary. Sadly the remaining three, for the schedule could not allow them to wait, set off for Tobruk and El Adem, following the coast road through low foot-hills which gave occasional glimpses of a vivid green and blue sea. At midnight, seventeen days after leaving Calais, we drove through the main gates at El Adem.

Here the vehicle was soon serviced and we set off on the last leg of the expedition. We found that Egypt appeared similar to Libya in landscape and for the rest of the day we drove through arid desert with an occasional glimpse of the sea. We travelled through the night and at dawn arrived in the area of El Alamein, where we found a large granite sign marking the position of the forward British minefield. Shortly afterwards we came to the British cemetery — it was immaculately kept, with rows of white headstones turned rose by the dawn, which cast long black shadows out over the neat lawns. It was a place of peace and beauty, worthy of the men who lay there.

About midday we entered Alexandria, which was bedecked with the flags of many African nations which were taking part in a summit conference there. The city seemed dirty and it was hot and humid, so without delay we headed south down the new highway which links Alexandria with Cairo. We were soon passing the rice paddies of the Nile Delta where we saw our first water-buffaloes and the first Nubian villages — collections of interconnected huts giving the effect of a large grey honeycomb.

We arrived in Cairo at dusk and decided to go straight to a camping ground just below the Pyramids. This proved to be Egypt's only golf course, and rather dubiously, but with the full approval of the police and the management, we laid out our sleeping bags on the fairway. Our doubts were well-founded, for we woke up to urgent cries of 'Fore' as a ball driven by a rather inexperienced golfer about a hundred yards away, bounced between our sleeping bags before disappearing into the trees behind us.

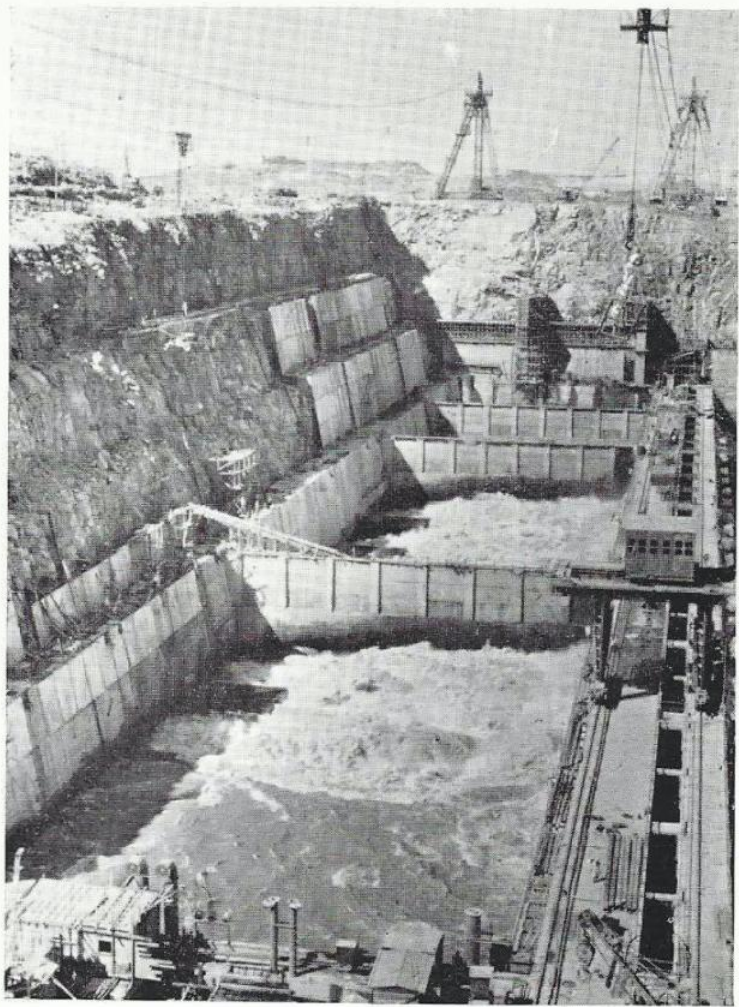
On the following day we reported to the Air Attaché at the British Embassy. He advised us to take the Red Sea route to Luxor, which he considered faster than the Nile road. This appealed to us, and after a brief meeting with the British Counsellor, we set out for Suez which we reached in the late afternoon. At sea, we could see the lines of ships waiting to enter the canal, and the shore was thick with their oil. After several hours' rest, we drove for the rest of the night.

The next morning we were passing through a wide expanse of scrubland which merged in the distance with some hazy purple mountains, when suddenly the driver stopped and pointed to an aircraft about a mile away in the scrub. It was a Russian MiG 15. We were examining it through a telescope, thinking it must have force-landed, since there was no airfield installation in the vicinity, when a jeep full of soldiers drove past. We hastily stowed the telescope and carried on our way.

After a short detour to the coast, we turned inland to find the Nile again. Away from the sea breeze, it soon became very hot indeed. We passed through a valley, which varied from half a mile to about ten miles in width, between ranges of low hills. The further we went the hotter and more desolate it became. Yet it was only when we stopped that we were able to appreciate the enormity and lifelessness of the region. After this the river, lying in its lush valley, was a welcome sight.

We turned south and followed a very dusty track towards Luxor. For the first time we could really see how high the Nile was. The fields for a mile or more on either side of the main stream were flooded, leaving isolated huts and trees and the occasional well.

Six sluice gates bridging diversion channel of the Aswan High dam



*The
Colossi of
Memnon*

We decided that the best plan was to get to Aswan as soon as possible so that we might visit Abu Simbel. We set out along the poor road to Aswan from Luxor and eventually caught sight of the High Dam in the distance. We put up at a relatively inexpensive hotel, had dinner and went over to the Russian Club to try to meet some Russian engineers (there are three thousand Russians in Aswan including the engineers' families). Although we did talk to one Russian, our conversation was friendly but not very productive.

We found to our disappointment that we could not get to Abu Simbel, because all river traffic upstream of the Dam had ceased owing to the flood and for financial reasons and lack of time we could not take the desert route. The next day we took a dhow across the Nile to see the tombs on the far bank. They were by no means as exciting and spectacular as those in the Valleys of the Kings and Queens which we were to see on our return journey. We also saw Elephantine and Kitchener Islands. From Kitchener Island, with its rich variety of rare tropical plants, we could see the Aga Khan's mausoleum on the west bank of the river and below it the Begum's former house. We took a crude rowing boat out to Philare, the temple which lies below the surface of the Nile for much of the year. We waded around up to our knees in the oozing black mud, wondering at the hieroglyphics and carvings. There was even a crude inscription, dating from '1'an 7', showing that Napoleon's army had been there. Another temple we saw had apparently been saved by the Germans, who had dismantled it and re-erected it on top of a hill overlooking the new Dam.

One evening we met a representative of an English engineering firm who offered to show us round the Dam. We were very impressed by the scale of the work which continues twenty four hours a day so that it can be completed by 1967. The first stage is now complete — a diversion channel for the Nile has been dug out and the Dam itself is now about fifteen feet above the water level. The Dam is about three miles long and a kilometer wide at the base. When it is complete, the Dam is expected to provide flood control, to increase considerably the area of land which can be cultivated, and to generate electricity for all parts of Egypt. The Dam will eventually hold back a lake 500 kilometres long. For most of the poor and illiterate labourers employed there, the Dam is their one tangible hope for an improved life.

The time had come to leave and for reasons of speed, we decided to follow the Nile all the way to Luxor. There we were able to enjoy the spectacle of the Valleys of the Kings and Queens and in particular we were impressed by the tomb of Rameses II, the great builder. It was interesting to learn that the tombs of the Kings had not been built by slaves but by nobles. The nobles in turn had their tombs hewn out by slaves and peasants further down the Nile.

On our last morning in Luxor, we visited the famous temple of Karnak, the largest temple in Egypt, where one of the earthen banks, used in place of scaffolding by the Egyptians, is still standing. The whole temple covers an area of two or three acres and at one time the floor was completely covered in gold.

We went to Cairo and arrived there a day after leaving Luxor. We visited the Pyramids of Giza and saw the Sphinx. On our last day in Cairo, we went to the museum which houses one of the most famous collections of ancient art in the world. The most striking exhibit was the treasure found in the Tomb of Tutankhamen, dominated by his famous mask, life-size and fashioned from solid gold inlaid with blue stone.

We drove without stopping to El Adem and flew to England on the 24th September in a Britannia with the vehicle. We were back in England and the journey of a lifetime was over. We had driven 7,700 miles in twenty days, crossing eight countries with a very tight schedule which could have been ruined by any major breakdown. Our suntans may fade but our memories will never.

Word for Word without Book

"I would I had bestowed that time in the tongues that I have in fencing, dancing and bear-baiting: O, had I but followed the Arts!"
(Sir Andrew Aguecheek, *Twelfth Night*)

Sir Andrew Aguecheek, were he in the place of the 80 or so Cranwell cadets who study languages at the College today, would probably be relieved to know that he would need to bestow less time in studying the tongues now than was the case a few years ago. For automation has invaded the classroom, and last July the College became one of the many teaching institutions to possess a language laboratory. The equipment chosen was manufactured and installed by a Norwegian firm, Tandberg, and comprises a teacher's console and twelve student positions.

In a language laboratory the student is able to practise the spoken language much more intensively than in a conventional classroom situation. In the relative isolation of a booth fitted with a tape-recorder he listens to a master recording, responds in a number of possible ways, and then hears his own recorded responses, criticising and improving them at his own speed. The teacher at the console monitors the progress of each student individually, encouraging, correcting and advising where necessary. The student can spend the whole lesson at this essential practice without the distraction of hearing other people's faults and without being tied to the pace of the rest of the class.

The language laboratory is the product of two concurrent revolutions: the development of voice-recording techniques and the realisation on the part of the teachers that language primarily consists of speaking. Two years ago there were 20 language laboratories in Great Britain; today there are nearly 250. Two years from now the number will be doubled again:



in fact we shall reach the stage where a language laboratory is as normal an installation in a school as a physics laboratory.

One of the fallacies associated with the language laboratory is that it teaches a foreign language. It would be truer to say that the laboratory provides guided practice in skills implanted in the classroom. Generally speaking, the laboratory as it is today is not suited for teaching new material. Later on, however, when visual presentation techniques have developed further, and we are able to use, for example, microfilm, closed-circuit television or teaching machines in the limited



space available in a booth, then the laboratory will be able actually to teach. This second-generation laboratory is some years off, however, and the current problem of the languages staff at Cranwell is to produce material and develop techniques in the laboratory which will prepare students for the Interpreter and Linguist examinations set for the Services by the Civil Service Commission. In these examinations (unlike the G.C.E., for instance) the oral and practical aspects have always been as important as the written ones, so it is not surprising that the language laboratory has had such a warm welcome at the College.

It is no longer unusual to see a language class being conducted without a text-book in sight, yet there is a sneaking feeling around that perhaps all this audio-visual stuff is not so very "way out" after all. Indeed, the question is: was it known to Shakespeare? It may well have been, for that same Sir Andrew Aguecheek whose lament gave us the text for this article was later on said to "Speak three or four languages word for word without book."

Book Reviews

The following books have been received :
Torpedo Strike : John Wingate, Macdonald, 13/6.
Air Gunner : Mike Henry, Foulis, 25/-.
Winter Wine Mine 1964 : Peter Dominic Ltd., 2/-.
Teach Yourself Dynamics : C. G. Lambe, EUP, 7/6.
Teach Yourself Jet Engines and Rocket Propulsion : EUP, 12/6.
A Guide to Advanced Electrical Engineering: R. V. Buckley, EUP, 12/6.

These books will be reviewed in the Summer Edition of the *Journal*.

Following Ibn Battutah in Andalusia

It was in Tangier that our journey commenced. Ibn Battutah was a Berber, born in Tangier within sight of the Spanish coast on the 24th February 1304. He combined literary skills with an unquenchable desire for travel, and some twenty-four years of his life were spent in journeys to the Arab East. In 1349 he returned to Morocco, "the best of countries, for its fruits are plentiful," where he planned his only journey into Moorish Europe.

Ibn Battutah commenced his trip from Tangier, where we sought out the medieval alleys and Moorish buildings of the Qasabah, which have altered little since Ibn visited the tomb of his mother so long ago. The peasants still display their produce in open market spaces, for a small dirham wily old men demonstrate their fondness for snakes and "all the perfumes of Arabia" assail the nostrils on every side. The Sultan's palace yet portrays the rich mosaic and tapestry work and its garden of the harem still possesses orchards and trees producing fruit in abundance.

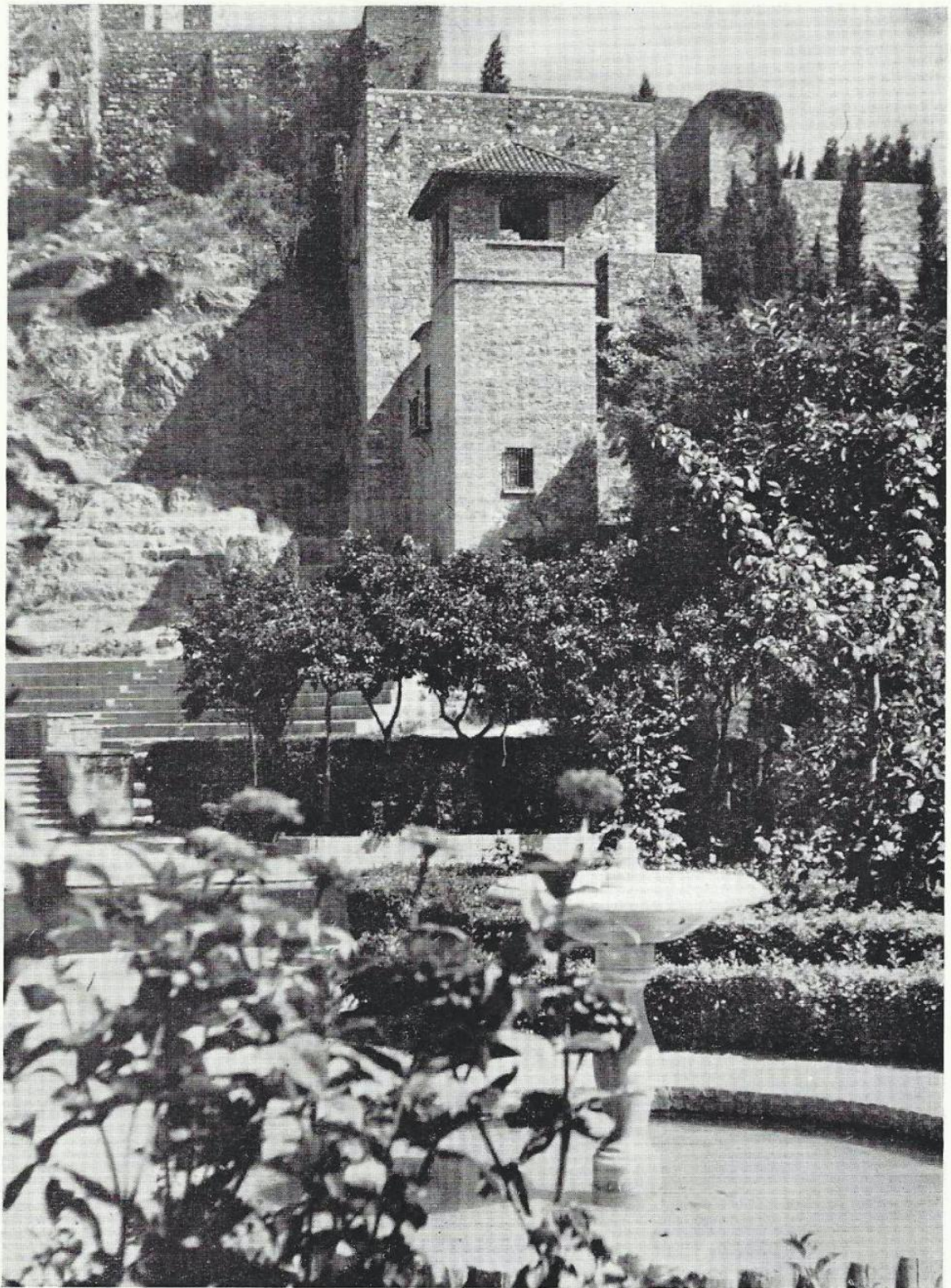
The Qasabah is built on a western promontory overlooking the modern harbour of Tangier. Today, its fortified walls and protected gateways no longer define Tangier which sprawls for a mile or more to the east of the medieval Moorish settlement. Modern buildings of almost skyscraper proportions dwarf the square, flat-roofed homes, and sophisticated shopping boulevards overshadow the original Moorish community area so that Tangier now has the characteristics of a European city.

Ibn Battutah proceeded into Spain by way of Ceuta. Here he suffered an illness which lasted three months, but it was in Ceuta that he must have gazed at the massive shape of Tariq's mountain (Gibraltar) on the opposite Spanish coast. So he sailed across the straits and reached the land of al-Andalus where "the reward of the dweller is abundant and recompense is laid up for the settler and visitor." Thus it was in Gibraltar that we picked up the threads of Ibn's journey once more.

Gibraltar had become the funnel through which close contact was maintained between Morocco and Muslim Spain. Like Ibn Battutah we "walked round the mountain and saw the marvellous works executed on it." Unfortunately, nine hundred years have wrought great changes on the "Mountain of the Conquest," and the Moorish remains are hidden. Eighteenth, nineteenth and twentieth century military fortifications replace the citadel of Islam when Gibraltar was a place where Muslims stood guard in readiness for bitter religious war. However, it is possible to obtain a picture of Gibraltar at the time of Ibn Battutah's visit and we traced out the site of the medieval town. Old Gibraltar occupied the most northerly part of the modern settlement on a site adjoining the steep cliff which faces across the modern airstrip and the isthmus dividing Gibraltar from Spain.

On the most elevated and inaccessible part of this district was the Qasabah. Today, the only tangible Moorish remain is the large square keep known as the "Tower of Homage." The rest of the area consists of up-to-date flats for Gibraltarians. The lower sections of the Qasabah contained extensive living quarters, water cisterns and gardens. The entire Moorish settlement was surrounded by a wall and the only outlet from the peninsula was by way of the Land Gate. This arched exit has long since gone and the only restriction on movement to the Spanish frontier now is the system of traffic control on the tower of the Royal Air Force airstrip. Perhaps this is not completely true because there are the inevitable delays at the Spanish passport control gate and at the customs barrier near La Linea.

Our explorations on Gibraltar took us around the old arsenal which has, through the centuries, been carved out of the solid rock. Ibn Battutah described the Moorish Dar-as-Sinaah, the naval shipyard and arsenal. Water conduits conveyed the water from a supply high up in the natural limestone cave of St. Michael. Our memory of this huge cavern is a deep,



The Qasbah of Malaga

yawning chasm artificially stepped down to an amphitheatre where local music concerts are given against a backcloth of colourfully illuminated stalactites and stalagmites. At the time of our visit, in the place of an orchestra recorded organ music stimulated our imaginations as we sat and gazed upon the immensity of it all.

Ibn Battutah makes no mention of those famous inhabitants of the upper slopes of the Rock — the apes. Our examination of the peninsula certainly included a visit to the apes' den and also to the look-out points and water catchment systems which originate from the time of the Arab geographer.

Like Battutah, we were impressed by the tremendous spectacle of the Rock but, unlike him, we had no real desire to become one of its defenders. However, in spite of his vow to become a volunteer devoting himself to the defence of Islam, Ibn did not stay in Gibraltar for long and we next hear of his leaving the peninsula for the interior of Andalusia and the town of Ronda.

The next stage of our journey in search of Battutah took us through some of the most spectacular scenery in the Sierra Bermeja. We entered the sandy isthmus, now acting as a kind of no-man's-land between the British possession and Franco's Spain, and travelled along the coastal road towards Algeciras. Ibn Battutah obviously travelled either by horse or mule, and this mode of transport is still the most common means of negotiating some of the tortuous and exceedingly rough routes. We chose to use a Mini-minor car and completed Ibn's three-day journey to Ronda in as many hours.

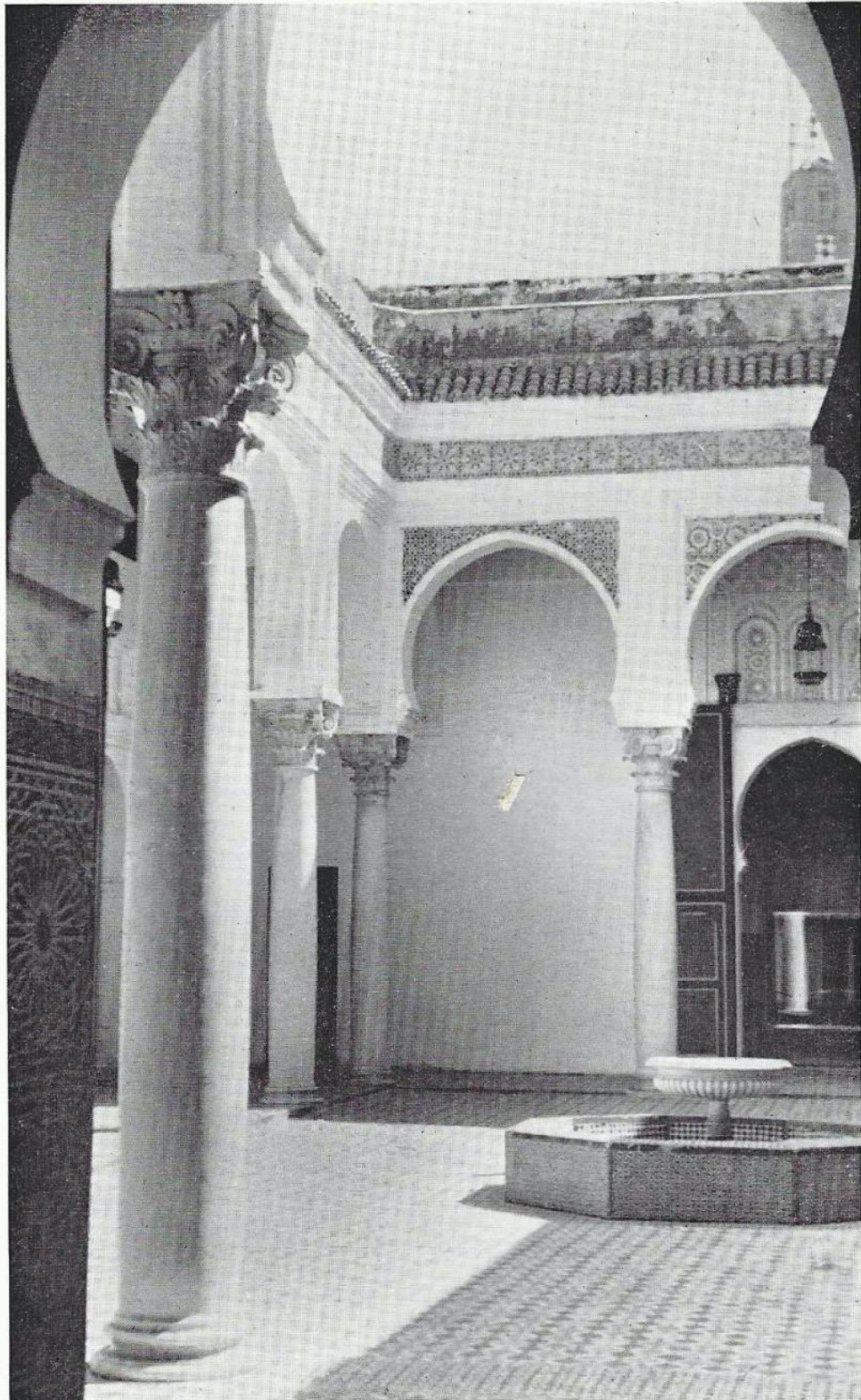
We struck inland across fertile pasture land into country heavily wooded with cork oak trees and approached Jimena de la Frontera. The view we had of this picturesque little village, its white-washed cottages perched on the sides of a slope facing east and overlooked by the impressive castle on the hilltop, must have been little different from that of Ibn Battutah, for the character of the countryside has changed little. The village has an earlier origin and dates from Roman times. The castle still portrays past strength ; built of Roman stones, it completely dominates the neighbouring country and is almost inaccessible from the foot of the cliff below.

Following in the footsteps of Ibn Battutah, we crossed the Guadiaro river and slowly climbed the valley side until we surmounted a divide where we found ourselves looking across yet another valley to Gaucin. Emulating the Arab, we stopped and rested there, inhaling the dry refreshing mountain air. Gaucin also has its Moorish castle, straddling a natural crag and with the characteristic square keep at the eastern tip. Far below in the valley beneath the steep ridges of exposed rock lie the cultivated fields which seem to stretch endlessly towards the south and the hazy silhouette of Gibraltar partially hidden amidst low hills.

Leaving Gaucin we found ourselves in the most picturesque part of Andalusia. Here the mountain ranges present a sublime panorama. Fine forests of oaks, cork trees and pines, deep seemingly inaccessible ravines, villages clinging precariously to the sides of bare crags and isolated ruined Moorish castles all blend together to produce an unforgettable scene of great splendour.

Continuing to climb up amongst the bare rock exposures, we found ourselves looking across an endless expanse of mountain summits. No sound was heard as we gazed upon a changed landscape and, in the dessicating shimmering heat of a Spanish summer afternoon, we were alone in a wilderness of sienna brown peaks. But soon the road levelled off and then began to descend quite noticeably through a col in the range ahead. Suddenly the landscape opened out and there before us was Ronda, the citadel in the mountains.

All around the landscape smiled with vineyards, groves of olives, citrus fruits and pomegranates. Fields of flax, hemp, and corn spread out into the distant blue haze and the whole region showed a distinct prosperity. Ibn Battutah described Ronda as a fair jewel and this only partially gives an idea of the imposing grandeur and colour of this Moorish city. Following the same route as Ibn Battutah, we entered Ronda from the south through the Moorish gate which still stands. Like the Arab geographer, we marvelled at the great amphitheatre of greyish brown sandstone cliff on which the town is located and at the impressive gorge of the Tajo which effectively divides the settlement. Many a Christian must have met his end at the base of this huge chasm. We were particularly attracted by the colour-washed houses of the old Moorish nobles, with their vaulted chambers and their delightful courtyards in a cool green shade formed by hanging vines and oleanders.



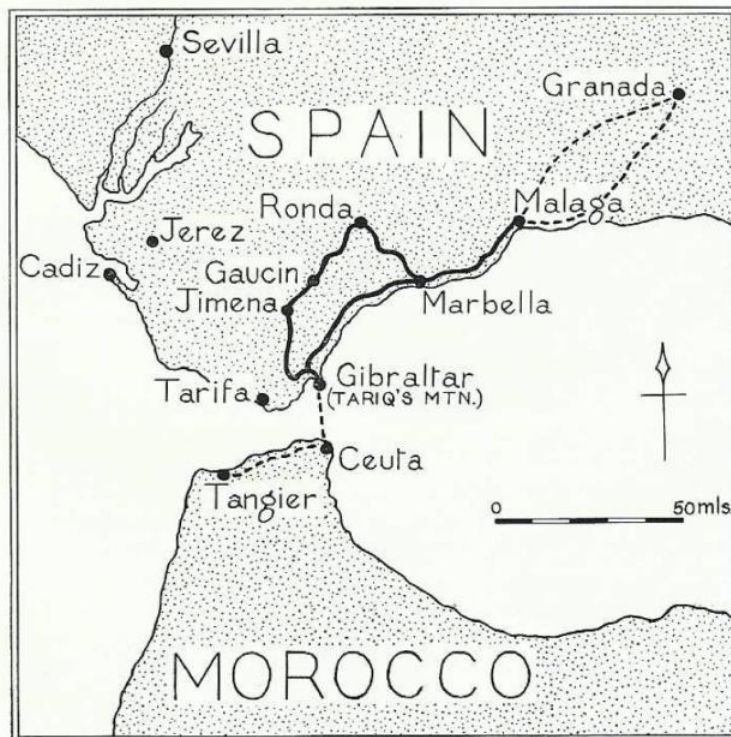
The Sultan's Palace in Tangier

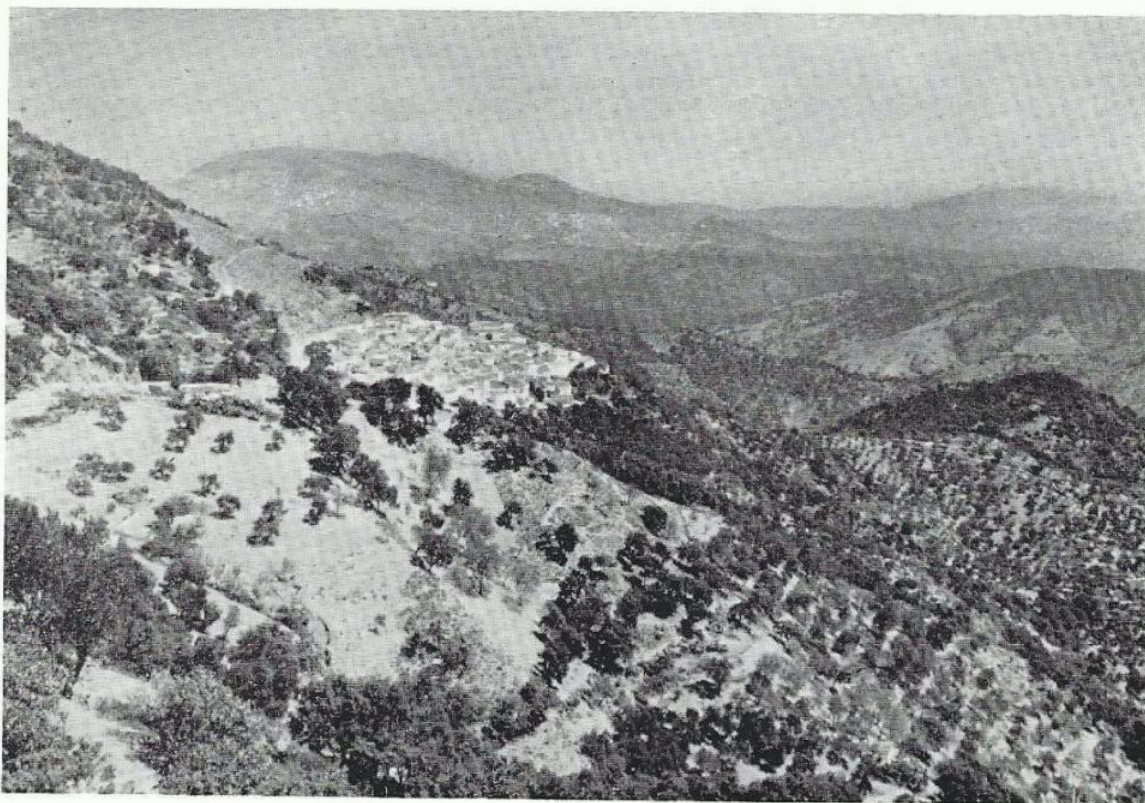
Unfortunately we were as pressed for time as Ibn Battutah and we could not linger in Ronda. We too had an eager desire to see and learn more about this fascinating land and we followed the mountain road with its breath-taking vistas towards the Spanish Mediterranean coast. We eventually reached the town of Marbella and we agreed with Ibn that it is "a pretty little town in a fertile district."

Our stay in Marbella was of a somewhat shorter duration than that of Ibn Battutah, but it was long enough for us to satisfy our curiosity about bull-fighting. Seating ourselves on the "sombra" side of the ring, we tolerated the entertainment whereby three "novillados" tried their skill as matadors. The Spanish spectators behaved as one imagines the Romans must have done in the Colosseum as they watched gladiators in mortal combat with lions imported from North Africa. Wildly shouting, some cheering, some booing, the spectators each had their own ideas of how the slaughter should be carried out. The matadors sought the gaze of the President of the Ring in much the same way as the Roman champions searched for a sign from the Emperor and, the deed done, these entertainers then scampered around the ring with a bull's ear in one hand and spectators' gifts in the other. The dragging away of the bull which only minutes before had been a vigorously magnificent and powerful beast was callously disregarded by the cheering masses who were now busy looking for the vendors of ice-cream and pea-nuts.

For us the journey from Marbella was uneventful as we travelled along the Costa del Sol to Malaga, passing new hotels and villas which are mushrooming along this stretch of coast. Moorish watch-towers overlooking the sea are still landmarks today, but more conspicuous for us were the members of the civil guard in their olive green uniforms and strange-shaped hats, lolling in the shade against cork oaks or meandering along the sandy shore with a rifle slung over the shoulder. The route may well have been unsafe for Ibn Battutah whose companions were captured by the Christians on the way to Malaga, but we were apparently well protected by these uniformed members of Franco's militia who were dotted at half-mile intervals all the way to Malaga.

Malaga is one of the largest and most beautiful towns in Andalusia. One cannot fail to be impressed by the giant castle which far surpasses that of old Gibraltar for size, strength and





Algatocin—Ibn Battutah's route from Gaucin to Ronda

architectural beauty. The Qasabah is situated on a hill summit overlooking the city and its present modern port. At the time of Ibn Battutah's visit to Malaga, the Moorish settlement must have been a great emporium for the foodstuffs and fruit which were grown in the outlying fertile districts. Its environs were covered with vines and orchards and it was famed far and wide for its figs which were exported to all parts of the Arab empire. Unfortunately we had no time to explore the city and we had to content ourselves with a typical tourist's superficial view of Malaga on a sleepy August afternoon when all the sensible Spaniards were taking their siesta in the shady bodegas.

It was at Malaga that we left Ibn Battutah. He journeyed a stage further to Granada before returning to Gibraltar. We however retraced the final part of his travels in Muslim Spain along the coast road, but we were disappointed to find that modern tourism was transforming the landscape. The insatiable demand for modern amenities has resulted in hotels which satisfy the craving for rich, sumptuous living. Brash French tourists now abound and, should Ibn Battutah's spirit return to the area today, it would be able to confirm beyond all doubt that "al-Andalus is a doomed country." The time has certainly arrived when Gibraltar, Malaga and the great Andalusian culture are being destroyed. The most colourful part of Muslim Spain has at last begun to pass into the hands of the Infidel.

The Cranwell Beagles

Broadcast by NZBC, April 1964

"Blood sports," said a virtuous friend the other day. "Blood sports. The British government ought to prohibit them by law. I would," he said. "And what is more, I'd begin with hunting."

I considered the proposition with some sympathy. "But," I said, "you'd hardly call beagling a blood sport, would you? I do think we should spare the beagles."

He'd never been overseas, this New Zealander, and he stared at me and said "Beagling? Never heard of it. What is it?"

My mind took off at that, and crossed 12,000 miles and nearly forty years, and landed me in the viscous mud of a Lincolnshire paddock one freezing November afternoon. Beagling.

It's a form of hunting, but there are no horses — it's all suffered entirely on foot. The quarry is not a fox, but a hare; and to my mind it doesn't qualify as a blood sport because it's only rarely, and entirely by accident, that the beagles ever succeed in killing what they are supposed to be hunting. They may frighten a few hares, I suppose: and the occasional rabbit, hedgehog or field-mouse may fall a victim to some unusually lucky or enterprising beagle. But by and large it's about as anaemic a blood sport as the mind of eccentric British man could ever have devised.

It's a winter pastime. The pack consists of some thirty or forty male beagles, and the meet begins in the garden outside the Hall, manor house or vicarage of some small village. The truck carrying the beagles arrives, the tailboard is let down, and the creatures pour out in a malodorous cascade and then run about on the lawn, behaving as all dogs do in such circumstances. As you see, they are a sort of thalidomide version of a foxhound — stunted and short-legged, sluggish and abysmally stupid. And smelly.

Let us now turn our attention to the Master of the beagles and his staff. They are, in other circumstances, humane and even kindly men — officers of the R.A.F. College; but this afternoon they wear the hunt uniform of green knitted stockings, white cotton breeches, bottle-green jacket, white stocks, and a sort of black plush jockey's hat — very fetching. Each one — the Master and his three or four accomplices — carries a small whip; and the Master carries a hunting horn.

This horn, to a romantically-minded New Zealander, was a great disappointment. As a simple Canterbury lad, reading Surtees and the stories of Somerville and Ross's Ireland, I'd always imagined the hunting horn to be a curly brass thing like a *cor anglais*. Musical; inspiring; capable of Jericho-blasts to urge the gallant pack into action, and of soft Wagnerian phrases to underscore the progress of the hunt. But these were futile fancies. The horn our Master carried was a copper tube about five inches long — a Christmas cracker sort of affair capable only of a derisory rooty-toot-toot more suited to a lolly-scramble than the arduous of the chase. I never saw any beagle ever take the slightest notice of it; and no wonder.



The field consisted of the local gentry and near-gentry, maidens, matrons and men, attired sensibly enough, in stout shoes and warm tweeds. The matrons, admirable, with the rough good-humour and leathery complexions of the British sportswoman ; the maidens, somewhat dewier, innocent of make-up but as one observed them chatting to the officers one felt that the quarry they were hunting was not the timorous hare. The men, mostly in their forties and fifties, had the air of patronising a sport that was definitely lower in the social scale than fox-hunting, but were nevertheless hopeful of blood. Mostly retired soldiers or sailors.

(Interesting to observe how many Majors there were. As one keen student of British rural life has noted, every English village can boast at least one retired major. If you go into any village pub and say "Has the major been in?" the landlord will invariably say — "He's in the other bar," or "He doesn't come in until half past eleven" or "He went out a few minutes ago." Lincolnshire was no exception — retired majors burgeoned in every muddy furrow).

In the particular case of the Cranwell beagles the field had the additional element of a few gangling and sheepish Air Force cadets — "quorum minima pars fui" — arrived by a special bus, and skulking in the background making unseemly jests about the more comely of the maidens.

Very well, then. That was the scene. The afternoon is bitterly cold, the ground soggy, the sky overcast. The dogs walk inanely about, the field stamp their feet and wipe their moist noses, the master and his fellow-harlequins swear at the dogs, leer at the maidens and discuss the best opening gambit for the afternoon's work with their host and hostess. And then, sharp at 2.30, the Master squares his shoulders, cracks his whip, and blows a shrill squeak on his little Punch and Judy trumpet. Of this the beagles naturally take no notice whatsoever, so the master addresses them in a rasping screech.

"Come in, Sleazy. Down, Sexy. Come in behind Snooper. Come up, Snivel. Come away, Shifty. Forward, forward!"

The dogs reluctantly form up into a mob and away we all go — really quite a gallant spectacle — down the village street watched by open-mouthed cottagers, cheering kids who have rushed out of school to see the beagles go by, and by a posse of toppers, gaffers and yokels formed up outside the Red Lion, which is supposed by law to be shut at this hour but which has deferred closing-time in honour of the occasion.

Someone opens a gate and we all stream through and onto a ploughed field the consistency of freezing glue. The dogs run aimlessly about, the whips crack, the trumpet whimpers, the followers giggle and gossip, and it begins to rain. After fooling about like this over a paddock or two one of the dogs smells, or thinks it has smelt, something : it gives a hoarse bark and breaks into a slow shambling trot. Its colleagues lollop after it, the Master screams and cracks his whip, and the field too breaks into a slow shuffle—unable to go any faster since every foot is now lifting a good two pounds of stiff Lincolnshire mud.

If the goddess Diana smiles upon us we may actually see the hare — always a good two paddocks ahead — frisking gracefully along as we toil behind — over through and under every kind of hedge and fence, with the beagles yapping their heads off. The hare always runs in a big circle, so having led us on a run of perhaps half a mile we're back where we started ; it then puts on a sprint, goes to ground in five acres of winter cabbage, and we all stand about for twenty minutes while the Master and Co. thresh in and out, cursing, among the cabbages while the dogs, sensible for once, sit around and look bored.

By this time it's raining quite hard. The hunt at last decides that this hare is over the county border and into Nottinghamshire by now. The dogs are reassembled, we traverse a few paddocks, a new hare — or it may be a rabbit this time — is found, and the process is repeated, word for word, mud for mud.

About four o'clock it's beginning to get dark, it's raining harder, and the Master decides to call it a day. The whole miserable beaglecade, wet through, half frozen, turns relievedly off the sweet soil of Lincolnshire into a muddy lane and trudges the two miles back to the Hall,



manor house or vicarage whence we set forth. The dogs, by now looking like children's mud-pies but giving off an unsavoury steam, are ushered back into their truck while the rest of us scrape off our mud as best we may and thankfully enter the Hall, manor house or vicarage in search of tea.

And that's all there is to it, ever. To be sure, when the season opens, in late October, the afternoon may be mild and illuminated fitfully by the watery English sun, and one can pick blackberries while hanging about waiting for the dogs to make up their minds what to do next ; but by November the cold strikes in and the afternoon's entertainment is as I have described it.

You might well ask why, if beagling were as dismally unrewarding a pastime as I have declared it to be — why should we regularly have indulged in it, two afternoons a week, for the two winters that the Cranwell course included. Well, one cannot answer for the non-cadet element in the field, beyond adverting to the masochism latent in the English character. But for a cadet of the period there were two excellent reasons why we should aid and abet what Wilde might have described as the pursuit of the uncatchable by the irrational.

Reason One was that the Cranwell authorities had decreed that a cadet, on his two half-days a week, must either take part in one of the two varieties of football, or in hockey ; and that if his performance in these did not qualify him for one of the teams he must watch these games ; or, that he should go a-beagling. To those cadets who, like Jack E. and myself, were by nature slackers, shirkers and skrimshankers, even the beagles were preferable to Organised Games.

And Reason Two — the hostesses at Hall, manor house or vicarage were even as their sisters in rural New Zealand — they delighted to out-vie each other in providing, for the entire field, substantial teas. True, they were unaware of the mysteries of the Pavlova cake and the wholesome virtues of date-scones. But they had more sophisticated cakes to offer ; and to youths of nineteen or twenty, fighting-fit and with appetites exacerbated by the Lincolnshire climate and the institutional food provided by the College, a rich substantial tea was never to be sneezed at.

So we beagled. At least, some of us did. My friend Jack E., whose wits were sharper than most, drew me aside as our third or fourth beagling expedition was about to begin.

“ I do not propose,” he said quietly, “ to get either colder or muddier than I can possibly help. We have seen enough of what this beagling means, and we both understand that all we are here for is to get away from watching football and to make sure of a good tea.”

“ Yes,” I said, deeply moved.

“ Very well then,” says Jack. “ We shall set out with these repulsive animals on their footling enterprise. And we shall walk at the tail-end of the procession. And at the first opportunity we shall cut loose and sneak back to this village and amuse ourselves for the afternoon and then turn up at the vicarage to collect our tea, well in advance of the others.”

And that is just what we thereafter did. Lincolnshire — flat as a tennis-court and as dull as the waters of the ditches with which it abounds, possesses a wide variety of magnificent parish churches of great antiquity, most of them, and full of interesting and unusual features. They are, or were, always open.

Jack and I had a mild amateur antiquarian interest in common ; he was also a good organist and I, by dint of years of organ-pumping in the chapel at school, could supply him with the wind necessary for Cesar Franck and J. S. Bach. So we would have recitals ; or read to each other in theatrical tones from ancient Bibles perched on mouldering lecterns ; or explore belfries, which smelt genuinely of bats ; or examine brasses and tombs, and generally — in an entirely reverent way, I must add — absorb out-of-the-way knowledge of English rural and ecclesiastical history. We absorbed also with relish the entirely characteristic smell of the English parish church — which is compounded of damp, old hassocks and cassocks, of kerosene lamps and of mice.

Sometimes, we did even better than that. We soon learned to make a quick summing-up of our hostess, and of the Hall, manor house or vicarage at which the beagles foregathered. If the host or hostess looked pleasant and their house interesting, we would go off with the beagles in the normal way, and then, after a short interval, return to the house, one of us limping rather ostentatiously and supported by the other, having allegedly injured an ankle while in pursuit of the dogs and their quarry.

Naturally one was welcomed in, and invited to recover by the fire, to limp about the house — and O, what houses some of them were ! Georgian, most of them, in that part of the country, lived in and loved by generation after generation of squires ; warm and gracious, crammed with old pictures, old furniture, old silver and porcelain, old children’s toys ; old books ; and old stories of squires who had owned the very paddocks through and over which our less resourceful colleagues were, at that very moment, cursing, sloshing and blundering their way.

It may all have been very slothful, very deceitful, and in general very wicked on our part. But as we watched the bedraggled field stumbling back through rain and the gathering darkness to their tea we stirred our sugar and nibbled our buttery crumpets with no twinges of conscience whatsoever.

Those houses smelt nicer than the churches. Of wood fires and of pot pourri, of hothouse flowers, and cigars.

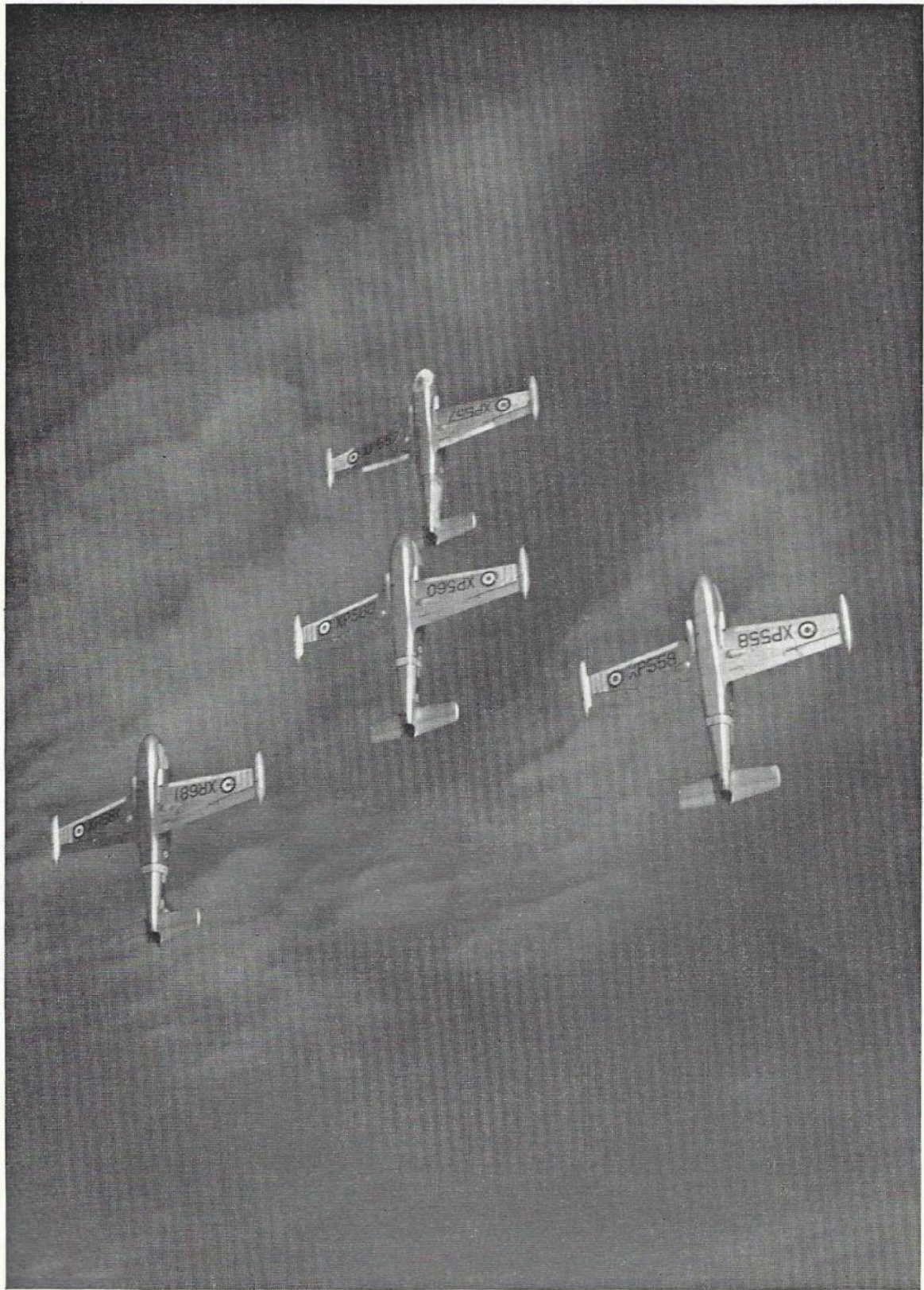
The beagles, on the other hand, smelt frightful.

The Poachers

If that notorious old scoundrel the Lincolnshire Poacher could have been consulted about the use of his title by the 1964 Cranwell Formation Aerobatic Team, it is doubtful whether he would have objected since he and the Poachers have many qualities in common — in addition to similar tastes in beer and headgear. Poaching both on the ground and in the air, is a pursuit which requires an artful sense of timing, a sharp eye, a supple, cunning wrist and not least of all a shrewd awareness of the need to keep out of trouble. Also, poaching cannot remain one's sole occupation : poaching forays must be interspersed with spells of honest toil ; as with the countryside poacher, so with the aerobatic Poachers. The Poachers are, of necessity, a part-time formation aerobatic team ; their daily job comes first and poaching practices are arranged as far as possible to avoid disrupting the normal training programme.

Over the years, Flying Wing at Cranwell has formed many aerobatic teams to show the flag to visitors and to take part in graduation day flying displays. Since the Summer Term of 1963, No. 2 Squadron has had the privilege of providing the team. This team, which coined the present title and uses it as its R/T callsign, comprises one squadron commander, two flight commanders and one part-time College flight commander. Perhaps to the more junior members of the Squadron the process of selection does not appear very democratic but at least the team is run on (fairly !) democratic lines.

Every new team sets out with enthusiasm to solve the problem of devising new manoeuvres, different formation patterns and slicker formation changes and so add novelty and interest to its show. However, it soon becomes apparent, after much head scratching and squeaking of blackboard chalk, that there is very little new in the realm of formation aerobatics. There are only the four basic aerobatic manoeuvres in which it is possible to fly in formation : the barrel roll, the loop, the steep turn and the wing-over. These manoeuvres form the framework of the display which is given substance by the pattern of the formations flown and the style in which the show is presented. Many methods have been devised of enhancing the visual effect of shows. These range from gay ribbons used to link the wing-tips of the " tied-together " teams seen long before the War, to the use of coloured smoke which was a popular feature at the Empire Air Day displays at Hendon over thirty years ago. More recently, powered controls have made possible sophisticated variations of the basic manoeuvres, such as " twinkle " rolls, and have also added to the scope and precision of changes of formation. After-burners have added to both the visual and aural effect of displays ; teams have grown



Swan-neck

larger until it has become necessary to strip-off sections to permit the more difficult manoeuvres to be included ; teams have divided so that one half performs aerobatics in co-ordination with the other, and some teams have amalgamated to perform together at the one display — and so on. However, the Poachers draw the line at wearing ribbons and, as one would expect, cannot afford to “ smoke ” ; they are not blessed with powered controls and as Poacher Four frequently complains, we are fresh out of after-burners. Finally, the team is limited to four and is therefore too small to “ split ” effectively into two sections. However, in one respect the smallness of the team is an advantage because a small formation can be highly manoeuvrable, and this fact enables the Poachers to aim for a tight, compact display — most of which can be contained within the Cranwell airfield boundary. For this reason speed is kept low : 220 knots is used for both looping and rolling manoeuvres (this gives about 100 knots “ on top ” of the loop and about 150 knots halfway round the roll). Although the show is tight, +3.5G is not exceeded in any manoeuvre except during the “ ripple ” break.

With a unit of four aircraft, it is possible to fly over a dozen different formations but not all are practical or symmetrical and pleasing to the eye. One must beware of the temptation to include too many changes of formation because this can bewilder the spectators — quite apart from giving the impression that the leader cannot make up his mind ! In their nine minute show the Poachers have settled for eight different formations. To achieve an integrated, smooth-flowing display, it is necessary to plan the sequence of changes so that the majority can take place neatly and unobtrusively during turns and wing-overs. They must follow in a carefully arranged order so that each change involves the least amount of place shifting. Some formation patterns lend themselves to a change to another pattern during the actual manoeuvre ; although this is not particularly difficult to do, it does require considerable practice and a high degree of anticipation in order to make the most of the capabilities of the aircraft.

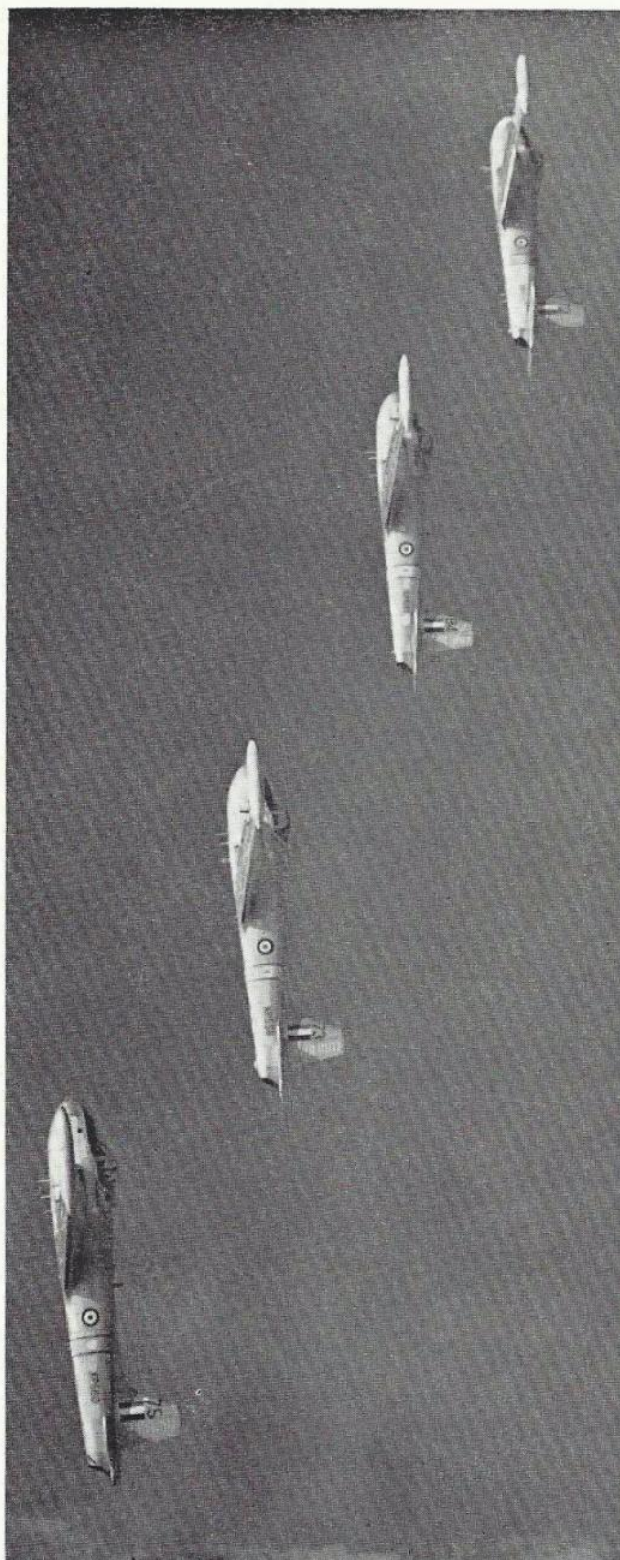
The Poachers have no close season and practise throughout the year in order to perform at both Winter and Summer graduation displays. Therefore, to cater for the vagaries of the English weather, both fair weather and bad weather programmes are necessary. The “ presentation ” of the show is the keystone of a successful performance. This means that the manoeuvres should flow one into the next without any momentary lulls ; each manoeuvre must be accurately performed and precisely positioned so that the team remains in full view of the spectators throughout the programme. In the fair-weather show the Poachers aim to keep within a radius of less than a mile of the spectators. The display starts with an unheralded arrival from the North, running in low over the hangars, carefully timed to avoid the opening remarks of the commentator. A tight turn through 360° follows, changing formation from line astern to swan-neck, then a pull-up into a wing-over to reach the minimum height above which the team is cleared to perform aerobatics. The diameter of the loops is about 2000 feet and thus the fair-weather show can be completed with a cloud base of 3500 feet. (The rest of the fair-weather show is given on page 206). The bad-weather show starts in a similar way and consists of a continuous steep turn at low level during which the team changes into the eight formations. The turn is flown at 240 knots with a diameter of 800 yards. After eight turns the Poachers unwind by rolling out and then slow down for a low speed run into wind, with wheels and flaps extended. Opposite the spectators the Poachers clean-up, open-up and pull-up into a dumb-bell turn, coming back for a fast run before the formation landing. This show can be performed with a cloud base as low as 800 feet.

No. 2 Squadron was lucky to have four pilots who had previous experience of formation aerobatics (covering a range of six types of aircraft). This naturally reduced the time taken to knit the team together and achieve a high standard of station-keeping. The chief advantage of this experience is that the team requires relatively little practice to remain at this standard. The success of any formation aerobic team depends upon fine teamwork. This can only be achieved by careful planning and briefing : each pilot must know precisely what he has to do. As an example a snatch of conversation at a Poacher briefing would sound like this : “. . . after the change to Diamond in the roll, we pull into a wing-over left. Going down left I'll call ‘ Square-go,’ Number Four calls ‘ Four clear ’ and moves right to line astern on

Number Two who, by then, will have moved forward to line abreast of me at one span interval. Number Three moves to line astern of me and calls 'Three In.' At 220 knots I'll call 'pulling up' and will 'flatten' the loop on top, reducing from 87% to 80% to give Three and Four some extra poke. Going down I'll call 'tightening' and at the bottom of the loop I shall progressively increase to 87%. As we go up for the wing-over left I shall call the change to line astern: remember, Two does not move until Three calls 'Clear' and Number Four calls 'In' when astern of Three." Only about 50 seconds would elapse during the sequence just mentioned, so clearly there is little time for enjoying the view.

R.T. calls must be crisp, clear and well timed. A wing man may be unable to see whether his next "slot" is vacant and will not move into it until he hears that he is clear to do so. If that call is a fraction of a second late the other pilots' anticipation will be upset and this will make the difference between a polished, neatly executed change and one that is rushed and untidy. When the team is "worked up" most of the briefing is "Standard Poacher" and only variations to the routine and the effect of the weather are covered in detail. After every practice there is a painstaking "inquest" to detect and analyse any faults there may have been. The debriefing commences over a welcome coffee in the crewroom: a little steam is let off here ("... I was busted again on top, Boss," "... who started the yuck when we hit our slipstream?", "... fed up being interfered with by your tip tank," "... can't pull up smoothly with Number Four's nose affecting my trim," and so on), before the team moves inevitably to the blackboard for the serious stuff. Much is learnt at the de-briefing — no one's blushes are spared and the team is severely critical of itself — but this, of course, is the only road to improvement.

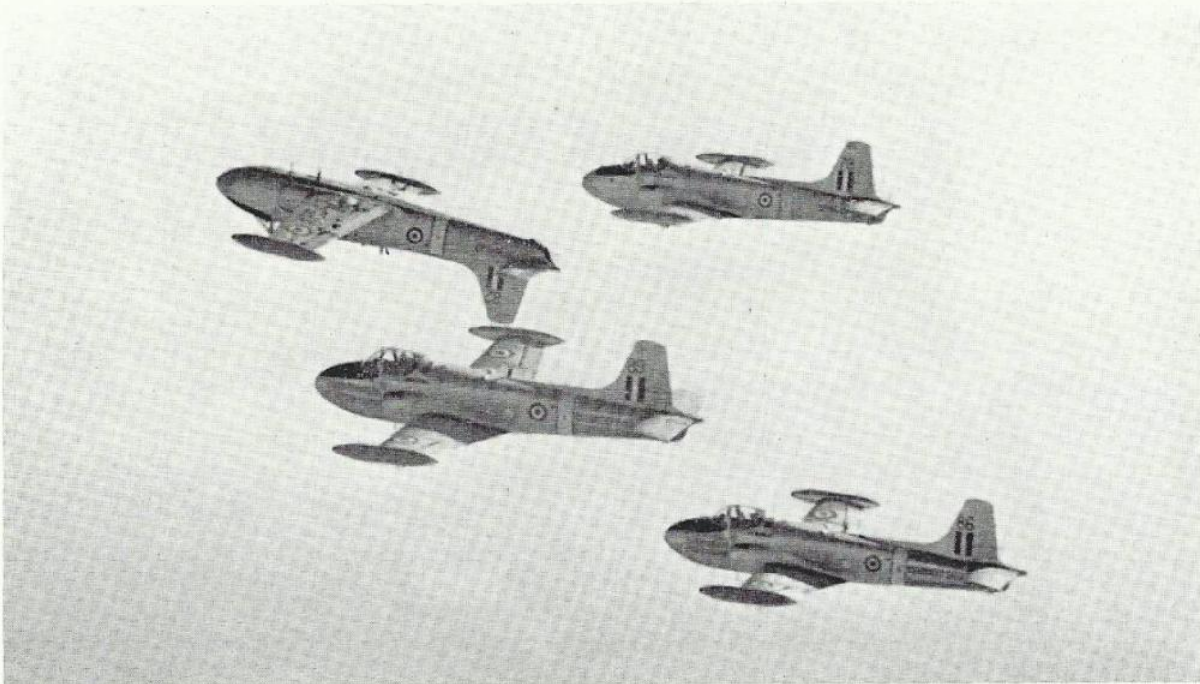
The compelling attraction that formation aerobatics holds for many pilots is difficult to define. It is gruelling, exacting work, unremitting in concentration, sometimes frustrating, but never dull: it is spiced with exhilaration, tempered with challenge and leavened with satisfaction — satisfaction because, when done well, it is one of the finest expressions of teamwork.



Looping in Line Astern

The Poachers' Show

Take-off is in Diamond, with a change to line-astern for the run-in. The show starts with a tight 360° turn changing formation to Swan-neck, and rolling out into a wing-over right. This is followed by a roll, changing to Diamond halfway round the roll then comes a wing-over left, fanning out into Line Abreast. The formation is looped in Line-Abreast, then immediately looped again with a change to Trident. A wing-over precedes another roll in Diamond after which the formation performs a wing-over to return back down the runway, opening out into Square and looping in that formation. As the Poachers wing-over to return, they slip into Line Astern, roll right and change to Diamond during the roll. Winging-over to return, they change into Swan-neck for a roll to the left; altering formation to "T" Bone in the ensuing wing-over, then pull-up for a loop with a change to Diamond in the vertical. They half roll on top of the loop and pull out at right angles to the line of entry changing to line Astern in the dive. From there the Poachers can either land in formation or change into Echelon Starboard, loop and perform a "ripple" break as they pull out of the loop and land in "close stream."



One Up-manship . . .



*The Poachers, 1964
Left to right, Flt. Lt.
Mayer (No. 2),
Sqn. Ldr. Panton (No. 1),
Flt. Lt. Ord (No. 4)
and Flt. Lt. Blackford
(No. 3).*

FIVE MAD ENGLISHMEN

IMPRESSIONS OF THE CAMARGUE

Before the river Rhône meets the sea, west of Marseilles, it splits in two — the two streams, with typical French logic, being known as the Grand Rhône and the Petit Rhône. In the triangle contained by these two rivers and the seashore is the wildest part of Southern France, and one of the most interesting places in Western Europe.

Only a short time ago by geological reckoning, but well before the advent of civilised Man, the Rhône cut away the soft Tertiary rocks hundreds of miles from the sea, and deposited them gently in the form of silt to form a huge triangular delta, its sides thirty miles long. Ages passed and gradually the level of the mud rose until the river could no longer flow through its delta, but split into two streams, leaving between them the Camargue — a broad expanse of marsh, fen and salt-lakes, flat as a billiard table, its vegetation stunted by the continual harsh wind from the sea. Settlements, farms and towns grew up along its edges, but the central marsh remained almost untouched by Man. Because of its wildness, the area became a haven for wildlife. But the animals and birds which found refuge here were not safe from the modern hunter, who kills for sport with powerful long-range weapons, and the spectacular fauna of the Camargue might have disappeared had it not been for its official adoption soon after the war as a State Nature Reserve — the Reserve Naturelle Zoologique et Botanique de Camargue.

The Reserve comprises only the central portion of the marshes, consisting of a couple of huge salt lakes — the Vaccarés and the Impérial — and a chain of islands, lakelets, marshes and winding channels. Surrounding these to the north, east and west are the marshy pastures where for centuries the farmers have bred fighting bulls. To the south is the sea. Scattered among the bull-estates are the hunting reserves, areas of low marsh land where the animals and birds are wary and difficult to film — but we are jumping ahead.

We reached the Camargue on the afternoon of 15th September, after a long night drive through France. After reconnoitring up and down the coast for a couple of days, we made a camp near the little town of Les Sainte-Maries de la Mer, a sleepy seaside village dominated by a huge Romanesque church — a landmark for many miles. Our object was to conduct a survey of the Camargue region, with the aid of our cameras and recording gear.

The Camargue is still untouched in some ways by the twentieth century. There are no heavy industries, no large towns, no suburbs. The breeding of bulls forms the basis of the area's economy. A few tourist hotels have appeared here and there, but the area is still largely untouched by the modern age.

The same applies to the native Carmarguais : slow-moving and slow-speaking but possessed of a mediaeval alertness and cunning. Short, dark and wiry, he resembles a Spaniard more than a Frenchman. In fact, the whole Camargue shows a marked Spanish influence. The traditions and customs are those of Spain. The cowboy who rides out to tend the bulls, with his wide-brimmed hat, short waistcoat and *bombachas*, looks every inch a Spanish peon. The language, while recognisable as French, is full of Spanish words and inflections : full, too, of relics of an older, perhaps pre-Gallic influence which has helped to make the Camargue language as different from Parisian French as is broad Wiltshire from the Oxford drawl. The Carmarguais is fiercely proud of his independence, his traditions and his country : to him any man who is not a native of the Camargue is a foreigner.

In the early days of our stay we found no shortage of photogenic subjects — lakes, marshes, egrets and bulls were eagerly recorded, though not without some difficulties which taxed our French to the utmost. During our first attempt to film a herd of bulls, a taciturn Carmarguais

approached us and informed us that he was a *Garde*, or Warden, of the Hunting Reserve in which we stood, that today was a *jour de chasse*, that many people would be hunting all over the marshes, and that he had no intention of allowing us to film on that day as we stood a good chance of stopping a bullet. We saw the logic behind his words when a small Citroen sped past us in a cloud of dust, crammed with bucolic Frenchmen who were gaily brandishing automatic rifles out of the windows. We later found that the accepted method of hunting in the area was to walk through the reed beds with a loaded rifle and loose off a burst of fire at anything which moved : after learning this, we made it a cardinal rule not to venture near a hunting reserve on a *jour de chasse*.

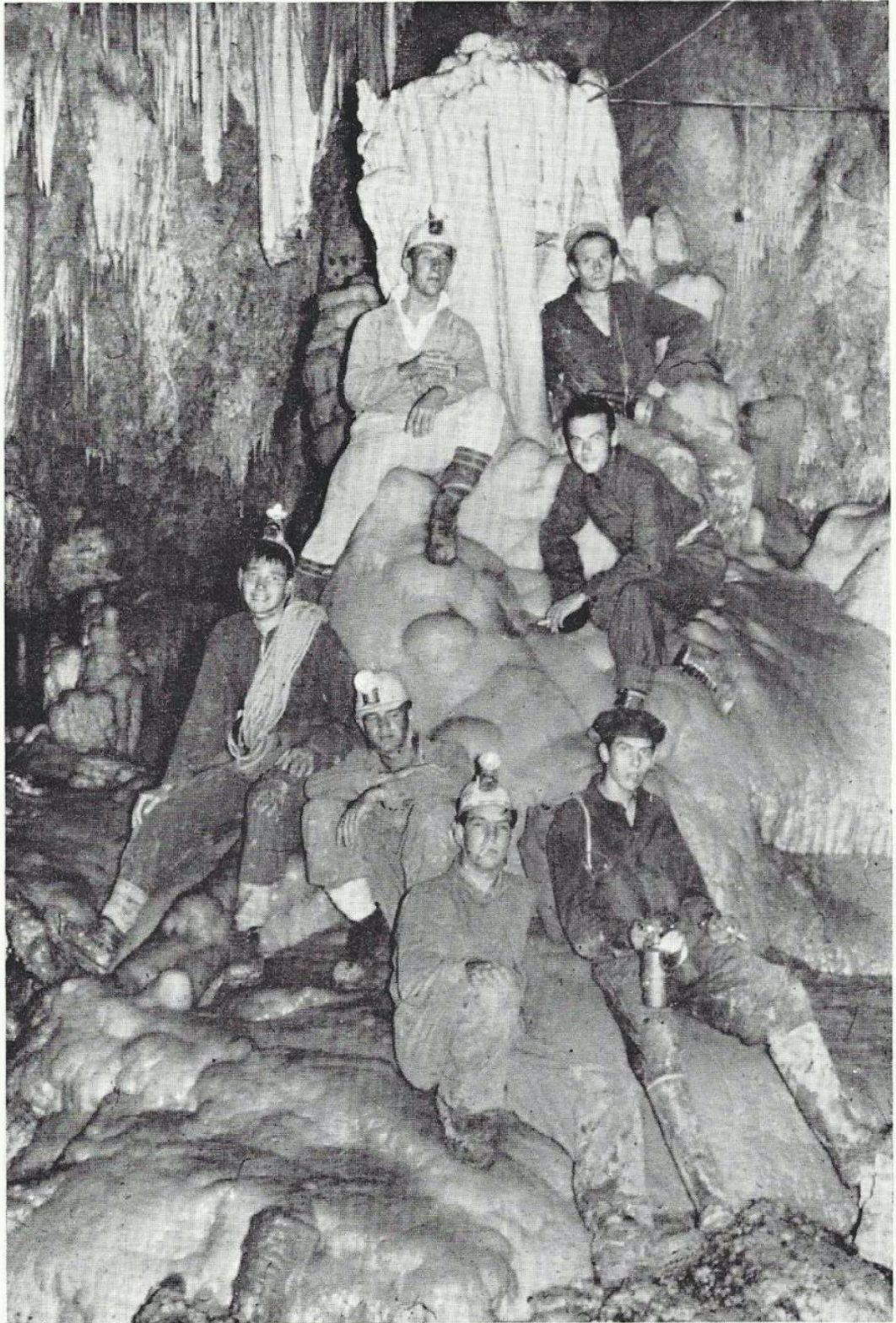
Unfortunately, we could not film in the central Reserve, as some time previously the Reserve Director had received an order from Paris forbidding any filming in the Reserve ; apparently in recent years the marshes had been inundated with eager film-makers, and the effect of this was to upset the local bird life. So our filming had to be confined to the fringes of the Reserve, the bull-fields, the little lakes among the reeds, and the hunting reserves. By the time we left, the area was full of talk about the five mad Englishmen who dashed about in the midday sun, sported an astonishing collection of highly technical equipment, and were bent on making a *filme documentaire* of the local wildlife, although — unlike intelligent people — they never realised that the easiest way to get close to a wild animal or bird was to blast it with a few well-aimed shots from a 9 mm rifle.

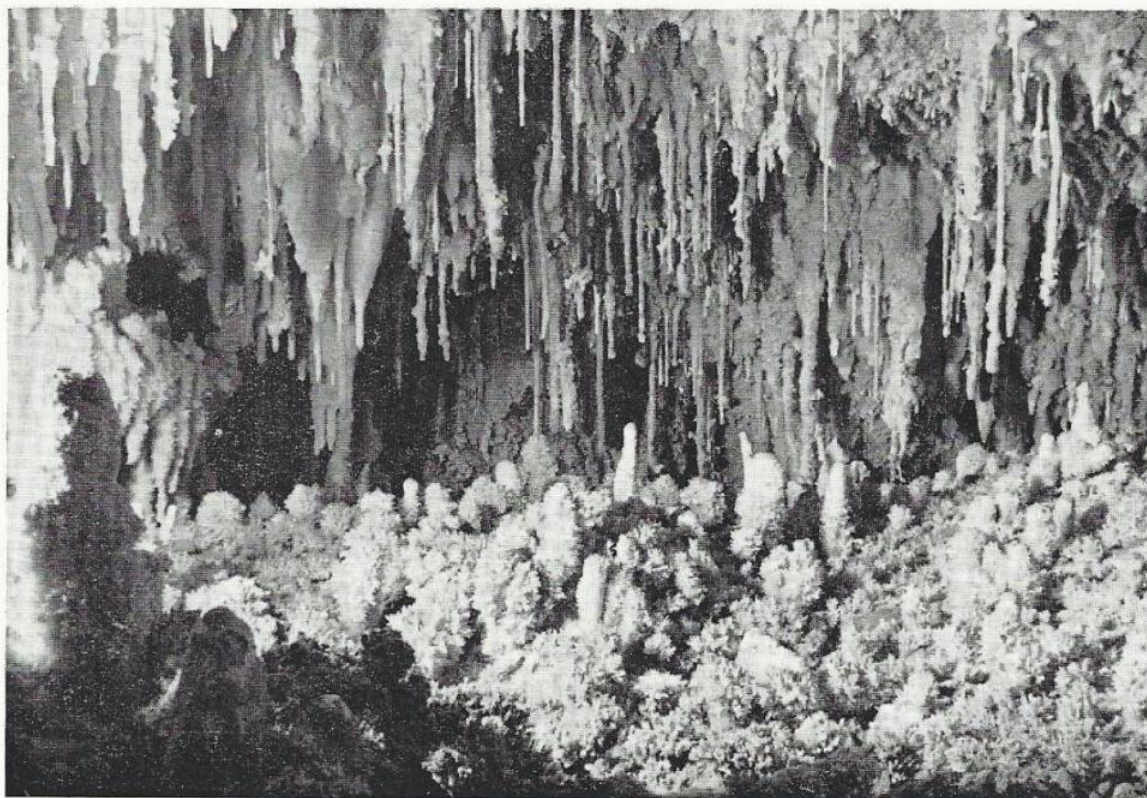
Although we could not take our filming equipment into the Reserve proper, we found plenty of interest on its fringes (in fact, the local *gardes* informed us, the birds only congregated in the Reserve during the breeding season ; in September they were just as likely to be found in the outlying marshes.)

The climax to our filming came in a visit to the ancient arena of Arles, whither we came, festooned with cameras, recorders, film, tripods and exposure meters, to observe the main entertainment of the Camarguais — the bullfight or *corrida*. By employing a judicious amount of tact, and by ostentatiously displaying our impressive equipment, we obtained cheap “ military ” tickets to five stone seats high up on the edge of the arena ; and here, perched dizzily on the rim of the huge stone circle, the cameramen set up their tripod and filmed as hard as they could, praying all the while that they could keep their balance while swinging the camera around the bull-ring. The rest of the audience regarded us with ill-concealed astonishment, but once the word had got around that we were *Anglais*, it seemed that everything was explained.

We were sad not to be able to get any film of the other main feature of the Camargue—the Gypsies. The Gypsies of Europe worship only one Christian saint — Sainte Thérèse, whose shrine lies in the huge church in Sainte-Maries. Every spring, all the Gypsies of continental Europe journey along age-old routes to the Camargue, where, in this church *au bout du monde*, as the local traditions put it, they join in worship of their patron saint. But by September the Gypsies have gone back to the hills of Alsace or the steppes of Russia, and all we found of them was the strong impression they left in the minds of the Camarguais.

Apart from the ferocious swampland mosquitoes, which nearly drove us mad every night, we found the Camargue a hospitable though alien place, and were sorry when we had used up our films and had to leave. We distributed our last scraps of unwanted food to our local friends, without asking payment for it (an action which confirmed their views on our mental state, though they were suitably grateful ; for the Camarguais is nothing if not a hoarder, and this distribution of largesse probably struck them as unnatural), and were on our way. “ Will you be back next year ? ” asked Josephe, our dear friend behind the counter of the local cafe. “ Perhaps ” we said. Certainly we all wanted to go back to the Camargue some day ; a strange, lonely windswept place with an atmosphere all its own, it becomes more and more attractive in an alien way as one comes to know it better. We have tried to express this feeling in our film, probably far better than I could do in print.





RETURN TO CAVERNA DI CRANWELL

Inspired by a *Journal* report of the discovery of a cave in Finale Ligura, in the Italian Alps, by a group of College potholers in 1955, the Cranwell potholers this summer set out to revisit the 'Caverna di Cranwell,' as the Italians had called it. The intention was to carry out a thorough survey.

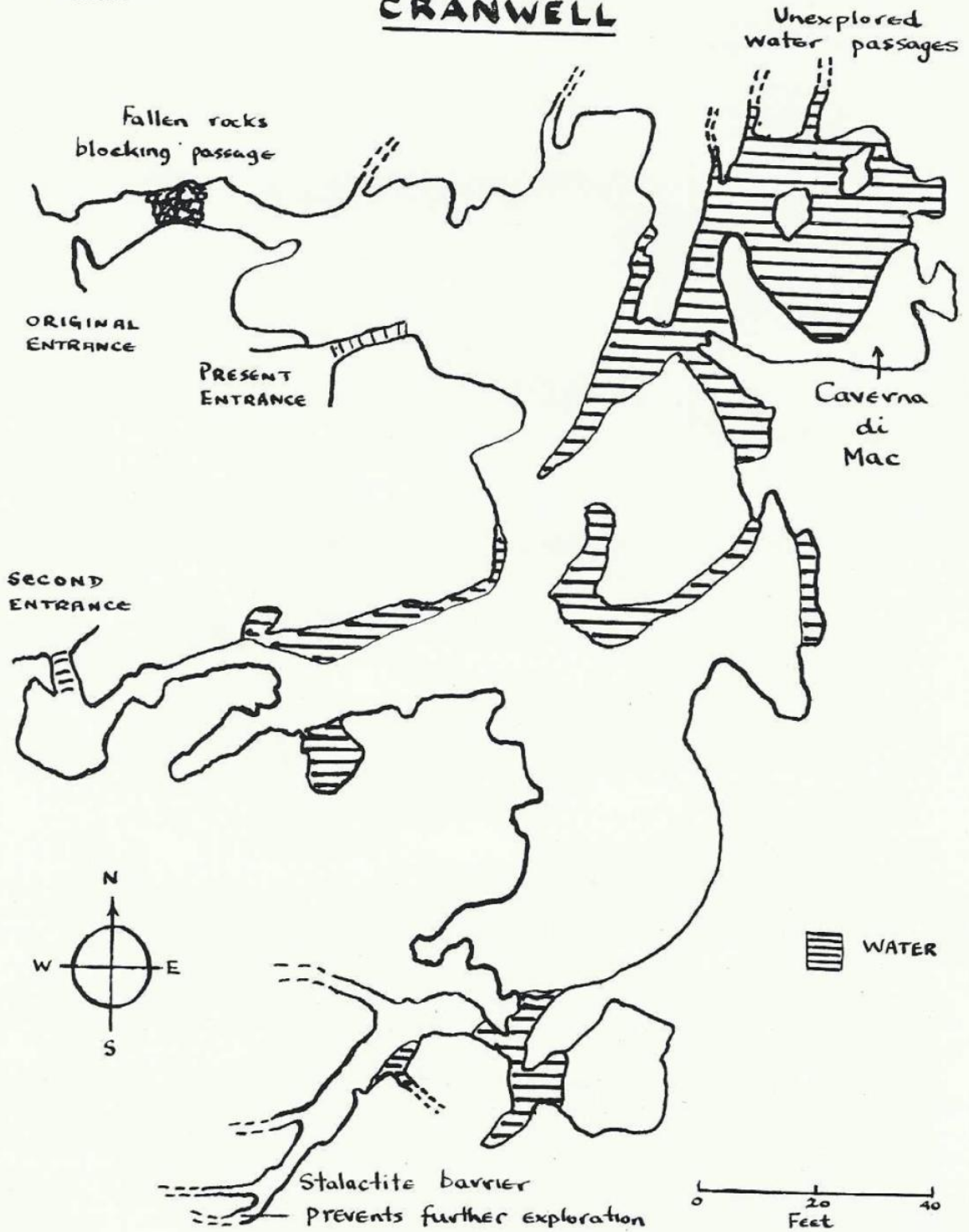
Attempts to make contact with speleological groups in the Finale Ligura area had failed and the party set out with only the name of an Italian, Signor Campi, who had helped the other expedition nine years previously.

At first the cave could not be found, but then Signor Campi put the party in contact with the Gruppo Speleologico di Borgio. The members of this group had good cause to remember the Cranwell potholers, since they were being employed by the Commune to develop the Caverna di Cranwell as a show cave.

The cave was kept locked in the absence of the Borgio group, because some rival local show cave owners had allegedly tried to damage the formations. A number of descents were made to explore the passages at the north and south ends of the cave. In the course of this

CAVERNA
di
CRANWELL

(PLAN)
VIEW



work Flight Cadet MacDonald discovered another chamber beyond the north end of the cave. Using a boat because of the deep water, the party found the chamber to be quite large with many passages leading from it. In the southern end in a niche halfway along a large passage was found the inscription — ‘ B. Turner (Ldr.) R.A.F. 1955.’ All the other passages in this part of the cave came to an end, except for one narrow crawl, barred by a stalactite grill surrounded by wonderful calcite formations. The cave’s huge stalagmites, stalactites, helactites, rimstone pools and walls of calcite crystals like delicate snowflakes, were very beautiful.

Reports of the party’s visit on the radio and in the newspapers promoted a flood of invitations to take part in other expeditions, including one from the Professor of Anthropology at Milan University, who was seeking help in uncovering the remains of a mammoth.

All the members of the expedition were impressed with Caverna di Cranwell’s vastness and its contrasting fragile beauty and agreed that the glowing descriptions of the Cave by the 1955 group were justified. The party had explored as thoroughly as its equipment had permitted and, pleased with what it had achieved, it returned to announce the discovery of ‘ Caverna di Mac.’



Israel



Early in 1964, five flight cadets of 89 Entry began planning a visit to Israel, to take place during the latter part of the summer leave. The aim of the two week visit was to see an Israeli Kibbutz, or “voluntary commune” and discover how and why some Israelis preferred to live in kibbutzim rather than in normal settlements. To enable the group to appreciate the kibbutz objectively visits were made during the summer term to Kesteven Farm Institute, where we learned about various agricultural techniques.

The planners were encouraged in the early stages by the helpfulness and enthusiasm of the Israeli authorities and the receipt of a Trenchard Award. By the end of the term the arrangements were complete and we dispersed ready to rendezvous at Lyneham and Cyprus in late September.

Unfortunately the best made plans can fail and the four cadets living in Britain were unable to obtain an indulgence passage to Cyprus, the last stepping stone to Israel. Consequently I alone managed to get to Israel.

I was staying at Idris and on the 20th September I managed to “indulge” to Cyprus, via Malta, in an R.A.F. Hastings. After four days in Cyprus waiting in vain for the remainder of the party I left for Israel by B.E.A. Comet 4B at midnight.

The journey from Nicosia to Tel Aviv took only 35 minutes and thus I was soon experiencing the air of purpose which seems to dominate Israel. The immigration process took less than five minutes and, because it was late, I was soon speeding towards the most expensive hotel in Israel! However, I reduced the bill by not eating and consequently at 1000 hours next morning a very hungry flight cadet presented himself to the R.A.F. Air Attaché in Tel Aviv.

Whilst I was enjoying a sandwich brought from a nearby hotel, the Air Attaché told me that the others were not coming and then proceeded to inform the Israel authorities in the Foreign Liaison Office that one cadet had finally arrived. Despite the fact that the Liaison Officer did not know I was coming, I was soon on my way south into the Negev Desert to visit a kibbutz called Mash-Abei-Sade.

The Air Attaché offered to drive me to the kibbutz and on the way I was shown various places of interest. Beer Sheba for example, a town where, in World War I, General Allenby made a successful surprise attack upon the Turks. In those days it was a very small settlement but during the last ten years the Israelis have completely rebuilt it and have expanded it to accommodate 60,000 people.

During the 120 mile journey the scenery gradually changed from green fields to desert scrub and finally to pure desert. My confidence seemed to wither with the plants ; however, when I saw the green cultivated surrounds of the kibbutz, it returned.

The Kibbutz lies near a wadi about 25 miles north east of the Egyptian border and 60 miles north of the Gulf of Aqaba. The settlement was deliberately placed near the border and the main road to Egypt. All the members of the Kibbutz, male and female, over the age of 18 are fully trained soldiers and are confident of their fighting ability. In recent skirmishes the Israelis, knowing full well that defeat meant the liquidation of their country, gave a good account of themselves.

The Kibbutz's strategic significance is overshadowed somewhat by intense agricultural activity. When one considers that, on the average, only two inches of rain falls each year and that the produce must, and does, pay for literally everything required by its members it is difficult not to admire these people. There are about 100 full members of the Kibbutz and about 180 dependants. Most were children, but some were at university or in the army. Approximately 8715 dunams (a dunam is 1000 square metres) are cultivated. Not all of the land is in the south ; about 70 miles to the north, wheat, barley and oats are grown in a climate where irrigation is not necessary. In the south irrigation is essential for the survival of the peanut, apricot, peach, pomegranate, sorghum and turnip crops. The Kibbutz also produces milk and rears beef cattle and poultry. In 1963 they had 74,000 chickens for egg production and produced 720,000 chicks in incubators.

Owing to the vast area cultivated and the comparatively small number of workers, the Kibbutz uses some of the most modern machinery in the world. For example, they have just received a machine which will uproot peanut plants, separate the nut from the plant and then place 150 lb. sacks of peanuts onto a following vehicle. It was unfortunate that this contraption was not operational during my stay !

As a commune, the Kibbutz considers everyone equal. No-one is paid for his efforts : the worker gets everything he wants, including a holiday with pocket money from the treasury.

The children are brought up by trained nurses and not by their parents. This enables both parents to work and the children to learn in the most beneficial atmosphere. Each yearly cohort of children eats, sleeps and learns as one for the remainder of its school life, but during the late afternoon and early evening, the children can visit their parents. I commented on the apparent heartlessness of the parent-child relationship but I was immediately given in reply opinions of our boarding schools.

The Kibbutz has nearly every conceivable facility. Apart from good medical services, it has film shows, an excellent 33 metre swimming pool, soccer and basketball pitches, many societies, a library of 5,000 books, and periodically receives visits from fine arts groups. Whilst I was there, a modern ballet was performed by six Americans and the audience obviously appreciated it intelligently.

On my way, by bus, to Tel Aviv after spending five days in the Kibbutz, I contemplated the generosity, the kindness and the diligence of the Israelis in the Kibbutz and I concluded that nowhere could happier people be found.

Comment

*We are the music-makers,
And we are the dreamers of dreams,
Wandering by lone sea-breakers,
And sitting by desolate streams ;
World-losers and world-forsakers,
On whom the pale moon gleams :
Yet we are the movers and shakers
Of the world forever, it seems.*

A. W. E. O'SHAUGHNESSY (1844 - 1881)



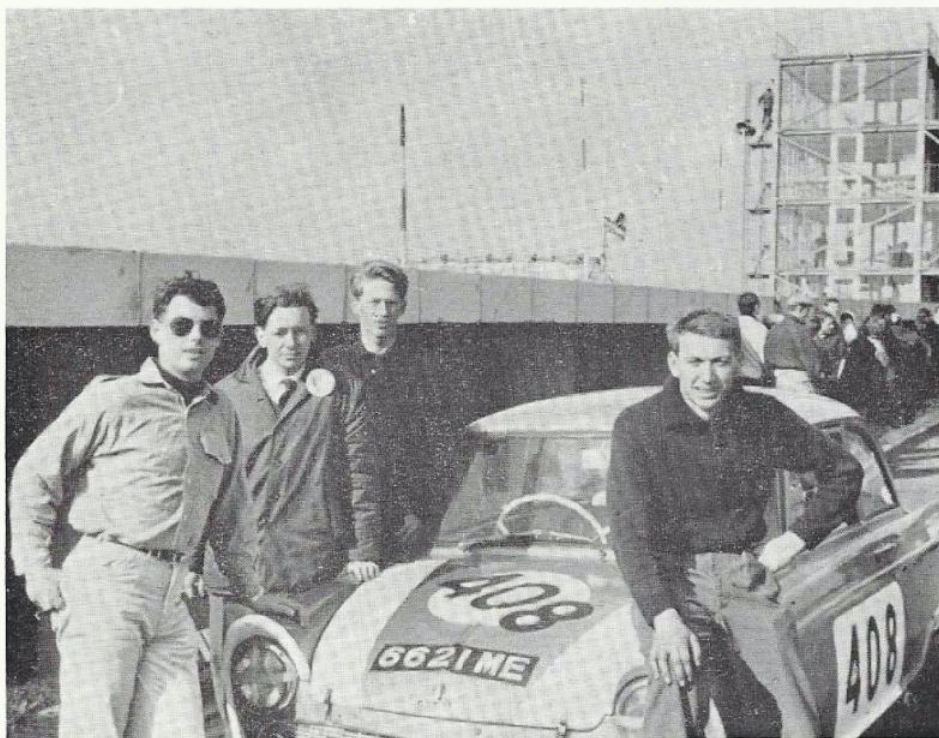
The Royal Air Force College Society was formed in April, 1947 to enable cadets to widen their interests in activities outside the scope of the formal syllabus and the standard games.

It operates in two separate parts, the Indoor Group and the Outdoor Group. The Outdoor Group seeks to promote the spirit of adventure and enterprise, whilst the Indoor Group promotes the more intellectual activities as well as useful hobbies and crafts. Each Group also seeks to develop the qualities of leadership and responsibility in its members by encouraging them to organise their own activities in the variety of sections within the Groups.

The
College Society
and
Activities

MOTORING

THE EUROPEAN TOURING CAR CHALLENGE, 1964



*In the pits
at Zolder*

Early in 1964, the Guiding Officer, Flt. Lt. Mayes, told several members of the section that he proposed to enter his DKW Junior in the 700-850 cc. class of the European Touring Car Challenge, and suggested that members might like to accompany him as pit crew and amateur mechanics. This project appeared interesting and several people thought that they might be able to attend a few, if not all of the races. An ambitious programme was drawn up, which included two races at the Nurburgring and others in Belgium, Austria, and Hungary.

The car itself is a DKW Junior of rather involved history. It started life as a Gp.3 saloon, with a non-standard 1,000 cc engine, no trim, and perspex windows. It has now been modified back to 800 cc Gp.2 form, complete with bumpers, window-glass and trim, and is going very well in this form. Gp.2

regulations are quite lenient on 2-stroke machines, as they specify only original engine parts. Since 2-stroke tuning is merely modification of existing parts, whereas 4-strokes need completely different valves, camshafts, and such-like, this is quite an advantage. The biggest contributor to the overall outlay was of course, Flt. Lt. Mayes, who did not ask any more financial aid from his volunteers than the price of their passage, board, and lodging, paying for tyres, fuel and spares himself.

The first race of the season, which was not part of the challenge, was at Silverstone and Flight Cadets Ainge, Cosens and Harlow, Senior Flight Cadet Ellender and Under Officer Wade went in their own cars, arriving just in time for the last practice session. In the race itself things were taken very easily, as the car was untried, but it ran steadily to

finish, ahead of all the 850 cc Minis, and several others. This race, which was really a trial of both car and organisation, gave us some useful experience in lap-charting and signalling.

Our next foray, the first serious one into the competition sphere, took us to Zolder in Belgium. Flight Cadets Saunby, Cosens and Harlow went with Flt. Lt. Mayes on this trip, and the DKW did very well to carry the four with a bootful of luggage, including a spare engine, there and back with very little trouble. In practice at Zolder we were 6th in class and had hopes of a higher place in the race. Unfortunately, because the plugs oiled up on the start-line, the car eventually got going 5 laps behind. By the end of the race, although still last, it had lapped some cars, and had been going only a little slower than the leaders. Calculations from average speed showed that it could have been 4th in the class. We also saw some very interesting racing in the higher-capacity classes. An amusing incident occurred after the races, when three local beauty queens, who had been dispensing kisses to the winners, demanded a ride in Jack Sears' Galaxie, which had made the fastest time of the day. They were taken out for a few laps, and first time

past the pits had their hands over their ears. The next time round they were all three invisible, huddled on the floor in terror, so "Gentleman Jack" was obliged to stop. That evening we attended the prize-giving, which, with several famous drivers and unlimited free drinks, was quite an occasion. We arrived at Ostend with about 90 minutes to spare, to discover a blown cylinder head gasket, which was eventually repaired in the Customs shed. However, we caught the boat and after a swift drive north arrived at Cranwell.

One of the English venues for the European Touring Car Challenge was next on the list — the Three-Hour race at Mallory Park, for cars under 1,000 cc, with classes for 700 cc and 850 cc cars. Flight Cadets Saunby, Robertson, Cosens, Ainge and Harlow attended this meeting. Practice showed that we had the legs of all the cars in our class except the three works SAABs, but we could not match some of the BMWs from the 700 cc class. However, during the race, after one of the SAABs had retired, an unnecessarily long pit-stop lost us about 5 minutes and our lead over the fastest Fiat-Abarth. As this was towards the end of the race, we had little hope of over-taking it



Paddock scene at Silverstone

again, but a lug sheared on the Italian's dynamo, so the DKW finished third, with a few championship points. In this race a co-driver was necessary, each driver being limited to 2 hours at the wheel, so John Aley, an eminent Mini exponent, was persuaded to co-drive with Flt. Lt. Mayes. He was delighted and surprised by the car's performance, as well as driving it extremely fast, considering his few hours on this type.

Over the half-term break, "Ecurie Cranwell" journeyed to the Nurburgring, circuit of circuits, for the annual 6-hour event. The co-driver for this race was going to be a DKW P.R.O., but he proved to be rather a clumsy driver, managing to drive the car up a bank, which had later repercussions, so he was replaced. But the replacement did not in fact get a drive, for a drive-shaft, probably weakened by the earlier incident, gave way after 1½ hours, putting the car out of the race. A complete week was spent in Germany, and the four cadets from 85 Entry who went enjoyed themselves immensely.

A fortnight after half-term, the team, represented by Harlow and Saunby, with

Flt. Lt. Mayes, drove to Cadwell Park, near Louth, for some less serious motor racing: in fact, to give the locals a going-over. This we succeeded in doing, despite a repeat of the Zolder debacle, demonstrating that 800 cc of DKW were substantially faster than 1,000 cc of Mini-Cooper "S", except in three cases out of twenty. Unfortunately the car was unable to finish due to the loss of a small bolt from the gear selector mechanism. An important memory of this meeting is the impression made on us by the Ginetta, a beautifully-made small sports-car, with outstanding performance.

That concludes the order of events so far completed, but at the beginning of September it is proposed to cover Saloon Car races at Zandvoort, Holland and the Nurburgring. In general the team has been as successful as could be expected, taking into account its limited resources, financial and otherwise. However, despite any lack of success so far, the programme has been great fun for all concerned, and we look forward to better fortune in September, and next year.

SUB-AQUA

The section spent the last term training for the proposed expedition to Gan in the Maldive Islands. The intent was to collect biological specimens for the Natural History Museum under the direction of a biological expert from the museum. Unfortunately the expedition was cancelled due to transport difficulties at the last minute.

Members of the section did however, spend four days diving in Anglesey, North Wales. Here, the techniques learned in the swimming-pool at the College were practised. Navigation proved particularly difficult underwater in visibility which seldom exceeded five feet. Despite unfavourable training conditions the weekend was a success and gave new divers valuable open-sea experience.

NATURAL HISTORY

The Summer Term is usually a quieter time of year than any other from a naturalist's viewpoint. Thus no really long-range projects were attempted, the society busying

itself with local studies. The one visit which was arranged took a total of fifty seven cadets to five different locations. These differed in type from Yorkshire moorland to Middlesex reservoirs, and from inland park country to the sea coast. Reports were, on the whole very good, and the visits seemed a great success. In future, therefore, it is proposed to carry on with this system rather than to organise just one unwieldy party.

The local project is completing both its aims satisfactorily. The society is getting to know the areas, other naturalists, poachers, and farmers and, through these the area's badgers. In pursuit of the badger the society came across what appears to be a new sub species of weasel and another of grey squirrel. At present the society is helping to produce a book which will include these hitherto unpublished discoveries.

The proposed summer leave visit to Turkey to catch van-cats has had to be abandoned due to the troubles currently disturbing the region. The Gan visit was unfortunately cancelled for our two marine biologists. The main activity was the survey of the Camargue in France, which is reported elsewhere in the *Journal*.

MUSIC

The Summer Term opened well for the Music section, with a memorable visit to the Albert Hall in Nottingham to hear the Birmingham Symphony Orchestra give a programme of popular opera. So enthusiastic was the reception which greeted the orchestra and soloists, that the soprano only managed to quell the applause by repeating one of her songs, and at the end of the concert the Music section returned to Cranwell with tingling palms. Other concerts attended included the Hallé Orchestra at Nottingham, and, in contrast, Ray Charles at Leicester.

But the most important event in the term, concerned not the visits, but the new High Fidelity equipment obtained for the section. Much hard work was done by the cadets in their spare time and the transcription record deck and loudspeakers were installed in suitable cabinets, and the first testing of the equipment gave excellent results in faithful reproduction.

The section now has its own comfortably furnished room next to the downstairs television lounge, and so members may relax there and listen to music on good Hi-Fi equipment. With these facilities provided, the lending of records has ceased, and work is in progress to sort out those records which are unfit for use on the section's equipment. Unfortunately this may amount to a considerable number, but it is hoped that the more popular records will be replaced, and providing that members use the record deck and records carefully, the society will be able to start to amass a collection of records in first class condition.

FINE ARTS

By the formation of a pottery group the Fine Arts section has enjoyed a considerable measure of productive activity during the summer months, and there is every indication that interest will be maintained. The society in its two forms, meets twice weekly : on one occasion for instruction in sketching and painting, and on the other for pottery instruction.

For some months now cadets have enjoyed the facilities of a well-equipped room in the Tutorial Wing. A small adjoining room, ideal for the purpose, houses an

electric kiln, which is on loan from the Station Education Section.

It has been felt that cadets should be afforded a wider field of expression and this principle has proved most successful. Pottery has enabled most members not particularly talented with a pencil or brush to produce results showing considerable promise. The majority of the "potters" were novices when the course of instruction was introduced, but as experience is gradually accumulated the common "disasters" of cracked pots and overheating in the kiln are being overcome. The experience and technique of the society's instructor (who visits from Kesteven Training College) have proved invaluable.

It is hoped during the winter months to increase the numbers in the Fine Arts section. Because of the limited availability of materials and space this might prove difficult as far as the pottery group is concerned, but the other activities of the section are open to an almost unlimited number.

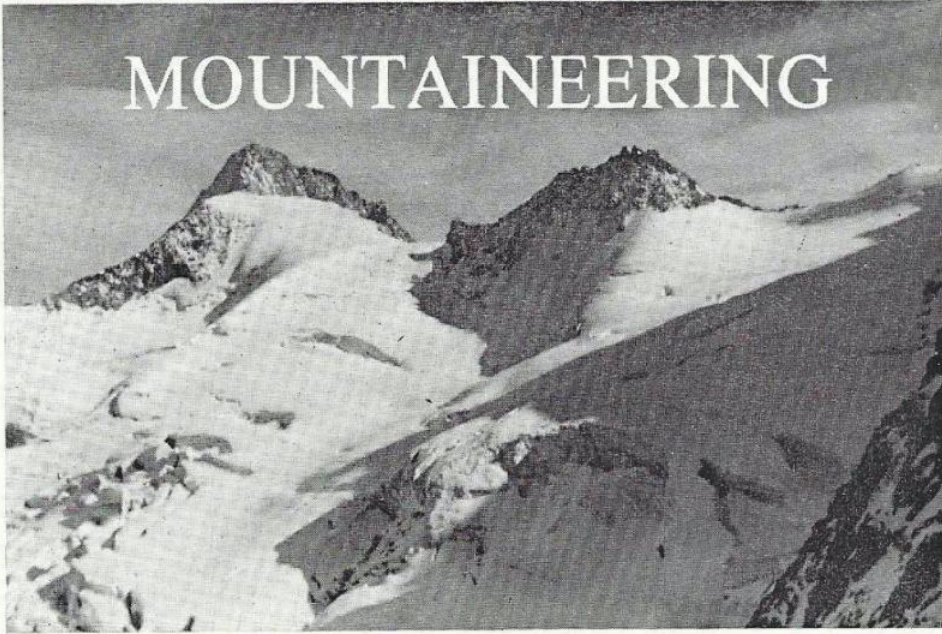
WATER SKIING

The section's fortunes fluctuated wildly this term. While the motor boat ran well, everyone had a splendid time and many new members were enrolled, most of whom had never water skied before.

As well as normal water skiing on Culverthorpe Hall Lake and on the Trent above Newark, three expeditions were made to Portsmouth to water ski at Langstone Harbour. Councillor F. Curry, who is Chairman of the Langstone Harbour Board, is the owner of the motor yacht "Josephine" which he lent to the group as a base from which it could ski. Although the sea was choppy most of the time, the sun shone brightly on each occasion, and hidden sandbanks made the skiing interesting more than once in the visits.

Unfortunately, the motor broke down on several occasions during the term, and much time was lost waiting for it to be repaired, and in consequence, the facilities were not fully exploited. At one point in the term, when the battery was stolen from the boat at Culverthorpe Lake, the section even achieved some notoriety in the local press, but this was publicity which we would have been happy to miss.

MOUNTAINEERING



The busiest part of the Summer Term for members of the section proved to be during the leave period, for although several small groups had visited North Wales, Derbyshire and the Lake District no large parties had visited any of the section's usual haunts.

During the summer vacation section members eventually got round to fulfilling an ambition latent amongst mountaineers at the College for several years, namely an expedition to the Austrian Alps.

A party of three cadets left Dover on the 1st September to motor to Brilon in Germany where three more would-be Alpinists were expected to join the party after the Training Camp. But instead of six leaving for Austria as intended only four actually did so — Training Camp had taken a heavy toll. Arriving at the Zillertaler Alpen the party found a camp site at about 3,000 feet which was fairly close to the village of Mayrhofen where provisions could be purchased and guides hired.

The weather on the morning of the 5th September proved to be superb and it was decided that the first day in the Alps would be best spent in a fairly leisurely walk up on to the Gungplatte, some 7,000 feet up. From here the guide pointed out the peaks that the cadets would be tackling later in the week. The party were rather disappointed with the lack of snow and ice, the main

attraction of the Alpine expedition. The guide therefore suggested that climbing should be done starting in the next valley which being more sheltered always held several large glaciers and icefields. The main glacier was some 8,000 feet above sea level and over twelve miles from the camp site, and for this reason it was decided to move base to the Alpenrose mountain hut, which at 6,000 feet, was very close to the glacier.

The weather obviously had other ideas about this move of base to the mountain hut, for it took two days for the cloud to lift so that the move could be made. Once at the Alpenrose hut the expedition really got underway. Two guides were used so that each rope had an expert on it. The first day was intended mainly as an introduction to snow and ice climbing and though much time was spent on the ice field at about 9,000 feet working out routes between numerous crevasses, cadets did climb to over 10,000 feet on a rock ridge dividing Austria and Italy and proceeded a few yards into the latter country before returning to the hut before dusk.

The second day's climbing from the Alpenrose hut was intended as a continuation of the previous day's introduction to snow and ice work, but the progress across the ice field below the Grosser Moseler and Kleiner Moseler was so rapid that after some

speculation about the weather it was decided to tackle the former peak which towered up out of the ice field to some 11,400 feet. A route was selected which consisted of about one mile of inclined ice field to the base of a rock buttress, this took the party another 1,000 feet closer to the summit. The rock buttress, some 500 feet in vertical extent, was duly climbed, followed by a very steep snow field on which the party gained another 500 feet. At 4.30 in the afternoon the party was at 11,200 feet with only 200 feet of rock scrambling left, but progress was slow and it was considered prudent to return to the mountain hut as only two and a half hours of daylight remained. Reluctantly the party

backed down some 800 feet of near vertical ice and returned across the glacier to the hut.

The following day found cadets upon the summit of the Grosser Moseler after a long ridge climb from the opposite direction to which the peak had been tackled the previous day. They returned in the tracks of their previous attempt. This concluded the Alpine expedition which proved to be easily the most ambitious and enjoyable mountaineering that the section has tackled for some time.

Planned activities for the Winter Term include mountaineering in Glencoe or the Isle of Skye during Christmas leave and the usual weekend visit to Derbyshire.



Folk Music

The section was formed at the beginning of the term in order to bring together all those cadets who enjoy to listen to, or to sing, folk music.

The meetings were mainly composed of record evenings, but the high-light of the term was a very interesting lecture on Scottish Folk Music given by Squadron Leader Lawrence.

The section has two groups of members, those who sing and play instruments and those who simply like to listen. The former has had the chance of facing an outside audience three times during the term, when its members participated in Folk Music evenings at Lincoln Training College.

Next term the singers have been invited to perform at the newly formed Lincoln Folk Club.

Photographic

During the last term the College Photographic Section has undergone many changes. The old location near the South Brick Lines in the Junior Mess has been abandoned for the comparatively spacious and well planned darkroom in the College's East Wing corridor.

Although extensive facilities of the section are available to all cadets, there are only approximately twenty cadets who use the darkroom regularly. Cadets are reminded that regular members are only too willing to help the initiate by instructing him in the arts of developing and printing.

Many new improvements are envisaged for the new term, not least of all, those to the darkroom layout. With good backing and a combined effort the Secretary hopes that all the plans for the future will be fulfilled.

Design Study in the wind tunnel on the new hovercraft CH2 was photographically recorded.

Whitsun found a party of six flight cadets exploring the interior of London Docks. The great wealth of photographic material offered by the docks presented many excellent photos.

The Cranwell-Henlow Road Relay was covered at the end of the term but the photographs were not a great success. However, what the photographer lacked in skill he compensated with enthusiasm.

Society photographers covered the NATO, BAOR, French and Swedish visits, while one member covered free-fall parachuting.

Future visits include a trip to the R.A.F. School of Photography, an Optical Company, and if possible, visits to local and national exhibitions.

Angling

The section has now increased in size to sixteen members, and has tended to split into two factions: the coarse fishermen, who are privileged with good waters close at hand, and the game fishers, who are forced further afield for their sport.

To the formers' credit, double figures in pike have been recorded from the Witham, Norfolk Broads and local lakes, together with fair numbers of bream, roach, perch and chub. But with the increasing numbers attracted to this side of the sport, coarse fishing has tended to become a competitive rush to the best spots, rather than a test of prowess with a rod.

The game fishers on the other hand, have hardly been blessed with extreme good luck. Over Whitsun, Chew Valley Lake, Bristol, was fished. Conditions were blustery, rain-swept and cold; however, out of the eight fish caught by all the bank-fishers, three were to the section.

During half-term, two members travelled to Carradale Kintyre. There was, however, insufficient depth of water for the salmon and sea-trout to ascend to the holding pools, so the fishermen spent an enjoyable week trouting in one of Scotland's beautiful and untouched west coast valleys. The rains came the following week.

The dry-fly purists have fished the Pang and Stamford reservoir, but these have proved tricky waters; whereas the Spey, near Laggan Bridge, has always produced fair bags of trout to the worm. The planned trip to Kinloss over Bank Holiday was postponed due to aircraft cancellation. However, for anglers whose chances of seeing large fish caught are limited, the trip to Sweden in September, proved extremely valuable.

Dinghy Sailing

Many cadets have taken advantage of the facilities provided at Newark, and the season has been an extremely full one. Sailing has taken place regularly on Wednesday afternoons and at weekends, and several cadets have qualified as helmsmen with the more experienced sailors coaching novices.

The racing season began with a win for the College team against R.A.F. Thorney Island, a stronghold of R.A.F. sailing, in extremely windy conditions. The second match was held against R.A.F. Valley and Holyhead Sailing Club at Holyhead. In fairly heavy conditions the College won again with some excellent sailing by Wright, the College captain. At the Welsh Harp the team suffered their first defeat, against the London School of Economics after two good races.

The team travelled to Benbridge for their match against Dartmouth and Sandhurst having won the trophy in 1963 during their first year in the competition. Once again the Benbridge Sailing Club offered their facilities and the use of nine of their one-design keelboats for the competition. Two races were held on the Saturday after which the College team stood only half a point behind Dartmouth. A poor race by the team the next day lost them the trophy but did gain for them second place overall to Dartmouth.

A home match against Sandhurst gave a second victory for the College and the season ended with matches against Dover College and Welbeck. A party travelled to Herne Bay with two of the College Fireflies to compete in the National Single-handed Championship and Festival. Finishing half way overall in a fleet of sixty is fairly promising and another successful and enjoyable season is hoped for next year.

The following sailed regularly for the team :—Wright, Willman, Clark, Webster, McGrath, Seymour, Baugh and Pengelly.

Shooting

The shooting team had only four fixtures during the short "full bore" season. This

was partly due to the fact that the range at Beckingham was not available as much as one would have wished, and that three matches were cancelled at the last minute.

Two of the matches were fired at Bisley ; against Imperial College, which Cranwell won by a close margin, and United Hospitals, who won convincingly. In the third match, at Oundle School, the College team was convincingly beaten. The fourth match, which was a small-bore postal shoot against Birmingham University O.T.C., was won.

With the coming winter months we return to the .22 range, a fuller fixture list, and, it is hoped, a more successful season.

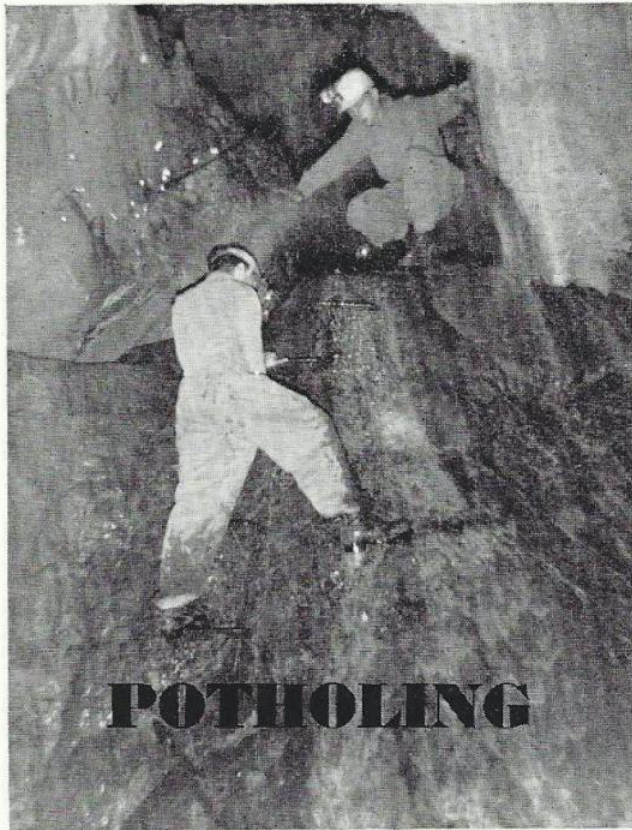
Potholing

This term has been a particularly successful one for potholing. Fifteen one-day trips have been made during the term, plus two weekend trips.

The activities weekend was used to send two groups to different areas of the country. The object in each case was the same, to gain experience of underground water. One party went to Devon, the other to Long Churn Pot, upper and lower series, which is in Yorkshire.

Two other notable achievements this term are that a group has slept overnight underground, and another group has explored the recently opened new system in Carleswalk Cavern. This is entered via two sumps, and the rock formations are remarkable and colourful.

The majority of the term has been spent in the tedious, yet essential, task of becoming proficient in cave photography and underground surveying. The caves used for this task have been Hazelbadge, Carleswalk and Hillock's Mine, all in Derbyshire. The reason for this work was that the experience was needed during the vacation on the two trips to the continent. The object of these trips was to complete surveys of caves in the Ligurian Alps, which is reported elsewhere in the *Journal*, and in the Pyrenees.



The Pyrenees

Early this year it was decided to make a summer expedition to the Pyrenees to study and photograph pre-historic cave drawings. The Pyrenees were chosen because they offer some of the finest examples in Europe of cave art and at the same time contain excellent systems for exploration which test equipment and technique to the maximum.

After the term's preparatory expeditions in Derbyshire, four of us assembled at Reading on 10th September. After an overnight stop at Dover for final preparations we drove through France, reaching the Mediterranean early on the 13th. It was another day's drive to Foix, deep in the Pyrenees, which we intended to make our centre. We located after some difficulty our host, Monsieur Deltiel, who led us to the camping site in the grounds of a chateau which had been gutted by fire towards the end of the war. It had, for some time, been a Gestapo headquarters. We were introduced to his friend, M. Fleurian, a school-master who spoke excellent English and who offered to act as interpreter for the expedition.

In the morning we started out early for the Grotte de la Bouiche, a local pothole containing an underground river navigable for some two kilometres. M. Deltiel had arranged for us to borrow a boat and by 10.30 we were making our first underground journey by water. The cave contained some of the best formations of stalactites and stalagmites we had seen, and the first stretch was covered in an awe-inspired silence.

It took about two hours to complete the navigable stretch. We explored two waterfalls, and emerged into hot sunshine six hours later. After a rest, we were taken in the evening to the Grotte de Bedheilac, the entrance of which had been used by the Germans as an aircraft factory during the war. The majestic size of the cave is difficult to describe, and our native holes seem nothing in comparison. After a two-hundred yard walk the roof drops sharply, and it is necessary to make some very tight crawls to enter the next cavern. The system goes on for another six hundred yards, and we are certain that without M. Deltiel's help we

would never have found the first of the cave drawings we were to see.

The following morning we were shown two caves for future exploration. The first contained a small lake which fills in ten minutes and empties in fifty. The sequence is continuous, although the times change according to the season. The second cave is called the Gulf of the Crows. We had to drive up a winding cart track to the Frozen Village, which is about 4,000 feet above sea level and is completely cut off in the winter. M. Deltiel took about an hour to find the entrance to the gulf which is concealed in the edge of a dense pine forest. Leaving the gulf we had a glorious view of a wild thunderstorm as we drove down the mountainside towards Foix.

Later that night M. Deltiel also took us to the Grotte d'Hélène where our carbide lights began to fail. A hurried inspection revealed a defective tin of carbide and we made our way back on emergency electric light. We returned the following day to photograph the drawings, and later, with a guide went to the Grotte de Niaux. This cave is considered to be one of the six best monuments of pre-historic art in the world. The cave is about a mile long and the principal paintings are in a small cave known as the Salon Noir, nine hundred yards from the entrance. We hurried back to Foix to spend a further three hours at Le Portel where there are paintings almost as good as those at Niaux. We arrived back at the camp for the third night well after midnight and decided to spend the next day relaxing in nearby, and duty-free, Andorra.

But we were soon back, trekking up to the Frozen Village to explore more fully the Gulf. Luckily we soon found the gulf and after a 150-foot ladder descent and a further 50 foot climb down a sixty-degree slope, we reached the cave entrance. During the two and a half hours we spent there we descended a further 150 feet, discovering the skeletons

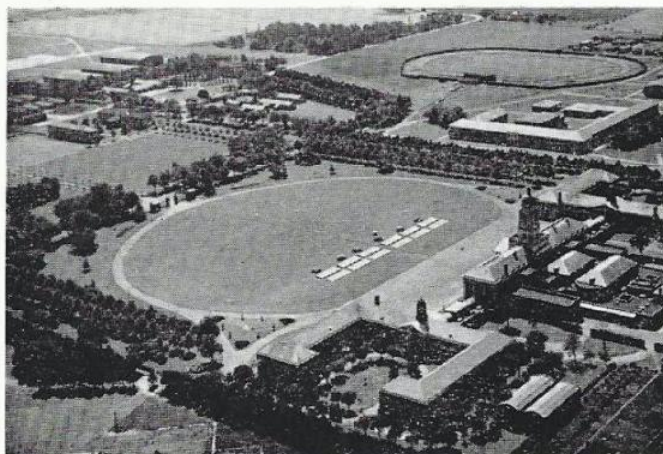


Drawing of a horse in Le Portel, approx. 5,000 years old, unique because of the kicking action of the left fore-leg

of cattle and horses which had fallen over the edge, and a colony of bats in a 70 foot shaft on the North side of the cave. There was much loose rock lying about and we had to be careful, though not as careful as in the Grotte du Sabbart which we visited next. There a lot of noise can easily start a rock slide in the 200-foot high cavern. The last day at Foix was spent in the Cave Mas d'Azil where there are mammoth remains and human bones.

We had, by this time, to make our farewells to our guide and hosts, and have every intention of honouring our promises to visit Foix one Christmas to see the ice caves. Two days later we were back in Dover where, to our surprise, the weather was still fine.

FLYING



The Royal Air Force College Flying Club was first formed in May 1960, and became a Limited Company under the Companies Act in November 1961. The intention was to provide the cheapest possible flying for all ranks, and their dependants, at the College. Grants from the Officers' and Sergeants' Messes and the Service Institute enabled the club to purchase a Tiger Moth, G-AOBH, in 1960 from No. 47 Squadron's flying club which operated from R.A.F. Abingdon where the squadron flew Beverleys. Later, two Rollason Turbulents were obtained from the Tiger Club at Redhill and were flown by Tiger Club members from Cranwell until last year.

In 1962 G-AOBH required extensive overhaul, and a second Moth, G-ANEF, was purchased that year from the Lancashire Aero Club at Barton, Manchester. It was hoped that both Moths would fly concurrently, but it became obvious last year that it would prove beyond the Club's pocket to put both aircraft in the air. Consequently, G-AOBH was used as a spare parts store, and for a year ANEF was the sole aircraft operated. AOBH flew a total of 1500 hours without any incident, and to date ANEF has completed 370 hours. Unfortunately ANEF had a slight brush with a bush when landing this August, but a substantial claim on the insurance has made it airworthy once again. During ANEF's repair by Brooklands Aviation the club operated a Terrier, G-ASNT, which cost members twice that of the Moth but which nevertheless flew some 65 hours this September.

The first Private Pilot's Licence was obtained by Flight Sergeant Duffield in July 1960, and since then more than 30 P.P.L's have been gained by officers, airmen, cadets,

and civilians who have belonged to the club. Several airmen have, as a result of their activities, remustered as aircrew. Moreover, it is believed that it is the only flying club in the Royal Air Force still in existence.

This record has only been maintained by tireless work, entirely voluntary, on the part of the club officials, notably the flying instructors. Other club members have been responsible for the complete rehabilitation of what used to be the Chipmunk Flight offices between the two hangars on the North Airfield, which now comprises an operations room and a comfortable bar.

Recently the club bought a motorised petrol bowser which replaces the battered refueller previously used — a steel drum mounted on an old car chassis.

Future plans include the possibility of obtaining permanently a second aircraft, more modern than the Tiger Moth. Finances are always a problem, for the club is purely a non-profit making organisation. But as a result the cost of obtaining a P.P.L. is less than half that a civilian club could offer, and the basic hourly rate is only £2. Such an opportunity for cheap flying and free tuition is rare, yet the amount of really enthusiastic support is too small. As a Limited Company the membership is restricted to 50, and at the present there are a number of vacancies. Anyone who wishes to join (and is prepared not only to fly but to help in the day to day running of the club which includes tasks such as refuelling, manning the telephone and helping to keep the bar and operations room clean, cleaning and maintaining the aircraft), should go along to the clubhouse where they will be welcome. It is stressed that the club exists for all personnel of Royal Air Force Cranwell.



Mr Dickinson, a civilian driver with the M.T. Flight, at the Shuttleworth Collection, Biggleswade, with ANEF. Mr Dickinson has been with the club since it was formed and gained his P.P.L. in August 1962.

GERMAN

The German Society met twice during the Summer Term. On the first occasion a film, *Rore Berndt* was shown. This film was a comedy by Gerhard Hauptmann, and starred Maria Schell and Raf Vallone. A supporting programme of German feature films was also shown.

On the second occasion, 12 members of the Society, including several non-Service members, heard a talk on the Common Market by Herr Küsgen, a lecturer at Nottingham University. This talk was followed by an informal discussion.

Also during the Summer Term three cadets attended a weekend German course at Leeds University in preparation for the German Linguist Examination which they sat this summer.

During the summer leave one officer and two cadets drove to Bavaria on a trip which included informal visits to the Messerschmit factory and to several Luftwaffe units, including the 53rd Tactical Reconnaissance Wing at Leipheim, near Ulm, and Ingolstadt, near Nurnberg, home of the 51st "Immel-

man" Wing, which is equipped with F-104G aircraft. Also included in this trip was an ascent of the Zugspitze (9,721 feet), Germany's highest mountain.



On the Zugspitze

KARTING

The section's activities are currently directed towards racing and we have now built a nucleus of cadets who regularly participate. The College's Fastkart has been raced on a number of occasions during the term at Fulbeck and at North Luffenham. At Fulbeck it was placed third on two occasions when driven by Flight Cadets Cosens and Coverdale.

Disaster struck at North Luffenham due largely it is believed to the very high speeds attained on this circuit, when considerable damage was sustained by the magneto assembly. The troubles associated with this break down contributed in part to the lack of success in the R.A.F. Championships held at Fulbeck a fortnight later. These championships are held annually and this year it was

Cranwell's privilege to be the host station. We are extremely fortunate in having the unlimited use of the permanent track constructed by the Lincolnshire Kart Club at Fulbeck and we are very grateful to them for their assistance.

Our plans for the future are somewhat of a radical departure from our activities up to the present. In view of the shortage of funds Flight Cadets Coverdale and Lawrence have purchased their own Class Four karts in order to continue racing. It is hoped that others may follow their example, particularly with Class Four karts powered by 197 cc Villiers engines with four-speed gear boxes. In this way it is hoped to continue racing, and to draw on a common pool of tools and spares.

PER ARDUA BEAGLES

Although winter is the hunting season, the beagles have maintained an active existence since the end of the season last March. At that time, the bag was sixteen and a half brace, which was really very creditable, since the scent had rarely been good. With the hunting over, efforts were concentrated in preparing the kennels for the Puppy Show which was held on Saturday 30th May. The show was well attended. Air Commodore Levis, Master of the Beagles, was justifiably pleased with the hounds that have now joined the pack ; for although there are no individual hounds of, for instance, the same calibre as Bolebroke Hengist, the overall standard is extremely high. After the show, tea was held in the Officers' Mess, and many of the visitors went to inspect the kennels. For this occasion, Mr. Jack Pipes, the kennelman, had ensured that the sheds and runs were as immaculately turned out as always. One of the major attractions here for the ladies was the presence of some of the very young puppies which were only a few weeks old.

Shortly after the Puppy Show came a point-to-point race meeting for supporters

of the local packs. The meet was held on a farm near Melton Mowbray under the auspices of the Quorn Hunt and the West-erby Bassetts. The race that interested the Per Ardua was the two mile cross country for foot supporters of beagle packs. The Per Ardua Pack entered two teams, the first consisting of Flight Cadets Walliker, Liddell and Newland, and the second of Mr. Coney, son of one of our whippers-in, Flight Cadet Jackson, and an officer from R.A.F. Waddington. In the order of teams past the finishing line, the second team came third, while the first team was unplaced. Mr. Coney gave a very able performance in being the third individual past the finishing line, while Flight Cadet Walliker followed him home in sixth place.

The Per Ardua Tennis Tournament was more recently held which provided some exciting matches in a different sporting field to that which the pack is usually accustomed.

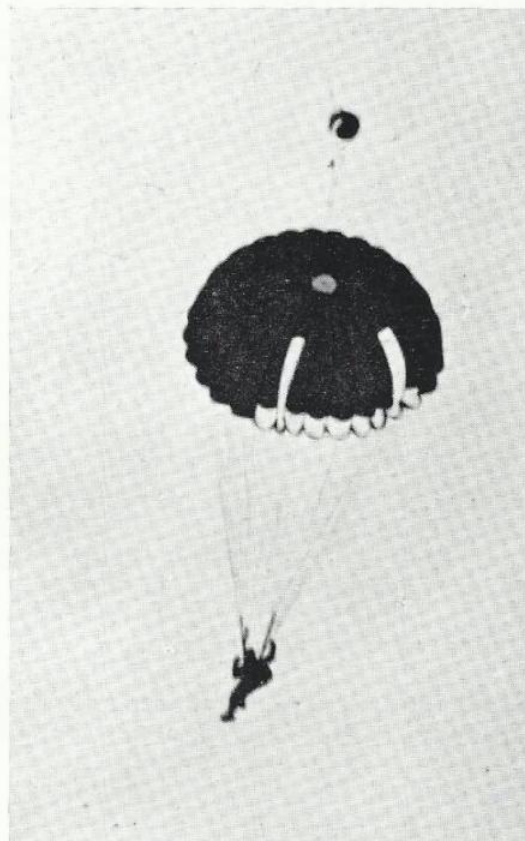
We can now look forward to the hunting season, beginning a month after the College's return in October.

Sport Parachuting

Early in the year a furtive notice was posted on the College boards suggesting that 'free fall parachuting' could be arranged and that anyone who wished to try this exciting sport should sign below. The response was surprisingly good with 27 people willing to try their luck. The College authorities had no objection to the idea of self propelled flight, and a course was duly arranged for seven of the prospective jumpers ; only two, Coverdale and Mathie, having any previous experience. It was arranged over the Easter break with the instructors at R.A.F. Abingdon for a period of five days. Squadron Leader M. C. Stamford, the Chairman of the R.A.F. Sport Parachute Club, kindly arranged the course, which was the first one ever to be held by the club.

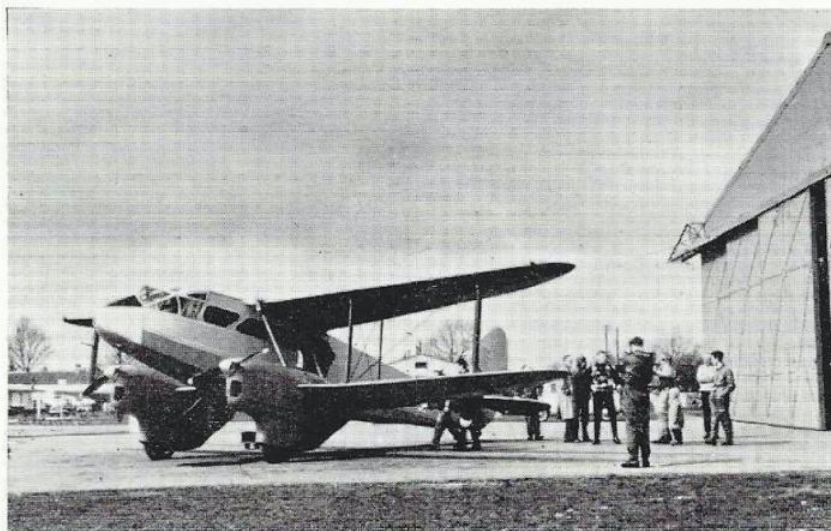
The course was excellently arranged, starting with an introductory address by the chairman with everyone enrolling as Associate members. For the next two days extensive training was carried out : rolls, parachute packing and free-fall ground training, keeping everyone busy. On the final day everyone made two descents from 2,500 feet from the Club's own Rapide. Each jump posed many problems for the instructors, yet was a step nearer to actual free-fall, which is only possible after five simulated free fall descents using static lines. The course infused everyone with great enthusiasm to continue the sport.

During the Summer Term frequent trips have been made to Weston-on-the-Green to make further descents. However, the weather plays an important part in this game, and many times cadets have returned to College without any luck. Four new



cadets have joined, and are waiting to get their first jump. Five cadets went on a course during the summer vacation with the hope of starting the sport. Several of the initial party were, at the end of the term, due for their first real free-fall descent as their next jump, and this was achieved during the leave.

The sport itself has sparked off a new interest in the College and one more activity has been added to the College's already large Outdoor Group. It possibly provides far more excitement than most, and with this attraction, has already captured a large membership.



Ocean Sailing

Diary of the Whitsun Cruise on "Dambuster"

The Boat R.A.F. Yacht Club Class II Ocean Racer.

The Crew Skipper : Sqn. Ldr. T. Sawyer.
Mate : Flight Cadet R. Allison.
Crew : Flight Cadets J. Lanham
E. Jones
N. Pollard
M. Kirk
and N. Smith

Saturday 13th June :—The crew arrived at Hamble late in the afternoon and set about putting their kit onboard Dambuster and buying provisions for the trip. In the evening the crew adjourned to the 'Bugle' for the traditional beer and curried prawns.

Sunday 14th June :—The skipper arrived in the morning and checked the crew out on the various items of equipment which Dambuster carried. We slipped our moorings at 3.30 p.m. and motored out of Hamble river with our inflatable dinghy bobbing along behind us. Sail was hoisted in Southampton Water and we set course for Cowes, to clear Customs. Unfortunately, the painter of the dinghy broke half-way across and we spent an amusing quarter of an hour attempting to pick it up. With the dinghy safely in tow by a new painter, we carried on for Cowes where we put in briefly to clear the Customs and tell them of our intended return to England. There followed a long beat up the Solent in an attempt to clear the Needles before the tide turned. However, the wind proved too much for us and by the time the tide had turned, we had only reached Yarmouth, where we had to put in for the night.

Monday 15th June :—During the night a gale developed so perhaps it was just as well that we spent the night in a sheltered harbour and not out in the English Channel. Monday dawned bright and sunny and we spent the day in Yarmouth, waiting for the right tide. At 4 p.m. we slipped our moorings and set out once more for the Needles. With sunshine and a good wind it proved to be perfect yachting weather until we reached the Needles where the usual seas sent the crew

scurrying below for their oilskins. With our course set for Cherbourg the crew was divided into two watches, with four hours on and four hours off. The first watch went below to try and get some sleep. The first four hours proved to be fine sailing with the coast of England slipping over the horizon and a magnificent sunset to end the day. During the second watch, however, the wind died and the engine had to be started to maintain our steady speed of 5 knots. Several ships were sighted and eventually the lights of Cap de la Hague, Cap Levi and Harfleur blinked out their familiar welcome to the approaches to Cherbourg.

Tuesday, 16th June :—The first watch came on deck again to witness a brilliant sunrise reflected on a glossy sea. The skipper decided to put in to Cherbourg through the narrow Eastern entrance in the harbour mole and after a few moments anxiety about the hidden rocks on either side, we motored through into the main harbour. As we approached our moorings, most of the town's inhabitants were on their way to church or to work, but the crews of the other yachts were dead to the world, thus we had to carry out the difficult task of backing Dambuster in to her moorings (her engine has no reverse) in silence. The rest of the day was spent lazing in the sun, exploring the town and stocking up with duty-free drinks and tobacco from our old friend Henri Ryst. The mate, armed with his very inadequate schoolboy French, went ashore to buy provisions using the technique of buying tins by the pictures depicted on their labels. At supper that evening it was discovered that what he had thought to be four 2 lb. tins of peaches were in fact 2 lb. tins of jam. The magic word 'Confiture' has now been added to his French vocabulary. We motored out of the inner harbour at 5 p.m. and sailed out of the Western entrance of the mole to set course for Alderney. With a strong wind and a considerable amount of weather helm, we kept up a steady speed of 7 knots to reach the Alderney Race by 9 p.m. From here we had to keep a good check on Cap de la

Hague lighthouse to make sure we were not being sucked down the Alderney Race by the tide. As Dambuster drew nearer to Alderney we could make out her harbour entrance lights and beyond, the lights of the Casquets rocks. Lining up the entrance lights on shore, we motored in past the long sea wall and dropped our anchor, plus 30 fathoms of chain, in the outer harbour.

Wednesday 17th June :—The rain and fog which greeted us next morning put paid to any ideas we had had of swimming in Alderney's beautiful clear waters. However, when the crew learned about the island's enlightened licencing laws, their spirits were restored. The tax-free goods also proved a great attraction. The day's papers were not available because the mail plane would not get in through the dense layer of fog covering the islands. Back on board we made friends with a seagull called 'Fred,' who strutted about the cockpit and over the coachroof as if he had been on board all his life. As we waited for the tide to turn in our favour, the fog got thicker and the wind less, so that when midnight came, we were obliged to motor out with the mournful sound of the Alderney fog horn sounding in our ears and the lights of the harbour disappearing suddenly astern.

Thursday 18th June :—Dambuster gamely motored on throughout the night and for all the next morning with her crew alternately peering into the thick fog, sounding off the horn and flashing the Verey light. There can be few eerier sounds than the throbbing note of a big ship's propellers, which always seem to be heading straight for you, a fact which you have not a hope of verifying when visibility is down to only a few yards. The fog did lift for a few minutes at 11 a.m. and during this brief interval, we sighted four

cargo ships all within a mile of the yacht. Using the radio we estimated our position and the skipper worked out a course to put us west of the Isle of Wight so that the tide would not force us to return to Cowes via the eastern end of the island. Morale was considerably improved by the necessity to reduce our bottles of spirits by one half for the benefit of Her Majesty's Customs. As always, the skipper's navigation was spot on and we made our landfall at Hengistbury Head, a few miles to the West of the Needles. As Dambuster approached the Needles, the fog started to disperse, so that the crew enjoyed a good run, close hauled, all the way down to Cowes. Having cleared Customs, the crew went ashore for a very welcome meal without the usual chore of washing up after it.

Friday 19th June :—We slipped our moorings next morning and with a blustery wind enjoyed a good sail across to the Hamble river where one of the crew displayed some alarming skill in tacking between the lines of moored yachts. After a good breakfast, supplemented by vast quantities of French jam, the crew set about cleaning up Dambuster in readiness for her race that weekend. We finally left her alongside the 'Ditty Box' and went our various ways with memories of an interesting and thoroughly enjoyable week's cruise.

Five flight cadets formed part of the crew of Dambuster which set sail from Hamble on 18th September 1964, for Cherbourg. They arrived at Cherbourg the following day and after a short rest sailed through the night to St. Helier, Jersey. After a three day stay Dambuster left St. Helier for St. Peter Port, Guernsey and from there returned to England, arriving at Hamble on the evening of the 25th September.

SKIING

The section uses the summer months to prepare both plans and equipment for the coming winter season. The winter of 1964/65 will see the two usual College trips to the continent ; one to Zermatt with the Royal Air Force Ski and Winter Sport Association, where the College team will, once again train for the combined services championships in St. Moritz. The second party will be to Ancelle in France, where flight cadets will be guests of the cadets from L'École de l'Air and will spend one week skiing with them.

Already more than twenty cadets have provisionally booked places on the College trips ; with this increasing interest in skiing the College should produce an even better team to compete against Sandhurst and Dartmouth at Christmas.

AEROMODELLING

The aeromodelling section of the Indoor Group was very nearly dormant until Easter 1964, but since then a small nucleus of fairly keen members has been engaged in building and flying models. The interests of the present group are varied ; there are free-flight, power, glider, and scale enthusiasts, control-line stunt modellers, and several radio-controlled model flyers.

With the impending Cranwell-Henlow merger, Building 109, the group's old hut in the Junior Mess, has been taken over as part of the new Instructional Workshops, and a new building had to be obtained. Eventually the use of the Exhibition Room in Tutorial Wing was gained, and although it must be shared with the Fine Arts and Hovercraft sections, it does offer a convenient, well-lit and heated workroom.

The section has recently obtained and built some kits of control-line and radio trainers ; these models are relatively simple to fly and do offer an opportunity to anyone who is interested to try his hand. Finances at present are rather limited, but aeromodelling is not an expensive hobby and even on a flight cadet's pay a great deal of enjoyment can be had from the hobby. Starting with a small glider kit, at a cost

of about 10/-, the society can provide the workroom, and the materials not included in the kit.

Model aircraft rallies are held frequently, and it is hoped to organise some trips to those held reasonably near to the College. The Winter is the building rather than the flying season, and anyone who is interested may see about becoming a member.

DRAMATIC

No plays were produced during the Summer Term, but on 23 April 1964, to celebrate Shakespeare's quatercentenary, an hour's programme of readings was given before an invited audience in the Whittle Hall. The narrator was Major Pomeroy, U.S.A.F., who shares the birthday with Shakespeare, and the readers were Senior Under Officer Mitchell, Flight Cadets Hill and M. T. Phillips.

It has been decided that the Winter Term's production will be "Marching Song" by John Whiting.

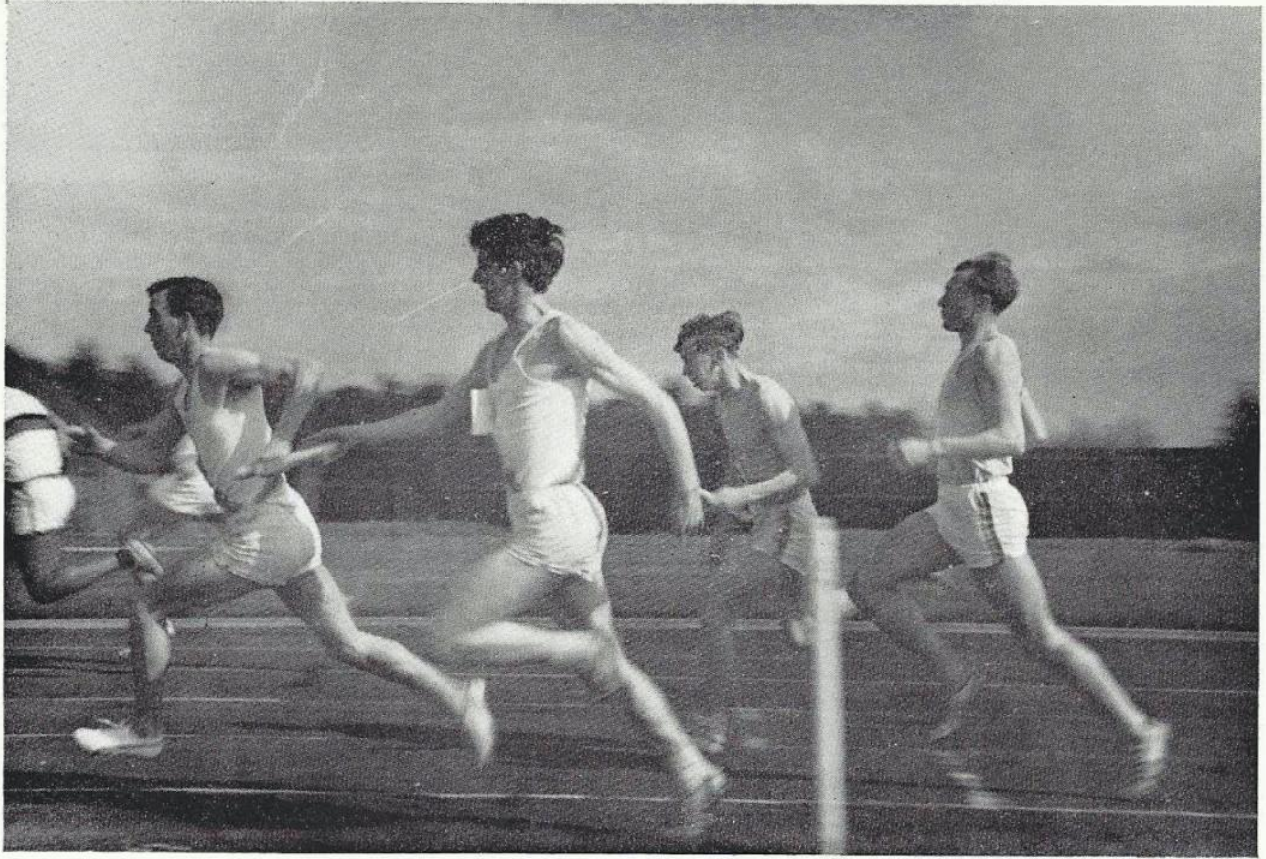
FIELD SHOOTING

This activity is very much a seasonal one with the game season occupying only the winter months of the calendar.

Shooting began with a set of three pigeon shoots, the first at Cranwell and the other two at Barkston Heath. The shoots all took place before the half-term break, since the second half of the term was reserved for clay pigeon shooting. Bags were not brilliant, since pigeon were unusually scarce in the area this year, and also young birds were not out to be shot at so soon.

Clay pigeon shooting began after half-term and five shoots were held, two of which were matches against the officers. The standard of shooting on all occasions was high by most cadets who attended, and good results were expected in the matches. However, the officers were also shooting well and won the first match by 93 points to 73, and the second by 81 to 71.

Five shoots at Barkston Heath are planned for the Winter Term as well as some wild-fowling trips to the Wash.



SPORTS

ATHLETICS

At the beginning of term it rather looked as if the College Athletics team would prove to be weaker than last year's. No. 84 Entry had graduated, taking with them some valuable members of the team, and there were also a few defections to other sports. In fact the team won the majority of its matches.

The first match of the season, as in previous years, was against CARRE'S GRAMMAR SCHOOL. Any complacency which might have arisen from winning this match was to be swiftly dispelled a week later when the team competed against BIRMINGHAM and HULL UNIVERSITIES. Birmingham, who had several A.A.A. representatives and one international, gained 156 points, taking first place in all the track events. Cranwell came second with 103 points, and Hull third. A marked improvement in performances was already noticeable, however, betokening better things to come. Victories against SPALDING and HOLBEACH A.C., KIMBOLTON SCHOOL, and WORKSOP COLLEGE followed during the next two weeks. Against Kimbolton M. G. Cooper raised his own shot-putt record of last season to 42ft. 7ins., and increased this to 43ft. 8½ins. four days later against Worksop College.

On Saturday 16th May the team travelled down to London anticipating fierce opposition from IMPERIAL COLLEGE, LONDON, BEDFORD AND COUNTY A.C., and SOUTHAMPTON UNIVERSITY. Admittedly Southampton did not field a full-strength team. Nevertheless, the College came a close second to Imperial College. This was particularly pleasing after the long train journey from Grantham. Few people find that two hours in a railway compartment is a very satisfactory prelude to "runnin', jumpin', an' throwin'".

The match against the R.A.F. TECHNICAL COLLEGE, HENLOW, and NOTTINGHAM UNIVERSITY provided a close struggle for first place. Nottingham won all the track events and "jumps" while the College took first and second places in all the remaining field events. P. J. Gray threw the javelin 170ft. 8ins. — within three feet of the existing record. If a shot-putter may be said to improve by leaps and bounds, M. G. Cooper continued to do so, this time raising his record to 45ft. 4½ins. Ultimately Nottingham won with 135 points; the College team came second with 132½ points and Henlow third with 69½ points. Last year the College beat Nottingham by 12½ points. Such form would seem to indicate that a very closely matched competition may be expected in 1965. Similarly in 1963 the team beat NOTTINGHAM TRAINING COLLEGE by 35 points. This year, a week after meeting the University, we competed against the Training College and beat them by 83 points to 67 points. During the meal following this fixture one thing was most noticeable. The students from Nottingham were full of admiration and envy for our stadium and swimming pool.

Having been defeated by MILOCARIANS A.C. a week before, the combined Cranwell/Henlow team met the R.M.A. SANDHURST and B.R.N.C. DARTMOUTH at Sandhurst. As a result of the storms of the previous night, the track was found to be completely under water at 8 a.m. on the Saturday morning. Miraculously, it was cleared in time for the start at 2.30 that afternoon. Again it was on the track that

Cranwell's weaknesses showed; none of our runners took 1st place and only two seconds were gained, despite personal best performances in most cases. K. W. Cartlidge's run in the two miles saved the College from possible humiliation on the track. He came 2nd in a time of 9 mins. 49.6 secs after a particularly courageous race. This time was only 1.6 seconds outside the College record. Over a distance of a quarter or half a mile this time is equivalent to several yards. But it is only a fractional percentage of two miles and everyone felt a certain sympathy for Cartlidge after such a race. Similarly 1/10 of a second would have sufficed to set up a new record for the 4 × 110 yards relay. The relay team's time of 44.6 seconds equalled the existing record set up in 1961. Sandhurst, as anticipated, took first place while Dartmouth ousted the College team from the 2nd place gained last year, into 3rd place. Let us hope for a reversal of that order next year.

Half-term was followed by one traditional fixture against Guernsey A.C., the team flying down to the island on Friday evening. Again the result was in the balance throughout and victory was only achieved



by the College winning both the 'A' and 'B' 4 x 110 yards relays. This closely contested match, the hospitality of our opponents and the blazing sunshine made this a most enjoyable weekend.

Five cadets represented Flying Training Command during the following week in the R.A.F. Championships at Uxbridge.

The season ended with a trip to WELLINGTON COLLEGE, and once again the result of the match was dependent upon the result of the 4 x 110 yards relay, which the College team won. This left both sides with 58 points.

Colours were awarded to Gray.

TENNIS

This has been only a moderately successful season for College Tennis. Of last year's very successful team only the captain, R. C. H. Manser, remained. As a result the team contained four of last year's second VI and one member of 90 Entry.

After an early defeat, 2-7, at the hands of Loughborough College, the 1st VI were leading at Leicester University when rain stopped play. Then followed a long series of defeats by University College London, Jesus College Cambridge, Rugby School and the R.A.F. Peregrines. Unfortunately the weather was also the deciding factor in the first of the Inter-College matches. In the match against B.R.N.C. Dartmouth, the players did not even reach the courts because of rain. This was to prove doubly disappointing, since the College lost 3-6 in a very hard match against R.M.A. Sandhurst, who had already defeated Dartmouth. However, in the last of the Inter-College matches Cranwell defeated the R.A.F. Technical College, Henlow 5-4, and set the tone for the rest of the season which was finished with another two wins against Wellingborough and Oundle Schools.

The second VI once again had a full programme, and on the whole performed very creditably. A great many players were tried in this team, and since the majority of them will still be at the College next year, we can look forward to a good season in 1965.



GOLF

The College Golf team only managed to play five matches this season due to a number of last minute cancellations. However, some very enjoyable matches were played against the local club at Sleaford and B.R.N.C. Dartmouth, both of whom beat the College; the Old Cranwellians who we managed to beat for the second year running; R.M.A. Sandhurst who avenged their defeat last year; and a Royal Guernsey Golf Club team.

A great disappointment was the cancellation of the match against R.A.F. Leuchars, due to be played at St. Andrews just before the Open Championship was played there. We hope that another fixture can be arranged at St. Andrews next season.

The tally of the last three matches, of which two were won, was quite pleasing as some of the matches were very close. The number of regular and steady golfers

in the College is still relatively small, and we particularly missed the services of the Captain, Grosset, who was injured before the season even started.

However the game is certainly becoming more than just a pastime for a great many cadets; this was made obvious by the numbers who were keen enough to attend group instruction by the local professional throughout the term. If this trend continues then we can look forward to a much stronger team and a more varied fixture list in future seasons.

Pentathlon

Lack of competition experience among new members has meant a not very successful season for the College team.

However, under the captaincy of Sanders the team has been increased from two to seven members, sufficient to provide two full teams, and the term has been devoted to using the competitions as a training programme.

The first fixture was the Royal Air Force and Technical Training Command Tetrathlon Championships held at Royal Air Force Henlow. At this time it was possible to send only two members, Sanders and Taylor, who achieved final positions of 16th and 24th respectively, out of a total of thirty competitors.

The annual Schools and Academies tetrathlon match held at Whitgift, provided strong opposition to a team of three which now included a new member, Joy.

With the addition of three new members, Coe, Gruner, and Cadwallader, a rigorous training programme was initiated, which certainly produced

better results. In the triangular match against the other Service Colleges, the most important match of the season, held at R.M.A. Sandhurst, the College was able to enter two teams, one competing in the pentathlon, and the other in the tetrathlon. Throughout the competition Sandhurst and Cranwell juggled for first place, but unfortunately Sandhurst finally beat the College in the last event.

<i>Results</i>	Sandhurst A	1st	Sandhurst B	1st
	Cranwell A	2nd	Cranwell B	2nd
	Dartmouth	3rd		
	Henlow	4th		

The last team event was a friendly match against Royal Air Force Technical College Henlow, again comprising both pentathlon and tetrathlon events.

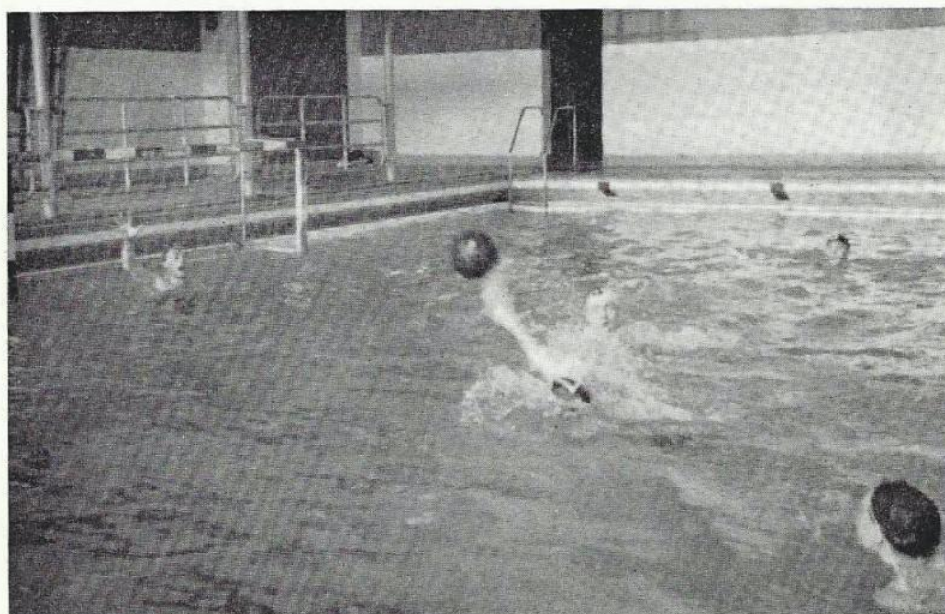
Sanders, as an individual, entered the Sir George Dowry Cup held at Durham, and the Royal Air Force Championships held at Royal Air Force Cranwell, and achieved notable success.

Colours were awarded to Sanders, Walliker and Taylor.

Swimming and Water Polo

The swimming team this season relied heavily on two outstanding performers, Tyndall and Presland. Other members improved considerably during the season but lack of depth in the team was a constant problem and the score card for swimming matches was unimpressive. In the Inter College Triangular Competition, held this year at Sandhurst, the College had a convincing win over Dartmouth, but Sandhurst registered an expected victory though by a narrower margin than last year. Several new fixtures proved to be enjoyable but the most popular matches are still the traditional visit to Newcastle Royal Grammar School, and the end of season trip to Guernsey which made a suitable finale to a season's hard work. This year the Guernsey water was a little warmer than usual but some of our leaner swimmers found this difficult to believe. We enjoyed an excellent water polo season; the College only losing three matches. We held Sandhurst to an exciting draw and beat Dartmouth very comfortably. Five cadets were selected to represent Flying Training Command in the Royal Air Force Championships at Cosford in July. Unfortunately Lewis had to withdraw from

water polo because of injury, but Hedges, Presland Pyle (90 Entry) and Tyndall all achieved considerable success. Tyndall won the Individual Medley, establishing an R.A.F. record, also dead-heated for first place in the 220 yards freestyle, came third in the 880 yards freestyle, and swam in the Command Medley and Freestyle Relay teams which were second in both relays. Presland finished a close second in the 200 yards breaststroke and also swam in the Com-



mand Medley Team. Hedges came fifth in the 440 yards freestyle and together with Pyle, played in the Command Water Polo Team which tied for first place with Technical Training Command in the final. These four cadets, together with Lewis, were selected for the squad from which the Royal Air Force Team was chosen for the Inter Service Championships.

Results :

	Played	Points/ Goals for	Points/ Goals against	Drawn	Lost	Won
Swimming	13	516	507	0	8	5
Water Polo	13	62	24	1	3	9

RIDING

*Flight Cadets Walliker and Wise
with Funniecles*



In the past term the Riding Club continued its expansion by the acquisition of a room which is now in the process of being modified and redecorated as a club-room. The numbers have also increased, there now being twenty-three cadets riding in the College.

At the start of the term, some club members entered the Lincoln Hunter Trials and although no-one was placed, valuable experience for future events was gained. Shortly after this Flight Cadet K. B. Chalkley attended a four-day Potential Instructors' Course, organised by the British Horse Society in Lincoln.

In the Royal Air Force Equitation Championships, the College Team improved on last year's position by winning the competition, and the following week

came second in the British Horse Society Area Prix Caprilli Championships, both events being held at Cranwell. Towards the end of the term another horse, a bay cob, "Cherry B" was purchased, and Miss Lee Frank appointed to the position of working pupil to the Saddle Club.

On the whole, the term was spent instructing new members, while a full term's work including hunting, a match against the Royal Military Academy Sandhurst, and the Jorrocks Trophy, (an Inter-Squadron competition which is being revived) may be expected in the Autumn. This trophy has brought about the appointment of squadron captains and has caused some interest. It is hoped that this interest and the resulting keenness will be intensified with the arrival of new riders in 91 Entry.

ROWING

Rowing activities began early this year and the club set out immediately to organise its crews and absorb its new members. Membership at the start of the term was 30, with 9 new members. The only fixture before Easter was the Trent Head of the River Races held at Nottingham on 14th March 1964. The 1st IV entered, and after some practice on the course, managed to gain 10 places from its starting position on the day. This result was not exceptionally good since the 1st IV rowed in a fine boat, and many other crews were rowing in heavier clinker boats. Still this was not a bad show for the first attempt in the event.

During the first part of the term attempts were also made to put the club in good order for the season ahead. Repairs were carried out on all the "fours" and a set of new blades was ordered for the first crew.

With the arrival of 90 Entry, eight new members were added to the club. Five of these were experienced oars, and Seymour and Brown showed themselves worthy of places in the 2nd IV.

Training began immediately and four crews of unusually high average standard were formed. The first fixture was the R.A.F. Bumping Races held at Huntingdon on 29th April 1964. The 1st IV entered and secured the head of the river position, and the pennant to go with it.

The next fixture was Chester Regatta on 16th May 1964, for which the 1st and 2nd crews were entered. The 1st crew was beaten by Burton Leander

in an extremely close race, and the second crew was eliminated in the quarter finals by Nottingham Britannia R.C. Training then began in earnest for the Royal Air Force Regatta at Wallingford on 30th May 1964. However, fate lent a hand when the club temporarily lost Cresswell (2nd IV), Reid (3rd IV) and Peggall (3rd IV) in an accident on Whit Monday. Crews were reformed, but this left the 4th IV much weakened. In spite of this set-back the club decided to put the 1st and 2nd IV's together to form an "eight" for the event. Becket School lent an "eight boat" and practices were held at Nottingham. In the Regatta both the 1st and 2nd IVs won their events, and the "eight" was beaten, after a good race, by Bomber Command. The 3rd IV reached the semi-finals, and the fourth was beaten, as expected, in the first round. The College missed the station championship by half a point.

Nottingham Regatta was held on 6th June 1964, and the 1st and 2nd crews were entered, the second crew winning one round. Newark followed on 27th June 1964, and the 2nd and 3rd crews were entered. Both lost in good races to the eventual winners. The same crews raced at Huntingdon on 4th July 1964, and the third crew won one round. The final event of the season was the Loughborough Regatta in which the 3rd IV, who had been ably led throughout the term by Flight Cadet Epton, reached the semi-finals.

This season saw a continuation of the lively activity of a club that has flourished for some years now, but it also saw a measure of success that has been sadly lacking in the past few years.

CRANWELL-HENLOW ROAD RELAY

In April 1962, the R.A.F. Technical College, Henlow, started the road relay ball rolling by running the distance of 82 miles from Henlow to Cranwell in a time of 8 hours 18 minutes. They presented a baton to the Commandant which Cranwell returned three months later a time of 7 hours 43 minutes. Henlow duly returned it and Cranwell left it once again on the doorstep of the other College in July 1963. We felt that the time achieved on that run must certainly be unbeatable — 7 hours 5 minutes. In June this year Henlow proved us wrong. They returned the baton in a surprising time of 6 hours 46 minutes and Cranwell immediately set about breaking the record yet again. This article gives the story of our latest attempt.

Firstly we had to consider the rules which were as follows:—

1. The team may be composed of not more than ten runners.
2. The distance must be run on routes marked on a 1 inch Ordnance survey map.

3. The baton must be returned within six months (Henlow were granted a three month extension of this rule).
4. 24 hours notice must be given to the receiving College.

Meetings were called, plans discussed, and training schedules drawn up for an attack on the record on Saturday August 15th. We chose this date rather than the alternative of a day in November, so that other sporting activities would not be interrupted. Anyway we wanted to get the baton back to Henlow as soon as possible.

Training was carried out on track and road for a period of three weeks before the day of the race. Henlow had made their last run in half mile stages. With the talent available to us it was decided that the stages would have to be even shorter and yet allow adequate recovery time for each runner. We also had to take into account the picking up and dropping of the runners which proves more awkward with shorter stages. 440 yds. was eventually chosen as the optimum



All this . . .

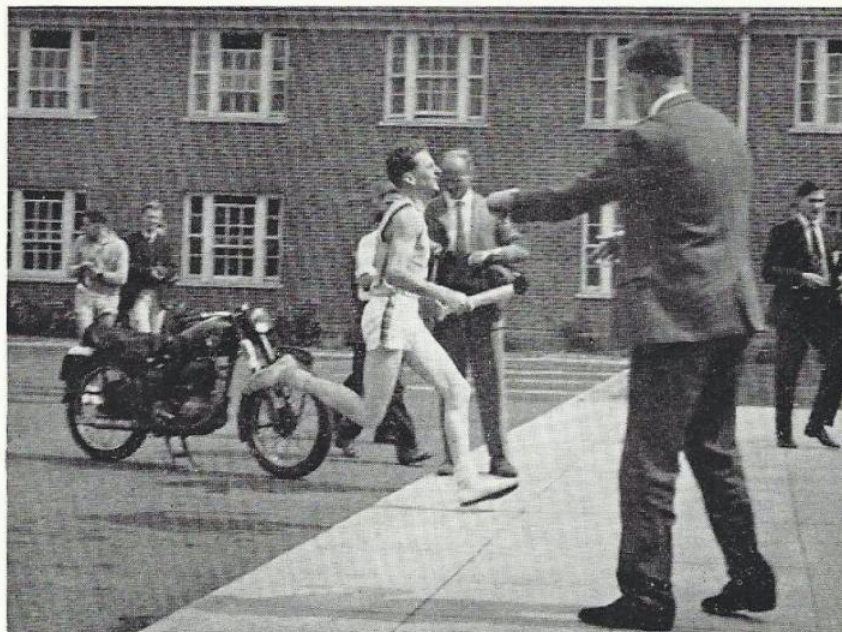
length for each stage. Each quarter mile would have to be run in 72 seconds in order to cut 13 minutes from Henlow's time.

With this in mind at least ten stages were run in under 70 seconds at every training session. A final dress rehearsal over a distance of 30 miles on the road convinced us we could beat the record. We were now prepared for the full distance of 82 miles.

The big day dawned fresh and without any appreciable wind. Breakfast was served at 04.40 hours and

by 05.45 hours everything was at a high state of preparedness: the three cyclists, two motor cyclists, one medical orderly, one photographer, seven administrators and the team — Doyle, Featherstone, Moore, Cartlidge, Coe, Slogrove, Synnott, Squire, Chubb and Hutton with Wilson in reserve, were all ready and eager to go. Conditions were excellent and reconnaissance on the previous day had revealed no hold-ups or obstructions. The Henlow adjudicator gave the start from the College steps at 06.00 hours.

. . . to do this !



The route was the same as in former years : starting on the College steps, through the camp and past Navigation site. Then down through Rauceby to meet the A15 finally joining the A1 at Water Newton. This accounted for the first 36 miles. We then followed the A1 south for some 35 miles and turned off west for Henlow which is about 12 miles off the A1. Our running schedule was based on 72 seconds for each 440 yard leg. This would give us a time of 6 hours 33 minutes.

During the race everything went like clockwork and after 20 miles we dared admit to ourselves that we were 11 minutes up on our schedule. By the time we reached the A1 we were 20 minutes to the good and we began to think of extending our aim to 6 hours 15 minutes for the distance. The runners were fit and going well, and morale was high.

During their last attempt Henlow had marked the end of each half mile stage with whitewash. We considered this method of marking a bit extreme, and in any case one is bound to get into trouble with the police if one goes about indiscriminately whitewashing the public highways. We decided on a motor-cycle, which ridden in turn by Dale and Lawrence, could be used to measure quarter miles with some success, and the riders after some practice achieved a high degree of accuracy.

The system used for picking-up and dropping the runners was quite simple. Firstly the motor-cyclist would measure out the quarter mile. The runner was then dropped from the bus and immediately paced by one of the cyclists.

The bus would then move off, pass runner and cyclist and drop off another runner at the spot indicated by the motor cyclists. Upon touching his successor the man who had just run would climb on the bus and the process would be repeated.

Operational considerations e.g. traffic, forced us to change this basic plan occasionally, but at no time were we delayed.

By the time we turned off the A1 for Henlow we were 30 minutes ahead of schedule. The question now was could we knock the time down to 6 hours exactly ? The team roused itself and set to the task. Men were put down on the road to be picked up again exhausted from their efforts. The cyclists — Phillips, Foulger and Wilcox — were invaluable, always pleading, coaxing, always getting the best from the runners. Henlow came nearer and still we crept ahead of schedule. At the 80 mile point we were yet another 2 minutes ahead. Could we pare off just that extra minute ?

Then, Henlow camp was in sight and Featherstone took to the road for the final leg. The coach went ahead and dropped the other nine runners on the lawn, just 200 yards from the finish. Featherstone appeared running well and suddenly the whole team dashed across the lawn in a final burst. Doyle was timed across the steps with the baton. No one dared ask the all-important question — did we make it ? The Henlow adjudicator announced the time — 6 hours to the nearest minute ! The record had been smashed by 46 minutes.

We had achieved what we had not originally thought possible : the aim had been to better it by 13 minutes, but an average of 66 seconds was achieved for every quarter mile. Each runner had to run 33 of these with an interval of just over ten minutes between each period on the road. Our training had paid off.

The ball is now, so to speak, in Henlow's court. Can they beat 6 hours before the Cranwell-Henlow merger ? We don't know. What we do know is that they have a monumental task ahead of them.

CRICKET

The College 1st XI had a disappointing season this year playing 21 matches of which 6 were won, 8 lost, 5 drawn and 3 abandoned.

Unfortunately the major games against B.R.N.C. Dartmouth, the Adastrians and the Old Cranwellians were affected by the weather. In better weather the College lost to the R.M.A. Sandhurst but had the better part of a draw with a strong M.C.C. side.

The inter-College match against R.M.A. Sandhurst ended, unfortunately, with the cup returning to the Academy for another year. The College batted first on a difficult wicket and scored 133 runs against some good Sandhurst bowling. The Academy was dismissed for 120 as the result of some good bowling and fielding and so the College had a lead of 13 runs. However, at the close of play on the first day, the College in its second innings had scored only 40 runs for the loss of eight wickets. The next morning the last three batsmen managed to double the score and Sandhurst were left to make 87 runs in five hours. Neither the bowling nor the fielding gave away any runs but Sandhurst passed the College total for the loss of only three wickets in just over five hours.

The following week the M.C.C. brought down a very strong side after having been beaten very easily

in 1963. Once again the College played up to the standard of the opposition and after scoring 175 for 9 declared. The M.C.C. were soon in trouble, but the last two wickets could not be captured before the close of play. The visitors finished with 136 for 8 wickets.

At the start of the season the College had, on paper, one of the best sides for several years and so the results were unexpected. Several matches were lost early on in the season as a result of a lack of concentration in batting and fielding, and the will to win was very seldom noticeable.

Batsmen were not consistent ; personal scores of over 50 were few and far between. On several occasions the College was well placed in the early part of the innings but was then dismissed with the addition of only ten or twenty runs. The bowling was an improvement on last season, although it was seldom backed up by good fielding and the opposition was often "let off the hook."

Results 1964

	P	W	D	L	Ab
1st XI	22	6	5	8	3
2nd XI	9	3	2	2	2

