

THE  
ROYAL AIR FORCE  
COLLEGE



JOURNAL

CRANWELL

SUMMER, 1966

VOL. XXXVIII No. 1

# THE ROYAL AIR FORCE COLLEGE JOURNAL

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*Left to Right : Senior Flight Cadet H. P. C. Kennedy, winner of the Kinkead Trophy  
Senior Under Officer R. R. C. Parsley, winner of the Sword of Honour and Senior Flight  
Cadet N. C. W. Barker, winner of the Queen's Medal.*

# The Graduation of No. 88 Entry

The Graduation Parade of No 88 Entry took place on the morning of 17th December, 1965. The Reviewing Officer was Admiral Sir Varyl Begg, G.C.B., D.S.O., D.S.C., who was then the Commander in Chief, Portsmouth. The parade was commanded by Senior Under Officer R. R. C. Parsley and the Parade Adjutant was Senior Flight Cadet N. C. W. Barker and the squadrons were commanded by Senior Under Officers S. N. Bostock, B. J. Clifford, R. G. L. Williams and Under Officer R. Dixon.

After the Advance in Review Order, the Reviewing Officer presented the Sword of Honour to Senior Under Officer R. R. C. Parsley, the Queen's Medal to Senior Flight Cadet N. C. W. Barker and the Kinkead Trophy to Senior Flight Cadet H. P. C. Kennedy, and then gave the following address :

Gentlemen :

As you know, Admiral Luce, Chief of Naval Staff, was to have been taking this parade today. Unfortunately, a very important meeting in connection with the Defence Review was called for today and he therefore had to cry off. He has asked me to say on his behalf how very disappointed he was to have to do so, and I know this was particularly so, not only from not wishing to miss the parade, but also because he was hoping to renew some memories of The Lodge, the Commandant's house, where as a boy he lived when his father, during the first World War, was the Captain in charge of what was then the Royal Naval Air Station, H.M.S "Daedalus."

I am very delighted to be standing in for him. I fear I have no close connections with Cranwell, but I have fairly recently in my last job as Commander-in-Chief Far East worked with the Royal Air Force, and I spent a good many months, a good many hours I should say, each month flying in R.A.F. helicopters and transport aircraft of all types, and I was tremendously impressed, going around, with the skill, the courage and the good humour not only of the aircrews who were often flying in difficult weather over rather unfriendly country, but also of the ground crews who were living in improvised — often uncomfortable — conditions on the forward airstrips and the helipads in Borneo, but keeping the aircraft in the air. You have, gentlemen, if I may say so as a sailor, joined an organisation which has the finest traditions, forged originally in two wars and now being so well carried on in

the field, and I am sure that you have learned during your period here that the responsibility for those traditions is shortly to be in your hands.

I don't flatter myself that anything I can say in a few minutes here can add to what you have already been taught, but I would just say this : I suppose the classic exhortation to young men setting out on a Service career is "Play hard and work hard" — pretty old-fashioned, corny stuff you may think in the second half of the Twentieth Century ! I wonder if it is ? My generation has seen tremendous changes ; for example, the whole fabulous story of aviation has been written in the last 62 years. As you know, it was 62 years ago today, the 17th December, 1903, that the Wright Brothers first made that rather tentative flight with a heavier-than-air machine, and yesterday two men came back to earth having made a rendezvous — the first ever — in space. That is a fairly tremendous achievement in a relatively short time, but the speed of technological advance which has made it possible is increasing all the time, and therefore I suggest that it will need a great deal of work if you are to be with the changes in technical knowledge which will come during your careers, and this must not be at the expense of learning and understanding people, nor must it be at the expense of keeping yourself tough and fit. Those two — understanding of people and physical fitness — are prime qualities of any fighting man. I would only add this — to those of you who aspire to be leaders of the Air Force in 20 or 30 years' time, you will



*The Reviewing Officer Inspects 'D' Squadron*

need more yet. You will need knowledge of events, of politics, of industry, of finance and — although I put it last, perhaps not least — of your two sister Services.

Integration when talked about in a context of Service integration, is a dangerous word. It means different things to different people, but I am sure that during your careers, while maintaining our individual Services, dressed in our own individual colours, we shall come very much closer to

understanding each other — and this must be so. And I would say that perhaps the old tag of “Work hard ; play hard ; widen your interests” isn't quite so old-fashioned as one might think.

I will only add this — I congratulate you on a first-class parade which I very much enjoyed. I hope you have a good leave, Happy Christmas, and for those of you who are not returning to Cranwell, all success and good luck in your careers.

# The Wings and Prizes Ceremony

Presentations of Wings and Prizes to No 88 Entry were made by the Commandant, Air Vice Marshal I. D. N. Lawson, C.B., C.B.E., D.F.C., in the Whittle Hall on 16th December, 1965.

After making the presentations Air Vice Marshal Lawson addressed his audience.

I am very happy to welcome the large numbers of parents and friends of No 88 Entry who have braved the elements to be here tonight. By a happy coincidence tomorrow, the graduation day of No 88 Entry, is also the 62nd Anniversary of man's first powered flight and tonight we have in the audience three cadets who are the third generation to join the Royal Air Force — Aubrey-Rees, Dudgeon and Mason. This is quite a unique occasion for a Service not yet 50 years old and I should also like to extend a very warm welcome to a proud grandfather tonight, Group Captain Macfarlane, who, with his son-in-law, Air Vice-Marshal Dudgeon and grandson complete a trio of intrepid aviators.

It has given me very great pleasure to present the Wings, Scrolls and prizes tonight, and I congratulate everyone in No 88 Entry on the successful completion of their course, and those prizewinners who have just received their trophies. I am sure that you would also like me to congratulate the three major prizewinners who will be receiving their trophies tomorrow.

No 88 Entry arrived at Cranwell on 9th January, 1963, 48 strong, and tomorrow 45 cadets are graduating, made up of 29 pilots, 7 navigators, 5 equippers, 3 secretaries and 1 Regiment. From this it would appear that the attrition rate is one of the lowest on record, but I am assured by my statisticians that when a number of re-coursed cadets are taken into account and the appropriate fiddle factor applied, No 88 Entry is no worse and no better than its immediate predecessors !

What is there to say about this Entry ? . . . On the training side they have the doubtful privilege of being the first and last entry to survive a Summer leadership camp in Cyprus

— it would seem that the locals had enough trouble on their hands without their risking a second Cranwell invasion. On the activities side they appear to have broken more gliders than any other Entry — not a record to be proud of, but at least it shows their enthusiasm for gliding, and on the artistic side they are to be congratulated on having produced one of the best-ever decors for a Graduation Ball on a sub-aqua theme.

Of course, I must not forget the opportunities the Entry had of improving the international relationships within the United Nations. We had some difficulty in squeezing Miss World into the College Calendar, but I understand that the cadets far exceeded the expectations of the organisers in the performance of their duties. It also enabled certain cadets to improve their knowledge of geography !

Turning to the more serious exploits of the Entry — in Academic Studies they have followed in the paths of their predecessors by maintaining the high standards in Linguist and Interpreter qualifications. No less than three flight cadets, Burnett, Dinmore and Kennedy have achieved interpretership in French and three more have qualified as linguists in French and one in German. I am certain that these excellent results are due in no small way to the modern techniques used in the Language Laboratory and the very hard work of the staff. Walliker was awarded a B.A. (General) Degree in June and two others, Dinmore and Wise, will be sitting the examination next June. Four cadets have passed Part 1 of the A.F.R.Ae.S. examination and Barker is awaiting the results of his Part 2.

In the field of sport, 23 of No 88 Entry have been awarded their colours in one or more games, and all save three have played for the

College at varying levels in representative games. It would appear that the Entry had a particular bent for hockey since they provided five regular players for the first team, including the captain, Varris, who also played for Flying Training Command. There are nine other captains of sport in the entry, and of particular note are Manser, captain of tennis who played for the R.A.F. in inter-service matches ; Hedges, captain of rugby and water polo, who represented the R.A.F. in the inter-service water polo competition, and Phillips, captain of athletics, who ran the 440 yards for Flying Training Command.

In the annual battles with Sandhurst and Dartmouth, we emerged with a draw on each occasion. Of all the sports played I think the squash team playing against Sandhurst deserve special mention in that they completely reversed the result of the last two years by taking all five games. Perhaps their guiding officer had something to do with this success. Need I say he was an Army officer — Major Thorne !

As usual during the Summer Vacation cadets have travelled far and wide in the pursuit of their individual interests. Seven of the expeditions qualified for Trenchard Awards and these varied from mountaineering in Iceland and the Italian Dolomites and canoeing in Sweden to pot-holing in Italy, France and Spain and Morocco and sub-aqua off the coast of the Scilly Isles. The last expedition set off with the firm intention of investigating the wreck of H.M.S. "Colossus" but their only discoveries were many fish and one Mermaid — a delightful hostess . . . er . . . hostelry where they spent many pleasant evenings ! Other expeditions took in the Wadi Hadramaut in the Eastern Aden Protectorate, and water ski-ing in France ; and I must make mention of our Regiment Cadet in No 88 Entry who joined the Navy on an expedition to Norway to go mountaineering and four others who joined the 'COMEX' expedition to India to take part in the Commonwealth Youth Festival. Despite the excitement at the time they were fortunate — or unfortunate — enough (whichever way you look at it) to get back to Cranwell in time to start the new term.

Finally a brief word on the many service visits which took our cadets from R.A.F. stations and R.N. ships at home through Germany and Malta to the Far East. The largest of these visits was the combined visit of Nos 88 and 89 Entries to NATO Headquarters and other units in France which I understand was most successful and thoroughly enjoyed by all — especially the visits to other establishments which did not appear on the original itinerary. The visit to North America was as usual a great success and I'm told that certain aspects of training at the U.S.A.F. Academy made a return to Cranwell quite a pleasant prospect !

So much for past achievements : I believe it is now customary to give advice to the Graduating Entry but I know full well that anything I say to you tonight will be forgotten in the excitement of your graduation tomorrow, and the imminence of your release (as I think some of you termed it in the final guest night festivities) is scarcely conducive to concentration and receptivity. Furthermore, why should I think that I can teach you all the points of being an officer in five minutes when your instructors have been trying hard for the last three years ?

I shall therefore spare you a long catalogue of do's and don'ts and merely remind you that although most of you have spent your whole Air Force career so far at Cranwell (and I am sure it has seemed a long time to you) it represents a very small part of your total career. Many more years lie ahead and you are only on the first rung of the ladder. Don't get the idea that you have places high up the ladder specially reserved for you by right of being a product of Cranwell — nothing is further from the truth — promotion only goes to the best man. You have been given the advantage of the best training available and hence have the best chance of climbing the ladder — but it is your own continued effort from now on which will determine what success you have.

With this exhortation I wish you God Speed and the best of luck and good fortune in the future.



# ARTICLES



“That circuit wasn’t too bad at all. In fact I will just get out now for ten minutes while you go round on your own.” So saying my instructor unstrapped and giving me a huge grin stepped out of the aircraft. It had happened so quickly that I had no time to protest — and now I was on my own for the first time in a helicopter. Never before had I felt so nervous about taking off — but there was no way out ! Not only was my instructor watching me but so were the rest of the course, who stood a hundred yards away.

“Well, here goes.” Opening the throttle the Leonidies piston engine roared into life and pulling up gently on the collective pitch lever the Sycamore leapt into the air. Eventually ten feet up I gained control and settled down in a steady hover. Breathing a sigh of relief at getting this far I was able to turn the aircraft on the spot and check it was clear to move off. Facing into wind I eased the cyclic stick forward and the aircraft began to move off. At about twenty knots the vibration normal to the Sycamore increased to a maximum as translational lift began to take effect.

From now on the controls acted in a way similar to those of a fixed wing aircraft—something with which I was more familiar. My confidence grew. Eventually when downwind at 700 feet and 70 knots I was able to take stock and run through a few checks. All was well. A shallow descending turn onto finals and my aiming point — a small white

square on the airfield — came into view. My intention was to carry out a constant sight picture approach. If the landing spot tended to disappear under the nose during the approach I had to increase the rate of descent to prevent my overshooting it. In no time at all I arrived over the square with my wheels two feet from the ground. Not wishing to push my luck too far for one day, I smartly lowered the helicopter to the ground. My instructor climbed aboard and the excitement was over — for a while.

During the many difficult and delicate exercises that were to follow both in the Sycamore and the jet engined Whirlwind I experienced the same feeling of trepidation as on that first solo helicopter flight. Such manoeuvres as descending into a small clearing surrounded by tall trees allowed nothing for error — nor did switching off the engine 700 feet above the airfield boundary for forced landing. The five month helicopter course at Ternhill was to prove one of the most difficult and absorbing courses that I have ever completed. No sooner had one mastered one exercise than one began the next, guaranteed to be more difficult than the last. Instrument flying to the required accuracy was voted high on the list of difficult exercises by the course. We found that the helicopter was basically unstable in flight, needing rapid scanning of the flight instruments and the use of pressures rather than movements of the flying controls. Eventually, however, the six of us passed our white card



*Dispersal at Ternhill*



*Rescued !*

*By the Courtesy of the Sunday Telegraph* ❖



*Cold - - - Wet - - - Waiting for Rescue*

*By the Courtesy of the International Wool Secretariat*

rating tests, each of us making several blind approaches and touch downs while being talked down by an instructor.

After about sixty hours total of helicopter flying the course went to R.A.F. Valley, Anglesey to learn the techniques of mountain flying and air sea rescue. Great fun was had by all flying in close contact with the ridges and valleys of Snowdonia. We learnt the lessons the hard way, being caught in turbulence, and while using full power still sinking in the grip of down draughts. The mysteries of the valley turn and flying in a bowl were explained and eventually we were allowed to fly solo in the mountains with a fellow student in the cabin shouting words of encouragement.

Air sea rescue training had its moments too. After a few trips of practice circuits and "dry winching" we began our "wet winching" in Holyhead harbour. On the run in to pick up the survivor the winch operator

directed the pilot, calling out the distance to go and the height above the sea. At the same time he lowered the crewman down towards the survivor using the winch. Terrific crew co-operation was required to bring the crewman, on the end of the winch cable, to the survivor smoothly but without wasting time. With the survivor safely in the strop ready for lifting the winch operator gave the order "up gently." The pilot, applying power, lifted the crewman and survivor clear of the water before the winch operator used the winch to bring them up to the cabin.

From the shore the task of picking up a survivor from a moving boat seemed easy but from the helicopter pilot's viewpoint it was far from being so. The winch operator was hardput to correct the pilot in time to stay overhead the deck of a small pitching and rolling vessel. Often all the pilot could see was the bow and the top of the mast, swaying in front of his eyes. The order "up gently" became a most welcome sound and



*Whirlwind Mk. 10 moving off from a spur in Snowdonia.*

with the survivor lifted clear of the deck and away from the vessel, another period of intense concentration was over.

So at the end of one hundred hours helicopter flying and a five months course we became qualified helicopter pilots and proud of the fact. Our postings ? Some to operate

with the Royal Navy in the Far East using the Wessex V, others to fly the Belvederes with the Royal Air Force operating from Singapore and Kuching in North Borneo.

A variety of aircraft, a variety of roles, but all experiencing the most wonderful form of flying available today.

FLIGHT LIEUTENANT D. S. LANIGAN

## *Megalomania for the Masses*

“ Routine day really, old fruit. Took off from 27, wind gusting 50 and a flat port tyre, and disappeared right up to the eyebrows in the thickest clag that mortal man has ever seen . . . . . viz. down to 25ft. but managed to pull her through it with my usual aplomb. Broke out at 40,000 and tried my hand at some high level nav . . . . . ye gods was I rusty — half a mile off track by the time we had reached Lossiemouth — but I suppose I could blame the 120 knot variable wind that was blowing from all points of the compass save for the one that had been forecast. Crossed to the West Coast and buzzed an obviously alien sub. that was stooging around at periscope depth off Holy Loch — can’t understand why the squadron of

Shacks and the flotilla of anti-submarine frigates missed her . . . . . stood out like Nelson’s Column in the Gobi Desert. Then attempted some aeros. I say attempted because my six point vertical roll would have disgraced a disorientated fledgling starling . . . . . probably only pulled 20 G on my inverted loop as well. Thoroughly disgusted by this pitifully mediocre performance I headed hot-foot, or should I say hot-seated, for the Vale of York . . . . . just missing a 707 outward bound from Prestwick, having caught a glimpse of its shadow in a mill pond — (surprising what you can see from 10,000, isn’t it ?) — and taking the only possible course of action : need I say what ? (yes, I need, or the tale would appear much

less steely) : max rate of descent with everything out including my right index finger. Never knew that there were 21,673 rivets on the tail fin of a 707 before then. Low level the whole way down the Vale — how I'll explain the sheep's wool round the D.M.E. aerial I don't know, but I suppose the sheep will have an equally difficult time explaining how he got a parting down his back. (Of course it was *his* back . . . . . I can tell, you know, even at 200 knots) — then back to 20,000 for the final leg home. Suddenly : straight into unforecast cu. nim. . . . . wham ! . . . . . inverted, max. rate of climb, icing, hydraulic freeze and flame out. Wouldn't have batted an eyelid if the lightning hadn't blinded me. Still, I knew my pilot's notes and, after

applying a modicum of aerodynamics, thermodynamics and all the other multi-various dynamics with which I am so conversant, quickly regained control of the situation. (Author's note . . . . . said accompanied by the familiar "no sweat" gesture). Flew straight back to Cranners which had somehow become shrouded with freezing fog. Still did a viz. landing . . . . . so unsteely to ask for controlled descent and radar approach : couldn't understand why the flight commander clapped when I climbed out, but it was rather sweet of him, God bless his little cotton socks . . . . . perfectly ordinary day really, wasn't it ? How about another half of coke ?"

C. A. GARDINER

## DRIVING FORCE

Each day, indeed, with every passing hour,  
 Inquisitive research by "back-room boys,"  
 Increases Man's reserves of motive power,  
 And speeds, in terms of what are now called "machs,"  
 Supplant the easy grace of knots,  
 Employed by fishing smacks.  
 Spirit fuels, and varieties of oils  
 Replace the source of energy once used.  
 When water vapourises as it boils ;  
 Now, engines making noises mostly shrill  
 Cause cacophonous clatter in our ears  
 As man goes faster still.  
 The puny piston's once important thrust  
 Gives way to better gas turbines and jets,  
 And awesome atom power, though less than dust,  
 Awaits its turn to demonstrate its might  
 Outstripping all the other power plants  
 At speeds approaching light.  
 One asks — how far will Man's inventions probe ?  
 What is the target that his sights engage ?  
 Will he, one day, escape his earthly globe . . . .  
 If only for the joy of getting clear  
 Of one-way streets, diversions, coloured lights  
 And traffic "jams" down here ?

T. J. BENFORD.

# HENLOW, 1966

Cranwell has seen the positive side of the merger of the R.A.F. Technical College with the R.A.F. College Cranwell, but what of the station from which the Technical College has come? What is Henlow like now that the Technical College has gone? Here are the impressions of one who stayed behind.

The chimes heralding the advent of 1966 also saw the start of a new era in the history of Henlow. The Royal Air Force Technical College had ceased officially to exist on the 31st December, 1965, although the shutters had been put up a month earlier and most of the inmates had already deserted to Cranwell. The roads and avenues of the station were at last free from removal vans.

The ceremonial burning of the Royal Air Force Technical College signs having taken place one dark, cold January evening, Henlow sat back with a sigh to enjoy the temporary peace. This, however, was to prove the lull before the storm. Soon after the station burst into life with renewed vigour.

First came the invasion of the Ministry of Public Buildings and Works with their contractors and sub-contractors. They ripped the buildings apart, plastered, planed and painted with unwarranted enthusiasm. The College Headquarters and College Library were transformed and became the accommodation for the W.R.A.F. personnel, and for good measure, a hairdressing salon. The other blocks disgorged their contents and were in turn altered to meet the various requirements of the new unit. Henlow had begun to square its shoulders and brace itself for the arrival of the Officer Cadet Training Unit from Feltwell.

It was not until the dulcet tones of a Warrant Officer were heard screaming abuse (or was it encouragement?) at a group of W.R.A.F. cadets on the parade square that anyone noticed the first squadron had arrived. The first sight of Black Squadron, as this squadron is called, has become almost a common occurrence and no longer provokes comment from the Radio Engineering Unit. All the squadrons have been given a colour

for identification purposes and the first senior squadron, Blue Squadron, starts its first course in May of this year.

Henlow has not been without its representatives of the R.A.F. College. Some of the Weapons Wing Staff with No 8 Advanced Weapons Course remained at Henlow but they left at Easter of this year. The Aircraft servicing flight, although it has changed its hangar, has remained at Henlow and we have been able to welcome many courses from Cranwell back on detachment.

Life in the Officers' Mess has proceeded at a much more leisurely pace to which the arrival of the O.C.T.U. has so far made little difference. Newspapers are no longer unobtainable objects. Indeed it is possible to unfold the pristine pages of a newspaper without first piecing them together like a jigsaw expert. The starting line has been carefully removed from the threshold of the dining room doors and all the inhabitants of the Mess can easily be seated at two tables. In fact, breakfast has become a peaceful meal, a meal where elbows and newspapers can be spread over the table without conscience.

Henlow is slowly but surely changing and altering its appearance. No longer does a policeman greet visitors at the entrance of Weapons Wing and jangle keys at the cessation of work at the end of the day. All the Chipmunks have flown away. The Air Traffic Control Section has completely closed its doors and is just a deserted building on the edge of the airfield.

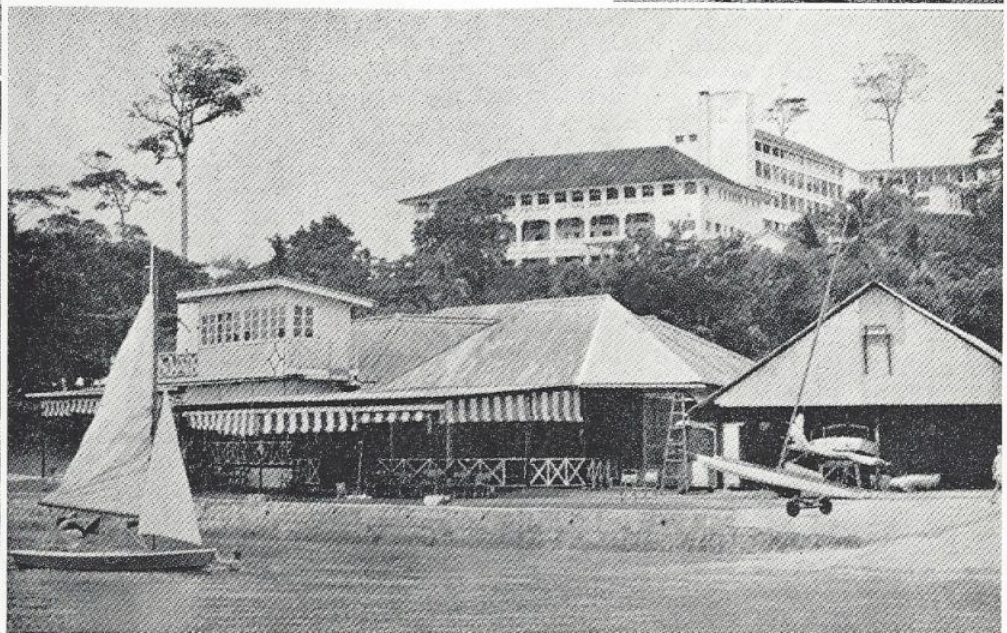
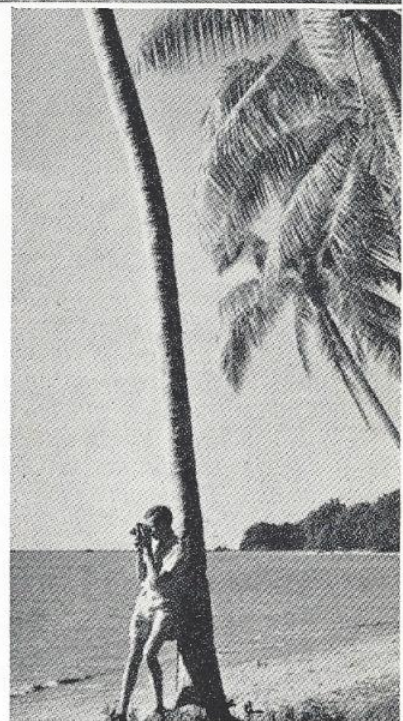
A new Troy, however, is emerging from the dust and on 1st May 1966 R.A.F. Henlow became the Administrative Wing of the Officer Cadet Training Unit, and the station took up its new role of training Officer Cadets and entered into another stage in its development and history. This is a very difficult and crucial time for the station, and those who have left and all those who are leaving would like to take this opportunity of wishing R.A.F. Henlow Good Luck and Good Fortune in the future.

C. F. Maltman



## *Holiday '66*

It has become fashionable for the daily press and most popular magazines to make their summer holiday suggestions in the depths of winter. The *Journal* feels that although this policy might appeal to some, there must be many people who have not made up their minds. If this includes you then the *Journal* proudly offers a new service in the following few pages. In order to help in the selection of your holiday, the unrivalled resources and knowledge of the "Injournal Bureau" are put at your disposal. A team of holiday experts have made a careful and extensive study of the wide variety of tourist attractions both at home and abroad. The result of their investigation has been the selection of three outstanding vacation opportunities.







### Island in the Sun

See your local R.A.F. transport agent for all the details. Fly Transport Command from Lyneham (only 120 miles to London) to that unspoilt, little-known outpost of the British Empire. Your "Whispering Giant" (or Beverley or Argosy or Auster) will speed you swiftly and comfortably to your tropical destination many miles away.

Leave luxury hotels behind and 'rough it' in the quaint native nissen huts. Savour the fascinating local 'compo' dishes.

Why delay? Only a few vacancies still remain. Special package tours for one year or wonderful reduced terms for three year visits. You never know, you may not want to come back!

*People who know go by Transport Command*

### GAN OFFERS YOU

HOT SUN.

VELVET TROPICAL NIGHTS.

A WAVING PALM.

NAAFI TEA.

2000 MEN.

1 WOMAN.

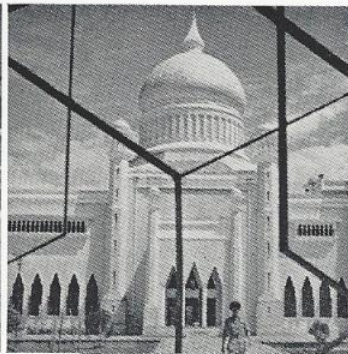
NO LANGUAGE DIFFICULTIES.



# Caviar and Custard at Cranewell



*Jolly Campers*



*Taj Mahal*



*Team Games*

Organised fun for the whole family. Enjoy the comforts of one of Britain's stateliest homes together with the amenities of a popular holiday camp.

Set in the delightful county of Lincolnshire, Cranewell House offers a variety of activities in which you can participate. These range from colourful fancy dress parades and bingo to "The O.Q. Bonanza Ball." Of course if you just want to sit back and enjoy life you may do so without even having to worry about the children. These can be left in the hands of the Children's Welfare Officer

Sample the exotic Orient at the Taj Mahal, and try your luck in the Palace of Amusement at Trenchard Hall. Ride the Ghost Train around West Site and see the Rock-apes (if they leave will the House fall to the ground?). Full all the year around and only limited bookings late August to end of September.



*The O.Q. Ball*



*North Airfield Links*



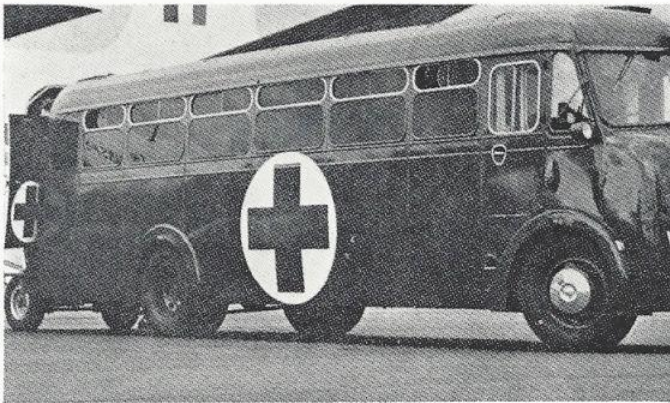
*Kelly's Eye*



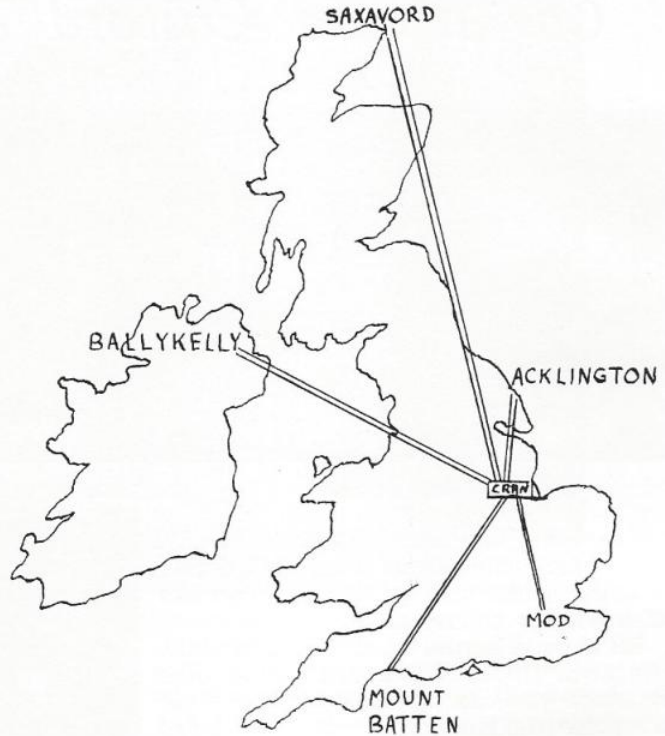
*3½'s a Crowd*

*Tour Awhile  
and Stay  
Awhile  
with M.T.*

If you are looking for a coach tour this year, then see our wonderful island with all its treasures from the comfort of an M.T. Expressways (comfort is our keynote) tourer. You can do no better than to book tomorrow for the holiday of a lifetime. Our well-known company have been running their distinctive "blanco-blue" service for over 50 years, and have even managed to retain some of the original vehicles. Sample the beautiful countryside as you cruise along at 17.8 m.p.h. and look forward to a well earned rest at one of the 5-star airfields. Tucked away from all the well-known routes these overnight stops provide a relaxing atmosphere in which to recover before the next ordeal.



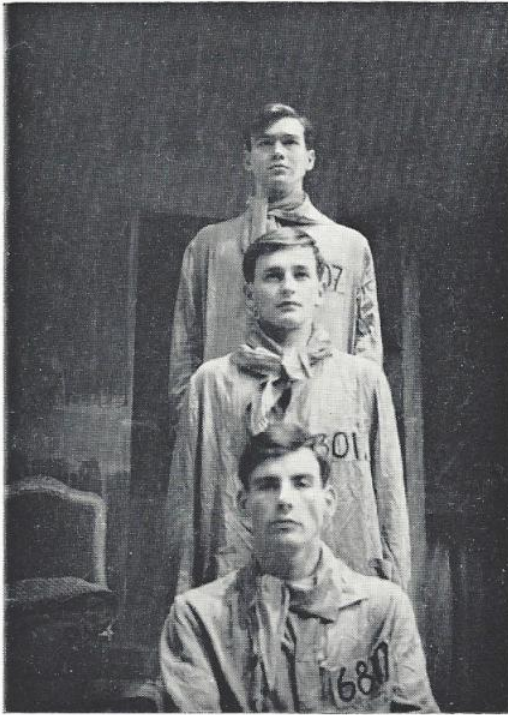
*Our latest Mountain Tourer*



The tour starts in the heart of Lincolnshire from the quaint village of Cranwell. The first few days will be spent in exploring the breathtaking view of Britain's eastern coast, stopping overnight in Digby, Waddington and Acklington. Special excursions will be made to the lovely country towns of Scunthorpe, Grimsby and Newcastle. On through Tweedmouth to "Bonny" Scotland, the land of the kilt, heather and whisky. After resting for five days at Saxavord, the Riviera of Scotland the rest of your holiday will be spent touring the north-west coast where you will see the Lakes, Ringo's house and the Cavern Club, ending up at Mount Batten. Brief stops will be made at Tangmere and Thorney Island (those gay hot-spots of the south) and the coach will drop you exhausted, but happy as well we hope, at Cranwell once again.

A. J. K.

K. H. M.



## *My Three Angels*

*Randolph Stubington  
Nigel Griffiths  
Peter Squire*

Angels were early this year. The eager occupants of Airship Road and points north did not have to wait for the musical strains of the Padre's merry band nor for the rather more individual tones of younger singers before being aware of the approach of Christmas. The College Dramatic Society stole a march on all rivals by presenting a Christmas play at the beginning of December when they chose to perform Sam and Bella Spewack's "My Three Angels."

These particular three angels are not from the realms of glory nor are they winging their flight o'er all the earth. They are, in fact, from the local prison community, for our scene is set in French Guiana, and they are mending the roof of M. Dulay's general store-with-living-accommodation where the action takes place. All is not well in the Dulay household and as soon as one sees Felix, its ostensible head, one knows why. It would be hard to imagine Felix being able to run a game of general post, never mind a general store. In his more emotional moments Ian Johnson as Felix seemed to equate worry with St Vitus' Dance and looked like a clockwork Dr Who who had misplaced his

policebox, but during his quieter passages he gave a very sympathetic performance.

The real pillar of the Dulay's family is Felix's wife, Emilie, who struggled in vain to bring some business sense to her husband. Margaret Williams played the part in a suitably minor key although it would have been more effective if she had evinced a little more fire occasionally. French Guiana is enervating but not completely so. Jane Gledhill as daughter Louise did not seem terribly happy in her trivial part. It is a far cry from the stepdaughter in "Six Characters in Search of an Author" to the lovesick Louise. A firmer producer might have made the part come to life more.

The villains of the piece, Gaston and nephew Paul, duly appeared and were duly executed in turn by pet snake Adolphe who never put a fang wrong throughout. Leonard Marshall as Gaston snarled and threatened very convincingly. He also looked his age, which is either a tribute to the make-up specialist or a reflection on the effects of a term's unrelieved academics. Max Roberts's Paul was too strong. The weak, selfish

young man of the play became a calculating, forceful individual really fit to step into Uncle Gaston's shoes. Eleanor Tonkinson and Keith Jackson both played their small parts competently.

However, no matter what the actors of the minor parts achieve or fail to achieve, the success of the play depends almost entirely on the three convicts portrayed by Nigel Griffiths, Randolph Stubington, and Peter Squire. These "three angels" who bring action and a sense of purpose to the Dulay household were all completely convincing. On occasions they tended to move round the stage together like some formation team in "Come Dancing" but generally they appeared in the right places at the right times saying the right things with the right emphasis. Nigel Griffiths as the forger to whom cooking books is an art was particularly credible, perhaps spine-chillingly so when one remembers he is to be an equipment officer.

Paddy Waugh and Adam Wise as producers followed the stage directions religiously. With this play they were probably



*Max Roberts and Jane Gledhill*

right to do so. It is a Christmas romp with no particular, serious "message" to deliver. The jokes are there to be laughed at, and the producers can certainly point out that the audience laughed at them all.

The cast were indeed fortunate in being able to act this play in front of P. E. Birney's magnificent set. Attention to detail and technically competent construction added to an artistic conception made this the best set seen in the Whittle Hall for a long time. But as one young lady was heard to say as she left the performance,

"Why do all the houses in plays at Cranwell have the same paintings in them?"

Why indeed?

J.V.T.



*Randolph Stubington, Keith Jackson, Nigel Griffiths and Ian Johnson*

# THE HAPPY MARRIAGE



*Hamish Duncan, Gordon Kerrigan, Brian Griffiths, Gillian Whitby, Eddie Spindler, Cicely Sandford  
Margaret Williams*

On 10th and 11th November 1965 the Cranwell Little Theatre presented, as their 21st Anniversary production, John Clements' "The Happy Marriage." It was an amusing coming-of-age. The first smile came as one read the programme notes, to learn that the Little Theatre does not rely on established commercial successes but prefers to do "well-written drama and drama which is worthwhile." Like the play itself, you had to take that with a drum of Cerebos. As he wrote "The Happy Marriage" Mr Clements must surely have had the tinkle of the cash registers ringing in his ears. And goodness knows what sort of language Mr Tynan would use to describe its dramatic worth.

However, the play *is* good entertainment and we *were* well entertained. Cicely Sandford, as gifted a comedienne as any company

could hope to have, gave an outstanding performance as Helen Mansell-Smith. With an impeccable sense of timing she made the most of her many laugh-lines, and her caricature of the dizzy, off-blonde wife was perfectly sustained. Brian Griffiths's portrayal of her husband, Henry, was less self-confident and therefore less satisfactory. But this part is not an easy one, for there is little substance to the character.

The action of the play revolves around the ridiculous responses of the Mansell-Smiths to some ludicrous interpretations of each other's behaviour which arise from contact with a quack psychiatrist, Doctor Protheroe. For the plot to be at all credible, Protheroe must be credible. At least it must be possible to believe that this charlatan could be taken seriously by a slightly dotty,

but not daft, wife and her intelligent, if ingenuous, husband. One must be able to imagine him acquiring a bobby-soxer following from people like Margaret Williams's Miss Patt. The character must, therefore, be a clever blend of Godfrey Winn and Billy Graham, and there should be something slightly sinister about him. Eddie Spindler, however, gave us an out-and-out comic figure, of the sort one expects to slip on a banana-skin at any moment. It was a mistake. Indeed it was the major flaw in the production. In a part calling for subtle comedy in the Sellers idiom we were given Harry Worth.

This comment apart, there can be nothing but praise for Michael Hesketh's direction. The action moved along with that briskness which is crucial to successful comedy, faltering only momentarily in the first act when the playwright makes heavy weather of exposing his plot. Nor could serious fault be

found with the performances of Gillian Whitby and Hamish Duncan as the Fosters, — friends of the Mansell-Smiths who become involved in an ill-fated exercise to rid Helen and Henry of their neuroses. Gillian Whitby might have been more bitchy, Hamish Duncan more coherent, but that is all. Briggs, the Mansell-Smiths' butler, was played by Gordon Kerrigan with skill and a cockney accent. It would have been better perhaps without the accent.

One last point : in Little Theatre productions over the years we have come to expect very high standards in set design and construction, lighting, make-up and costume. It would be wrong to end this review without recording that for this presentation those standards were handsomely maintained.

D.E.G.

## ORGANIZATION MAN

Dream of fast cars, tempestuous women, surrender . . . . . What ! Where am I ? Oh God ! Does he have to drop those shoes quite so loudly ? Mumble " Good morning." Poke nose into outer atmosphere. Still dark. Look at watch — ah ! Few more minutes yet. Get up at seven. But peace shattered — only two minutes, get up now. Why wait — No ! Seven o'clock. Watch seconds tick by. Half a minute to go. Body move ! Refuses. Ten seconds — four three two one. Hold breath and throw blankets off.

Stagger up, rub eyes. Light on, blinding, stumble to sink. Water's cold again. Where's that razor ? Damn ! Blade no good — one left. \* \* \* \* ! Knew what would happen. Never mind, feel like bleeding to death anyway. Grope for towel. Four minutes, about average.

Should have changed that shirt last night. Can't wear it another day. Swop links and studs (curse whoever invented them). Strangle myself with collar. Tighten tie, pick up socks from under bed. Where's that other

shoe ? At last, all O.K. Nine minutes. Ahead of schedule. Comb hair, pick up 1250.

Light out, open door. New day. " Morning Joe." Body moves out into corridor. Do tunic buttons up. Turn left then right. Lights out in corridor. Meet other early bird. " What-ho, you're up then ! " Wish I could think of a brilliant rejoinder. Struggle too hard, brain gives up. Feel inferior. Bad mood. Fourteen minutes thirty seconds, back to average time. Peer out of window. First light, dark clouds, plop of raindrops. Blast ! Forgotten that letter I had to post — will mean another three minutes more at least.

Ah ! More souls abroad. Hullo and hullo and hullo. Drives me mad, but sanctuary at last in the billiard room. Those new lights still not up. Turn right through door. Glance at notices. Usual Lincoln Grapple. Wasted seconds — same as a month ago. Have we got a social secretary these days ? Destination in sight, open door. Grab cup, pour black coffee. Fifteen minutes forty seconds. I'll never beat that record !

A. J. KEARNEY.

# THE PIRATES OF PENZANCE



*The Major-General's Daughters*

For their 1966 show the College Operatic Society presented "The Pirates of Penzance" by Gilbert and Sullivan, in the Whittle Hall; the two planned performances, on the 28th February and the 1st March, were so well attended that a third one had to be performed on the next night. A very large part of the credit for the obvious increase in interest must be given to Henry Middleton and his staff who were responsible for the publicity for the production.

Few, if any, serious criticisms could be levelled at this production of "The Pirates." Musically the opera itself is a feast — not surprisingly, the most popular Gilbert and Sullivan after "The Mikado" — and the College Light Orchestra, led by M. H. Thompson tackled the difficult score most capably. The conductor, Flight Lieutenant D. G. Robinson, set a lively pace right from the beginning of the overture, and a pleasing

balance was maintained between the various sections of the orchestra. The woodwinds produced some golden moments in the introduction to Act II, and the strings were only momentarily defeated by "Sighing softly to the river."

With "The Pirates", as one might expect, much of the success of any production depends on the pirates themselves, and we were fortunate in having a splendid bunch of swashbucklers, villainous in appearance but all in remarkably fine voice. Their rousing choruses were one of the best features of the evening, from "Pour oh Pour the Pirate Sherry" which settled the audience into their seats with the assurance that they were going to get their money's worth, through to "With cat-like tread," in which their thunderous stamps would have dispelled any tendency to slumber, even had such a tendency existed by that time. The policemen,



too, in more lugubrious vein, produced a fine volume of sound. The general's daughters though ravishingly pretty in their crinolines and bonnets, did not quite manage to dominate the orchestra in their choruses, and were too muted when backing the principals, as in "How beautifully blue the sky"; but their voices came up very well in the mixed choruses.

Among the principals Tony Ford, as the Pirate King was once again outstanding. He didn't always know what to do with his hands, but he certainly knew what to do with

Richard Slogrove took on the leading role of Frederic, the Pirate Apprentice. This part calls for a very high tenor voice, which Richard Slogrove has not got, but he displayed a striking ingenuity in avoiding the really high notes on which he knew his voice would crack. He sang the part with pathos and feeling, achieving a splendid balance in his duets with Ruth and Mabel, and contributing well in the trios. In a smaller part, Paul Buckland was a suitably mournful, though very oddly shaped Police Sergeant.

The lady soloists were led by Kathleen Gilbert as Mabel, the Major-General's daughter who takes pity on Frederic; not a powerful voice, but a very clear tone and a vocal agility which brought her triumphantly through the intricacies of "Poor wandering one!" Rosamunde Handy, Anne Jarman and Sue Hopwood were demure and attractive as her sisters. Maureen Renwick played Ruth, the middle-aged piratical maid-of-all-work; again a clear, true voice which carried through the room, so that we understood all the details of how Frederic, as a little boy, became a Pirate instead of a Pilot. She did not fulfil all the dramatic possibilities of her scenes with Frederic, but blended well with the Pirate King in "A Paradox!"



" . . . . . modern Major-General "

his voice, and one can predict that at least one aspect of this young man's Royal Air Force career is already mapped out for him wherever he goes, he will always be in demand for Gilbert and Sullivan! As his lieutenant, Sam, Paul Turley provided able backing, and managed to distribute his housebreaking implements correctly while singing about them, which is not so easy as it looks. Keith Cartlidge made a fierce Major-General, and we caught almost all the words of his patter song. As well as producing the operetta,

In general, the production was successful, apart from a certain lack of movement and an occasional woodenness on the part of the principals. The traditional Gilbertian delivery, with its exaggerated enunciation was wisely avoided on this occasion, but even without it the dialogue tended to drag, and the appalling pun on 'orphan' and 'often,' in the dialogue between the General and the Pirate King, seemed never-ending. Chris Gardiner and Shirley Scoggins produced two visually pleasing sets, with perhaps too much emphasis on the back cloth in Act I — the rocks looked very geometrical, or were they meant to be tea-chests? — and the lighting, by Andrew Sollitt, showed to best advantage in Act II.



*" for I am a Pirate King "*

*Photographs by the Sleaford Standard*

The hired costumes, on the whole, were poor. True, the ladies' chorus looked pretty, and the pirates' costumes provided plenty of dashes of colour ; but only the General among the principal players was satisfactorily fitted out. Ruth, the only lady on the stage not wearing a bonnet, nevertheless resembled a deserter from the Salvation Army ; Mabel's crinoline was much too short ; and the unfortunate Frederic appeared in two of the most extraordinary get-ups we can remember seeing on the stage. Of course, dressing a large production like this is usually beyond the means of an amateur society, and a compromise is often reached by hiring the

soloists' outfits and relying on the chorus to fit themselves up. It might be a good idea to try reversing this process.

All the performers, both actors and musicians, obviously enjoyed themselves in this performance, and their enthusiasm quickly crossed the footlights, producing a relaxed and happy atmosphere among the audience even on " Black-tie night." The Royal Air Force College Operatic Society can chalk up another success in their list of Gilbert and Sullivan productions.

N.M.

# LEAVE ACTIVITIES





## DEVIZES TO WESTMINSTER CANOE RACE 1966

British Railways run an excellent service from Devizes to London but for some unknown reason over two hundred double canoes leave Devizes each Easter to attempt to reach Westminster the hard way. This year the Canoeing Section planned an ambitious entry for the race, and was extremely successful, two officers and fourteen cadets set out and completed the course.

After last year's failure, it may have seemed foolish to enter so large a number of boats in this race, which has been called the toughest of its kind in the World. The executive of the Canoeing Section had changed and this year vowed that it would see a large number of boats complete the course. Volunteers

were asked for in October and we were able to form eight crews. With the arrival of boats from Henlow we had sufficient hulls although not all waterproof, to train in. The training was hard and not always well organised, but we learned rapidly from our mistakes. We gained some character as an organisation when, to the music of the Beatles, we canoed in boats tethered with rubber ties to the walls of the swimming pool from 8 p.m. on Saturday to 6 a.m. on Sunday. This earned us two new Sharkie K2's which arrived three days before the race.

On Wednesday 6th April, the crews and support crews departed for Hullavington where they spent Thursday preparing their

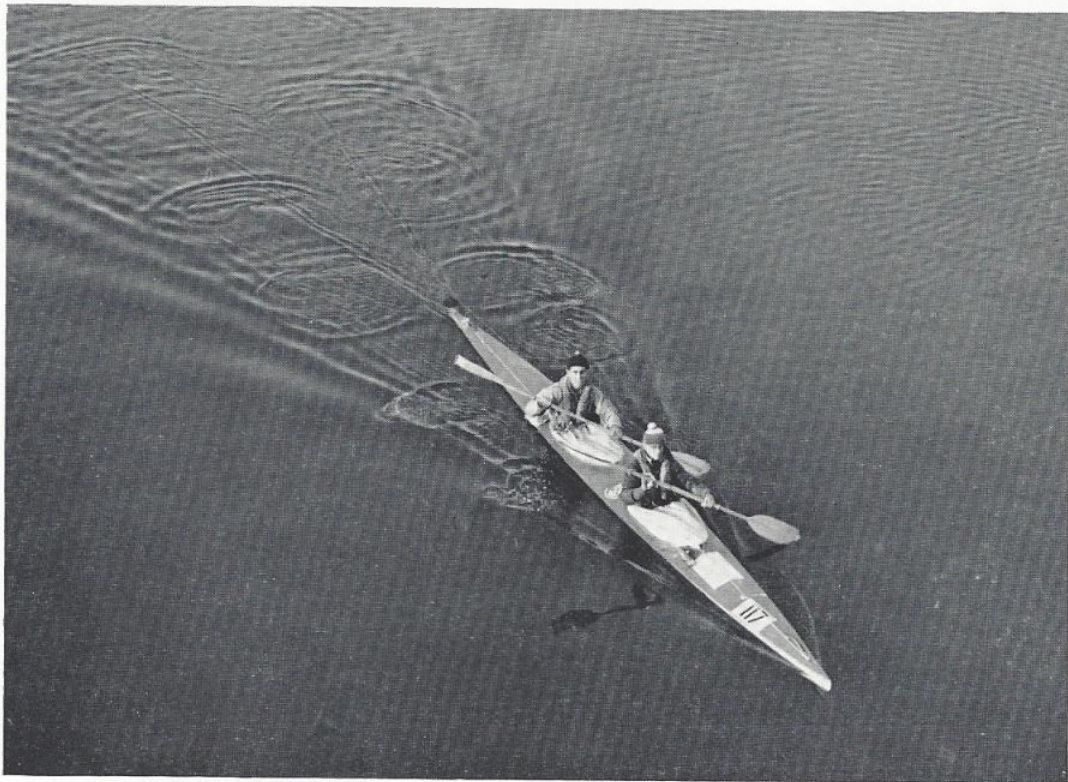
boats in the workshops and preparing all the necessary camping equipment for the race. The crews of the two new boats spent an anxious ten minutes on, and nearly in, the river at Chippenham but they felt confident enough to handle them.

The strategy was to get eight boats through the race, the tactics were to leave as early as possible in the morning, finish the 53 miles of canal by dusk, accomplish the 55 miles of Thames in the dark and ride into Westminster on the morning tide. Each crew was to have a support vehicle attached to it to bully the crew on if necessary. A central control was set up at Esher, where support crews telephoned into Mr Andrew Coy, who ate and slept by the telephone, ready to supply information on all crews to any one interested. He received a call approximately every 15 minutes.

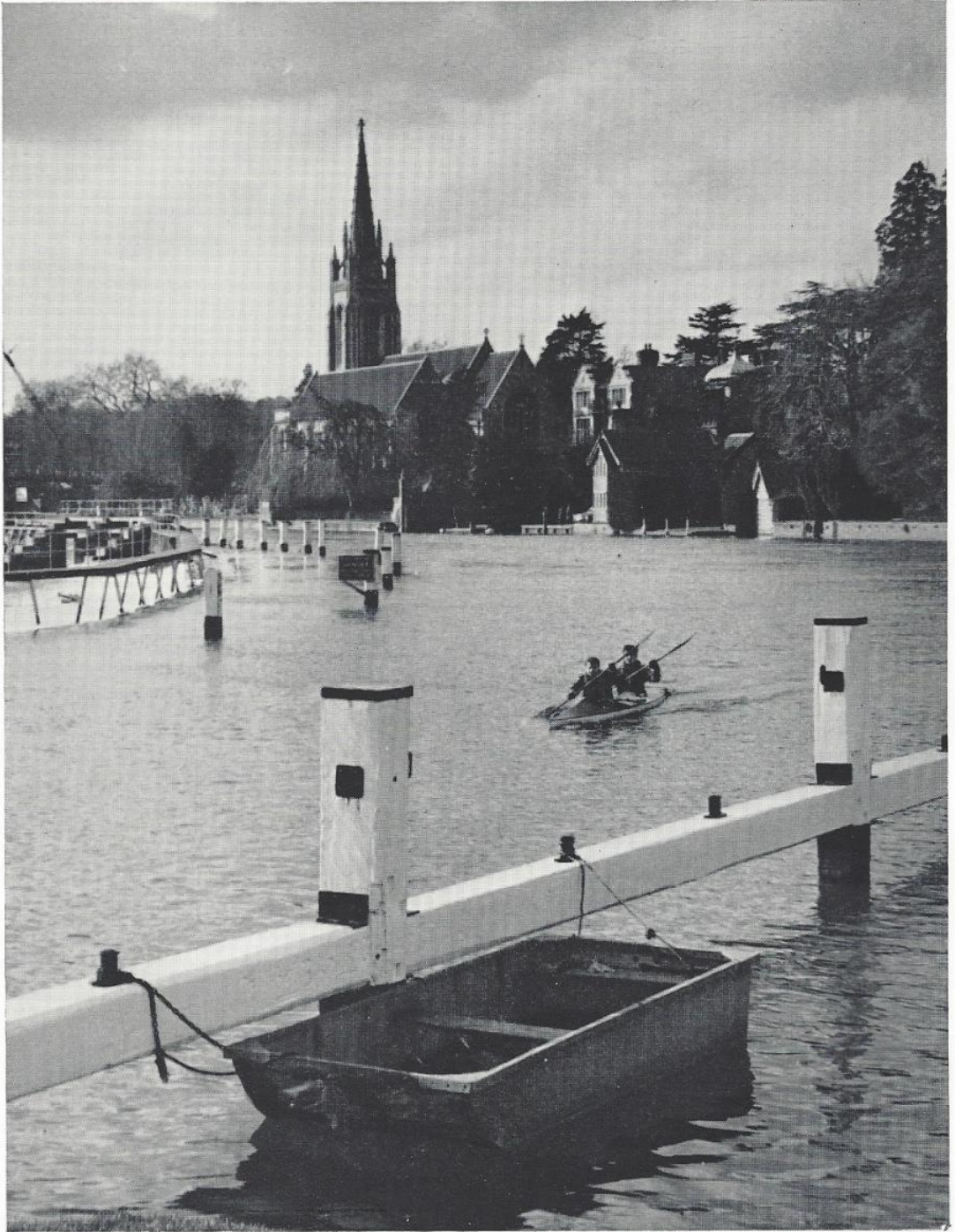
On Friday morning, Crombie (Secretary), McKay, Fonfe and Sharman, the two first

crews in the new boats left Devizes at 0815 and 0845 hours respectively. Both crews canoed well but as the day progressed the incessant rain made the 58 portages on the canal muddy and difficult, the water was sluggish and the crews slipped behind schedule. Both crews pressed on and reached the Thames. Crombie and McKay lost their support crew at Marlow due to mechanical trouble and without Parkinson to "kick them in the pants" they slipped further behind schedule. They reached Teddington an hour after the tide had changed. They decided to press on and spent  $6\frac{1}{2}$  hours paddling against the tide. They were the fastest College crew home in 34 hours 10 minutes. Fonfe and Sharman waited for the tide and were home in 36 hours.

The third boat to leave on Friday was paddled by Lawrence and Stokes whose intention was to "get there by Monday." After 24 miles, the rivets popped out of their rudder and they had to tie it on with nylon



*In perfect symmetry on the Thames*



*One of the crews at Marlow*

cord. This crew camped at night at Theale, carried on the next morning and reached Sunbury on Saturday evening. They caught the Sunday morning tide and reached Westminster in 49 hours. Pushed on by their support driver Coldicott, they endured blisters and other difficulties of the canoe well.

At 3 a.m. on Saturday, Flying Officers Bowman and Crowe left Devizes to be followed by Marsh and Kelly at 0420, Hopper and Roberts at 0440 (both in old Moonrakers), Capes and Anderson at 0630, and Mazurk (Captain) and Horton at 0643 (both in K2's). As before, the crews were behind schedule on the canal and a surprise kit check before Reading did not help matters at all. At Reading, the four crews came together over a log fire to dry out their clothing before pressing on; at Sonning the crews passed Bowman and Crowe who were camping for the night. It soon became obvious that all crews would not make the morning tide so Marsh, Kelly, Mazurk and Horton camped at Henley, Capes and Anderson at Hambledon and Hooper and Roberts at Marsh Lock, Henley. Early the next morning all boats pressed on; Mazurk and Horton had cracked the hull of their boat on the canal, and the two Moonrakers were leaking badly, but with a liberal use of sticky tape the boats were still serviceable. The journey to Teddington can best be described as leisurely, the only trouble coming from the numerous pleasure boats which constantly attempted to sink us. At Teddington our entire support group consisting of Parkinson, Shimmons, Coy in minibuses, Pilot Officer Sauzier, Flight Cadet Coldicott and Flight Cadet Blee in private cars and our able hard working 3 tonner drivers Flight Cadet Hubbard and Chief Technician Watts, were there to welcome us. Capes and Anderson arrived early and pressed on to finish in 38 hours. Mazurk and Horton waited for the two Moonrakers and then the three crews proceeded down the tideway in a perfect "vee" formation. No one knew what Westminster Bridge looked like (an organisation slip-up to be remedied next year) and Big Ben was sighted six times. However, when the genuine article came up we executed an immaculate run in and break on Westminster Wharf as Big Ben chimed 10. At midnight Bowman and Crowe finished the race, weary but happy.



All Cranwell crews finished the course, the only team to finish intact. We came second in the team prize, runners up to Sandhurst who had only four finishers out of nine starters, (unfortunately the four boats that counted). We also collected a cup from West Raynham for having the fastest four R.A.F. teams home and we came away with the confidence and knowledge which will enable us to win the event next year.

Finally our emblem, the Canoe Section motif, is the Flight Safety Bird, so frequently digested by jet engines and popularly known as the "Scrotty Bird." Flight Cadet Marsh decorated each canoe with a Scrotty Bird with a characteristic of each crew member (Fonfe, our Regiment cadet had a banana in the paw of his Scrotty Bird). These motifs were the envy of other crews, they caused quite a stir and enabled everyone to recognise our boats instantly.

Watch out Westminster; next year the Scrotty Birds will be back with a vengeance!

J. E. Mazurk



## “ WHEN WE WERE IN SPAIN . . . ”

Anyone who has camped in mountainous ground above the snowline in a Pyrenean winter will appreciate the necessity for rather more planning than that undertaken by we three Technical cadets of No 13 Entry in early December '65. We had not before this expedition, and learned the folly of our shortcomings the only way that can ever make a lasting impression, by hard experience. Our objective was the Guadarrama range, just North of Madrid, and we had been on the road but a few hours before the first crisis was averted with a hasty engine modification — the replacement of a piston devoid of metal above the gudgeon pin and a broken rocker arm. Fourteen hours after arrival at Calais we arrived at Biarritz, by which time two tyres had been completely broken up by the bad roads and needed changing. From there to Riazza, the starting point of the climb, the journey was uneventful.

Our reception at the village was jovial and friendly but I am quite sure it was based on

the premise that we were quite mad to contemplate climbing “their” mountain with our lack of adequate equipment and a competent guide. After an enjoyable hour of stocking up with provisions one local solemnly shook our hands and the tone with which he said goodbye confirmed that he didn't mean “Au revoir.”

The navigational equipment consisted of a 1938 road atlas and a toy compass which one of us had faithfully preserved since the previous Christmas. An ideal opportunity for democracy was provided in that we hardly ever agreed on our position. Intuition fortunately proved infallible and by midday on the first day the cloud base receded below us and our first view of the summit appeared on the horizon. Well satisfied we sat down to lunch and later in the afternoon decided to pitch camp in a spot which, but for a howling gale, was ideal. Despite this a log fire was coaxed into existence and a delicious supper enjoyed, followed by brandy, cigars and James Bond.



An early start was planned for the following morning to tackle Sel Puerto, the highest peak in the range. One of the basic principles of climbing, that everything looks easy from the bottom was soon impressed upon us ; not only was the going difficult but without crampons we had to move slowly over treacherous windowment snow and packed-ice. Our self-bestowed reward for eventual arrival at the summit was the rapid consumption of a small bottle of brandy. As other climbers may well have discovered to their cost, a little bit of alcohol at this altitude goes a long way, and we had to wait a few hours before risking the descent. This in fact proved to be easier than we had thought and we took the last few hundred feet sitting on the ice as a type of human toboggan steering with our ice-picks, but what had at first appeared to be great fun became realistically frightening by the time the boulders loomed up ahead and our speed had accelerated to about 40 miles per hour. Fortunately there were no serious injuries and we were able to return to base camp for a good night's sleep and the preparation of plans for the morrow. It was intended that the second peak of the range, some miles away, should be our next objective and we set off next morning at good pace, keeping below the snow line for safety's sake even though this added time to our journey. In fact in doing this we defeated our object and the time element got the better of us. Some three days had been spent in getting to the foothills of the peak and it was already time to start the return journey. Slightly disappointed we crossed to the southern slopes and found a disused railway tunnel passing underneath the mountain on its tortuous path to Riazza.

The weather had been fairly kind to us up to this point and it was with some smug satisfaction that on arrival at Riazza we saw a television newsflash with snowdrifts in England. It seems that pride invariably comes before a fall ; that very same night the tent was nearly blown down, and driving rain began at about 10 p.m. By midnight the rain had turned to sleet and by 4 a.m., by which time we had finally abandoned the thought of any sleep, there was two inches



*Sel Puerto — North Side*

of snow on the flysheet. Discretion being the better part of valour a hasty retreat to the village was clearly called for and, clutching our sodden clothes, canvas and a bent tent pole, we reached it in record time, collapsing into a hot bath apiece.

The return drive through Madrid, Barcelona, and up through the Costa Brava to Paris and thence to Dunkirk held nothing in store but the approaching prospect of the return to the comforts of Henlow and a celebration at the "Skinny Dog." We had left with poor preparation and paunches, and returned two and a half thousand miles and a week on the mountain later with a beard each and a wealth of experience for the future.

R. A. POULTER.



## ST. MORITZ

A party of eight cadets and two officers of the recently graduated No 88 Entry visited St Moritz this year. The aim was to train and select a team to compete in the Inter-College Skiing Championships and to raise the skiing ability of the three beginners to as high a standard as possible.

A professional Swiss trainer was obtained for the prospective team members for the days until the competition on the 29th and 30th December. The first outing to the slopes above the village was undertaken on 21st December and from then on the training was hard but rewarding as the standard of skiing rapidly improved and gained polish. This training resulted in two injuries which were insufficient to prevent the full complement lining up on the race days.

The competition was run in two parts, on consecutive days. The first part, a timed high speed downhill run, required confidence and determination. The second part, the slalom, also a timed event, required a degree of skill and abundant good luck !

For those who are not familiar with the terms of ski racing : the Giant Slalom or

Downhill consists of a long course, of about one or two miles, with gates every five hundred yards or so. The aim is to complete the course as quickly as possible, so turns are kept to a minimum and high speeds are reached. The slalom consists of some forty gates placed about ten yards apart requiring many quickly executed turns. Any competitor missing a gate is automatically disqualified.

The first day dawned with a clear blue alpine sky and brilliant sunshine. The course was in good condition. Competitors set off at one minute intervals after a careful waxing of skis and tightening up of bindings. They disappeared out over the crest of the hill clad in crash hat and goggles, hoping for a "fall-free" run but sometimes to arrive at the finish covered from head to foot in soft snow.

The two best times of the day were put up by Sandhurst cadets. Senior Flight Cadet Richardson was third with a creditable time of 1 minute 51 seconds, only 1 second behind the second Sandhurst man. The next Cranwell men home were Pilot Officer Bostock, Senior Flight Cadet Middleton and Senior Flight Cadet Steel who came 9th, 10th and 11th respectively. Flight Cadet Dyer-Ball had the misfortune to fall in soft snow, losing both his skis and depriving himself of what would have been a very good time.

The slalom was held in cold, cloudy conditions. Flight Cadet Dyer-Ball skied very well in a secure second place for Cranwell with a time of 2 minutes 3 seconds. Senior Flight Cadet Richardson came third with 2 minutes 8 seconds, and Senior Flight Cadet Middleton came 8th with 2 minutes 55 seconds.

Cranwell kept a close second to Sandhurst for the whole championships with 17,094 points to Sandhurst's 15,478 and Dartmouth's 20,018.

To quote the St Moritz Courier for the 1st January:—"The championships were marked by RMA Sandhurst's proficiency, RAFC Cranwell's cool efficiency and BRNC Dartmouth's enthusiasm."

A. J. Steel

## CHAMPIONSHIPS 66

A team of three cadets was entered for this year's Royal Air Force Championships held in the Cairngorms on the 10th and 11th March.



*Chalet at Ancelle*

The party met at the Coylumbridge Hotel on the morning of Tuesday, 8th. Skis and all the necessary skiing accessories were obtained and the team was out on the slopes by 9.30 a.m.

The condition of the slopes was poor and the only two routes to ski were along narrow gullies where snow had been trapped and was not very suitable. Because of the high winds the ski lift to the top of Cairngorm only operated for two out of the four days spent there. In spite of this, however, the team achieved two days training before the races.

The first race, the slalom, was held in conditions of high winds and icy snow. There were about 80 people skiing, which, in the conditions was very creditable. The first Cranwell team member, Senior Flight Cadet Richardson, achieved a time of 33.35 seconds placing him 5th overall. The second, Senior Flight Cadet Steel with a time of 41.7 seconds came 15th overall. Flight Cadet Hutton fell in the slalom but still managed a time of 47.85 seconds. With the best two times counting the College came 3rd overall in this event.

The downhill event, held in blizzard conditions, gained Cranwell 8th place overall with Senior Flight Cadet Richardson again achieving the best time of the College team with 61.2 seconds. Flight Cadet Hutton secured 64.4 seconds and Senior Flight Cadet Steel 73.8 seconds.

The combined result of both the slalom and downhill event placed the College 4th out of 27 teams competing, coming very close behind R.A.F. Manby.

A. J. STEEL.

## ANCELLE

The largest party of cadets so far sent to ski at Ancelle in Southern France congregated in the College on Saturday 19th March. 26 cadets and four officers set off for Waddington on route to the slopes of the Hautes Alpes clutching cameras and other holiday paraphernalia.

After a flight by Comet II the party arrived at Salon to meet two more cadets. A three hour coach journey, through the slowly darkening countryside of Southern France followed.

We arrived at the village of Ancelle at about 9.30 that evening and were immediately given a long awaited supper by our hosts. The issue of ski equipment followed, people with big feet or long legs finding it very difficult to get anything which fitted. French service personnel are, it seems, far smaller than us.

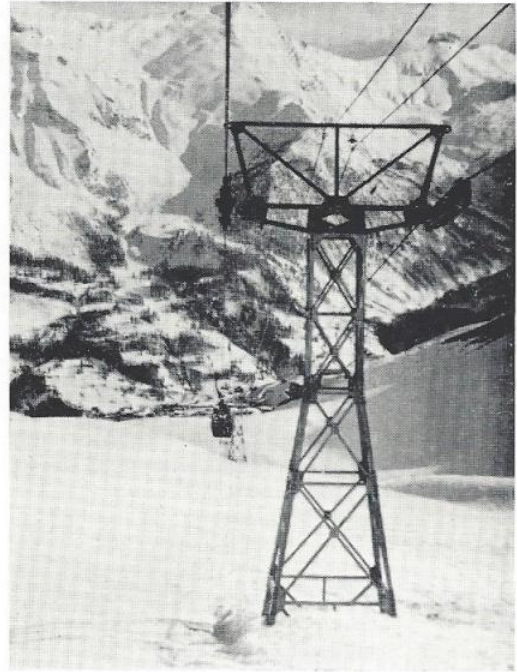
Still in uniform we walked, slipped, staggered and cursed our way up the snowy track to the mountain lodge, which was to be our home for the next six days, and a well deserved and satisfying sleep.

Sunday morning dawned clear, sunny and warm. The task of getting dressed in the ski equipment then followed. The tall members of the party struggled and tore to get into short ski pants up to their hips, the big footed members limped about trying to will their feet to shrink ; ski pants devoid of buttons, and two left boots, were other problems to be overcome.

Eventually the party assembled for breakfast and moved onto the slopes for a test to determine the standard of those amongst us who had skied before. The beginners then spent the rest of the day practising falls, while the "aces" practised and polished up their own techniques.

The standard of skiing progressed very rapidly with the beginners making the quickest improvement. The Sunday and Monday were spent skiing at Ancelle, gaining a healthy sun-tan and confidence on the slopes.

Tuesday was spent at a resort about 30 kilometres away called La Merlette. Reveille at 5.30 a.m., a sleepy breakfast, and the party assembled outside for transport to the slopes. The weather was superb. The sun beat down out of a clear blue sky the whole day through making it almost too hot to ski at midday. When the party returned that evening faces felt like glowing coals and the sheets like coarse sandpaper on the previously anaemic British Winter skins.



*Ski lift at La Merlette*

A further visit to Vars was arranged, and was considered by many to provide the best skiing of the week with snow in superb condition and an ample variety of runs.

A competition was held on the last day. This was a slalom run for everybody with an award for the beginner who put up the fastest time. The race was run in a blizzard, the only one experienced.

Not unexpectedly, the team members achieved the fastest time. All the beginners did extremely well considering their skiing experience of only six days.

The cup, badges and certificates were presented that evening and the night life of Ancelle was sampled for the last time this year.

A. J. Steel

# BAOR



Eighteen officers and ninety-two flight cadets of the Royal Air Force College visited BAOR from the 5th to the 12th March this year. We went with mixed feelings about the visit but determined to enjoy ourselves. This was made easier as we were split into small groups staying in various officers' messes throughout the British Sector of West Germany.

We arrived on the Saturday and spent the evening settling in and getting to know the officers who were to be our hosts for the next week — in the bar of course.

On the Sunday morning we had the choice of either visiting the remains of the famous concentration camp of Belsen, or going to Church! The afternoon was spent recovering from the excitement of the night before. This was the pattern for the rest of the action-packed seven days.

The first Battalion of the Black Watch received us on the Monday after three hours travelling in an army bus whose springs seemed to have unsprung years ago. We saw the equipment used by the infantry, the SLR rifle, GPMG, Ferret scout car and

others. Later we looked over the new armoured personnel carrier, the FV 432, of which the infantry is very proud, boasting of its speed, cross-country and amphibious performance, and anti-radiation protection. We were also told how the Wombat and Vigilant anti-tank weapons could kill any modern tank. After this part of the visit we were uncertain of the viability of the tank. We spent another three hours of gruelling bus ride before an evening of private supper parties in the houses of our host officers.

A morning was spent along part of the Intercontinental Zone, riding in land-rovers and champs. The border is just a ditch but on the other side there are three lines of barbed wire, a tank road, and, in places, mine fields. At one point East German guards were only thirty or forty yards away staring at us through binoculars while we retaliated with ours.

The same afternoon we watched a demonstration of the fourteen ton FV 432 and eleven ton Stalwarts. We were able to drive them ourselves on land and through water, converting an ordinary demonstration into a hair-raising event.

Another morning we were shown over the new self-propelled field-gun, the "Abbott," being brought into service with the Army at the moment. It is really a high velocity gun capable of firing many different types of shell incorporated in the FV 432, retaining all its cross-country and amphibious capabilities. The afternoon and evening were spent in Hamburg, a very memorable exercise for all concerned.

A day with the Scots Greys followed. They showed us their Centurion tanks and Ferret armoured cars. These, too, we were allowed to drive. After the excitement of the armoured division we retired to a somewhat more civilised pastime — Highland dancing in the Officers' Mess.

The last regiment we visited, the 18th Field Regiment took us out on an exercise. The idea was to show us the skill with which the guns can be camouflaged and accuracy

with which shells can be dropped on a target. We participated in the directing of the twenty-five pounder guns and even fired them ourselves. Then, with our ears still ringing, we were entertained to a marvellous Guest Night in the Mess.

We felt at the end of the visit that not only had it been thoroughly well organised and scope been given for us to participate and use equipment, but also we had come to appreciate the reason for BAOR, and the problems its commanders face.

It was on Saturday 12th March that we returned home in a Comet of Transport Command thence to proceed on leave and a chance to catch up on some sleep. Most of us had snatched only thirty hours sleep during the whole week. Nevertheless, we concluded that it had been well worth while.

G. B. GOODMAN.

## NATO

Inspired by the lurid tales from previous entries, the members of Nos 90 and 91 Entries eagerly surged from the Comet into the Paris Air Terminal of Le Bourget. After half an hour of questioning porters on the whereabouts of the more infamous regions of the great city the party was taken by coach to the hotels situated conveniently close to the Arc de Triomphe. The first evening and the following day, Sunday, were left to the cadets to do as they wished ; the opportunity was not wasted.

On Monday morning the rather bottle-weary party was taken to the political headquarters of NATO where they were first shown an excellent half-hour film on communications followed by a brief outline of NATO's task and organisation. It was rather perturbing that most of the party failed to see a connection between films and lecture, although we were assured that there was one. Then followed a talk from a British representative who re-confirmed our belief in the importance of the UN in the nuclear age.

The afternoon was taken up with a visit to the SHAPE headquarters at Versailles, where the administration, tasks, and threats of the organisation were discussed. The day was superbly rounded off with a cocktail party at the residence of Marshal of the Royal Air Force, Sir Thomas Pike.

The next day the party was taken by bus to AIRCENT headquarters, which proved to be one of the most interesting days of the visit. Here the responsibilities, organisation, and resources of Allied Air Forces in Europe were discussed, and question time proved to be very fruitful. The day's work was terminated with a visit to the Chateau de Fontainebleau.

Rather unwillingly, the officers and cadets left Paris on Wednesday morning, and after a gruelling 13 hour coach ride arrived at Wildenrath, from where parties were despatched to the "Clutch" stations of Bruggen and Laarbruch, one party remaining at Wildenrath. The next two days were a great



*"That man in the rear rank—use your loaf, Sir!"*

success with the cadets, featuring flights in Canberras, visits to Dusseldorf and Overloan War Museum, and an exciting display of RAF Police dogs.

The party left Germany with many lasting memories, and owes a debt of gratitude to

the officers and staff of the three stations who helped everyone to fill both work and leisure time to the full. It is sincerely hoped that the uncertain future of NATO has suffered no further setbacks from the visit.

C. C. C. COVILLE

## HMS AURORA

During the March vacation, six flight cadets of 91 Entry travelled from their various leave addresses (as far apart as Aden and Inverness), to Portland Dockyard to join HMS Aurora for a week. After showing our identity cards innumerable times we eventually arrived in the wardroom of "Aurora" where we were greeted with the inevitable drink. (On reflection, most of our spare time on board was taken up with the serious business of consuming gin).

HMS Aurora, as we soon found out, is one of the Navy's largest anti-submarine cum all-purpose frigates of some 2,500 tons. It is extremely well-equipped, with most of the available space crammed with electronic equipment too complicated for the pilots amongst us to understand, but a constant

source of amusement for the two technical cadets of our party. Most of this equipment is either radar for directing the twin 4.5in. anti-aircraft guns, or sonar for detecting those annoying enemy submarines that always seem to appear when they are least wanted. Aurora is also equipped with a "Wasp" helicopter on a minute flight deck aft, which is used to home on to submarines and destroy them by dropping the torpedoes it carries.

During most of the week we spent on board, Aurora was engaged in helicopter operations in the English Channel off Portland. Flying ability of the highest order was demonstrated by the numerous landings made on a pitching deck with no room for mistakes. We also had the opportunity to fly as passen-

gers aboard the helicopters, and engaged in mock submarine attacks, air-sea rescues, and precision instrument approaches. Flying kit was found to be rather different from that we are used to, as the flying-suit consists of a waterproof rubber immersion suit which seems rather strange after what we have been used to.

During our visit we had the opportunity to visit every section of the ship, and the knowledge gained from observation and questions, backed up by the interesting lectures we were given, enabled us to become pretty well conversant with the day-to-day running of the ship.

The Navy made its first mistake by appointing us, in turn, to be second officer of the watch. The first member of the party so appointed, was not fully briefed, and imagined that he was doing a pretty good job during his watch until at the end of 4 hours the First Officer asked to see the log. Unfortunately the flight cadet had not been told that he was

supposed to keep a log of the ship's manoeuvres and so HMS Aurora now has a gap of 4 hours in its history, during which it will never be known quite what the ship did, or where it went !

Towards the end of our stay we had a day devoted to the firing of mortar bombs and the Bofors guns. The 1000 lb. mortar bomb firing was quite impressive, but the Bofors less so. The target for the Bofors was a drone trailed behind a Meteor, and although about 200 rounds were fired not one hit was scored, but perhaps, as the Navy tried to tell us, "it was a bad day," and that they normally do much better.

Generally speaking, however, all of us were very impressed with the high standard of efficiency of both seamanship and defence capability and left Portland with the feeling that the Navy is still an effective fighting force in the Western Alliance.

A. F. BAILEY.

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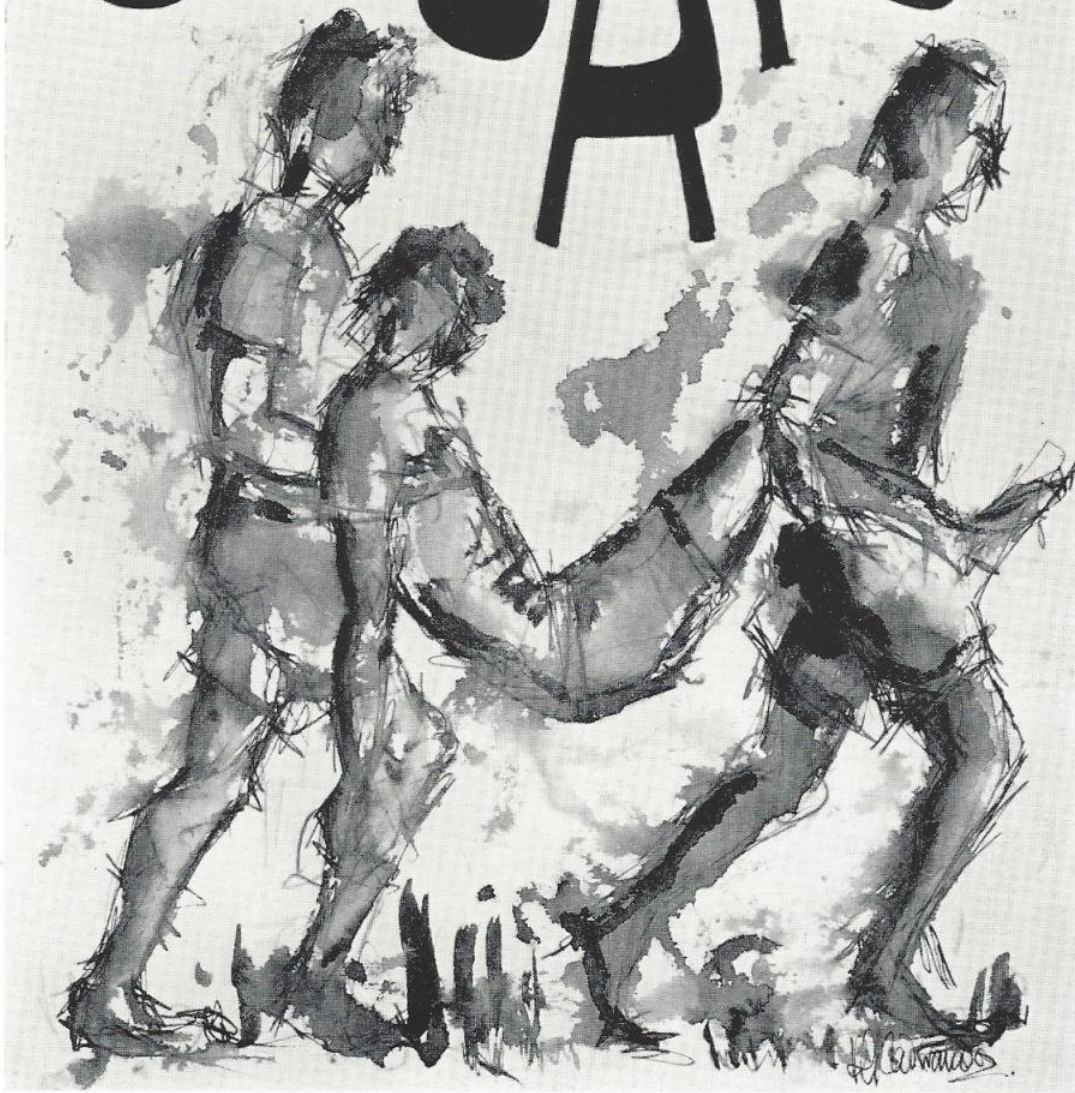
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# SPOATS



## EDITORIAL

College sports teams met with mixed success in the matches with the Royal Military Academy Sandhurst and the Britannia Royal Naval College Dartmouth. The only teams to win both matches were the soccer and squash teams ; the rugby team lost to Sandhurst and drew with Dartmouth. The hockey, badminton and shooting teams beat Sandhurst and lost to Dartmouth, while the basketball and cross-country teams beat Dartmouth, but together with the judo and riding teams, lost to strong Sandhurst teams.

Flight Cadet Glover (91) played rugby for the Combined Services, he and Jones (92) also represented the Royal Air Force. Flight Cadet Stokes (91) at squash and Flight Cadet M. L. Thompson (89) at hockey played for the Royal Air Force. Flight Cadets Stables (90) and Mardi (92) played basketball for Flying Training Command.



# SOCCER

At the start of the season there were several new faces in the College Soccer teams. Stewart, Burns, Goodall and Johnston all earned regular places in the First XI alongside many veterans of College soccer.

The First XI began the season with a hard game against Sheffield Falcons and were rather fortunate to win by the only goal of the match. Then followed three hard, even games with Lincoln City School, Repton and Lincolnshire Constabulary. At the

end of October, the First XI travelled to Henlow for the annual Inter-College game. The Henlow side provided little opposition and an easy 3-0 victory resulted, the goals being scored by Burns, Lawrence and P. A. Cooper. The College suffered its first defeat at the hands of Loughborough CAT; our visitors played far superior football, while the College team was slow and ponderous.

In the first round of the Argonaut Trophy the College was drawn against United Hospitals, and a side considerably weakened through injury suffered a 3-1 defeat, Yates scored the College goal in his first game of the season after an absence due to injury.

*U.O. Cooper receiving the Cup from Air Commodore Cameron after Cranwell had beaten Sandhurst.*



Two more defeats followed in quick succession with Hull University and Sheffield TC playing attractive, flowing football. In our next match Scunthorpe GS battled manfully, but were no match for the College side who moved the ball easily and accurately. Yates, the nightmare of all schoolboy centre-halves, scored a splendid hat-trick.

With this useful win behind it, the team was confident of victory in the approaching Inter-College games. Sandhurst's team was its first victim. During the early stages of the game, the College completely controlled the game, and was leading 2-0 at half-time, goals being scored by Burns and Gibbs. At the start of the second half Sandhurst took control of the game and scored two quick goals. The College soon found their rhythm and Burns made the score 3-2, with Gibbs adding a fourth shortly before full-time. In the game against BRNC, Yates found his old form, and scored five times. Gibbs and Lawrence added further goals, and the final result was 7-1.

At Christmas we said farewell to Lawrence and Parsley, At the start of the second half of the season the Technical Cadets from Henlow swelled our ranks, and Wray and Semple were both selected for the First XI, helping to beat Huddersfield Amateurs 5-3. Our worst defeat of the season followed against Nottingham Forest. A team, including several first class players beat the

College 5-0. On our visit to Nottingham University, Semple scored a brilliant hat-trick giving the College a well earned victory; however, in the return game at Cranwell, the College was only able to draw. At the beginning of February, Sheffield Wednesday visited Cranwell and produced some entertaining football beating the College 3-0. The season ended with the First XI playing good, open football, showing a great deal of confidence and understanding.

The second team, from the start of the season, had much more success than last year, and although the early results did not entirely reflect it, the standard of soccer was higher. It was not long before the basis of a good second team was formed. Supplemented after Christmas by the cadets from Henlow, the by now settled team lost only two matches and played good football.

The third eleven also benefited from the increased College numbers and returned commendable results.

Throughout the season, M. G. Cooper was Captain of College soccer ; in this, his last season at the College, he played with remarkable consistency and inspired the team on many occasions.

Colours were awarded to : R. R. C. Parsley, P. A. Cooper, A. T. Gibbs and A. P. Childs.

## HOCKEY

The incentive of the Dartmouth and Sandhurst fixtures, and the skill, enthusiasm and hard work put in by all players made this a very enjoyable and successful season. Highlighting the season were the Sandhurst and Dartmouth fixtures. Playing at home to Sandhurst the College deservedly won 2-1 after being a goal down after only ten minutes. The standard of hockey in the game was of a very high order and played at a fast pace. Suffice to say that few who played or watched the game will forget it.

Against Dartmouth, the story was different. The College lost 2-1 due to two separate

defensive errors which allowed Dartmouth to sneak two goals. Played on a shale pitch in a strong wind, this was again a fine match.

Perhaps the finest performance of the season, however, was the 5-0 defeat (yes, defeat !) suffered at the hands of a strong Royal Air Force side. Playing with a weakened College team, the College played with rare enthusiasm, skill and determination. The final result was one of the best College performances for many seasons. As a direct result of this game M. L. Thompson is now a regular Royal Air Force goalkeeper.

At the Christmas break colours were awarded to Dixon, Middleton, Patrick and Shuster.

Since Christmas the College has maintained an excellent record, losing only the first match of the new year. Several players have played for Flying Training Command, and a high standard of hockey has been achieved.

The second half of the season brought a few changes in the organisation. Squadron

Leader Goy took over from Squadron Leader Lawrence as guiding officer and G. A. Robertson was made captain, taking over from H. Varris.

The second XI, under the able captaincy of N. B. Smith also had an extremely good season and several players were always on the brink of first team places. With the amalgamation of Cranwell and Henlow and the increased size of new entries, it is hoped to run a third team next season.

## RUGBY



It can be said in all fairness that the season was an indifferent one. It opened on a good note with a tour to Wales, where, as the guests of RAF St. Athan the College team played three matches in a week, these being against St Athan, Llantwit Major and Swansea Youth ; the latter being a curtain raiser to the Swansea-Llanelli match.

Attention in the first half of the season was directed towards the inter College games in November. Victories were won against London Scottish 'A' and the Greyhounds, and the College achieved honours in defeat

by holding a strong Officers XV to 8 pts. to 6. Sandhurst was the game that all were intent on winning, but despite pre-match optimism the College, after being only three points down, was reduced to fourteen men, and Sandhurst came away victors by 15 pts. to 3. So it came to Dartmouth weekend, and we arrived to a rainy and windy greeting. Despite atrocious conditions underfoot, a splendid game was enjoyed by all, the honours were even at eleven points each. Hedges who was captain up to Christmas passed out with No 88 Entry, and Johnson took over as skipper.

As seems to be the case in January the only victor is the weather, and the College team, after handing out a beating to the Station side by 21 pts. to 3, proceeded to go into hibernation for the cold spell. The obvious climax was to be the match against L'Ecole de L'Air and another noble defeat at the hands of Loughborough set us in the right frame of mind for battle with the French. Thus the honour of the two Colleges was at stake on the morning of 4th February. With the adverse conditions in their favour, the College team attacked consistently and in these early stages the game was won, for the French became excitable, and gave no evidence of their natural ability. The College turned round with a nine point lead, and despite the French scoring early on, a rousing

forward rush resulted in a try which sealed the game. Thus Cranwell avenged their defeat of last year.

There the season proper ended. The later games were used to help form a nucleus for next season. No 89 Entry leave in August, and with them go many players who have served College rugby well. Congratulations to Johnson on providing the lead to inspire the French victory.

Finally thanks must be extended to Squadron Leader Williams, who has been of tremendous assistance in both the training and administration, and to Sergeant Campbell for his many vigorous training sessions, which have proved invaluable.

## RIDING

Numbers dropped slightly at the beginning of the term as some of our "Fair Weather" riders left us for other, muddier, winter sports. However, the "faithfuls" have enjoyed a good term's riding both on the sporting and activity sides.

Results on the sporting scene have been mixed. The match against Imperial College was won, after a close battle with individual honours being distributed fairly evenly.

The first match against Manchester was also won, quite decisively, but luck ran out in the match against Sandhurst, in which we were quite heavily defeated.

The joint First and Second team sent to Manchester had a mixed success, with the first team losing, but the second team upheld the Cranwell honour with a victory, albeit very close.

Nottingham University sent a team to the College, and were quite decisively beaten, but unfortunately our luck ran out a little too early, and three days later the team sent to Bristol received a rather heavy defeat.

On the activities side, members have been enjoying themselves with rides across the Lincolnshire countryside, but of late, the

Cranwell weather has confined instruction periods to the indoor school, to the disgust of both the riders and the horses.

We gained several new members with the arrival of Henlow, as well as some from the Junior Entry, and also have obtained one more horse. Unfortunately, this horse cannot ease the load on the others, since it is intended primarily as a show-jumper.

Weekly talks on "Care of Horses," "Stable Management" and similar topics, have been restarted, to increase the theoretical knowledge of the members so that they can pass the British Horse Society examinations.

Several cadets attended an instructors' course during the Easter leave, but some others who wished to do so must wait until the Summer, as the course dates clashed with Service visits.

With the steady expansion throughout the term, and with the standard of riding improving all the time, the list of successes is growing, and all eyes are turned towards the R.A.F. Championships next term, in the hope that we may repeat last year's success, towards which end the early part of next term's programme will be geared.



## BASKETBALL

The College Basketball team has had another good season, the standard having continually improved. Unfortunately, the results of the season's play do not reflect the standard of the games. Playing against English Universities and amateur clubs, the 1st team won 11 and lost 11 of the season's matches.

The team played opposition from London University, Loughborough College of Physical Education, and two American teams, one from Harlaxton and another from U.S.A.F. Alconbury. In playing such teams as these, the College met opposition of greater experience which made all the matches hard fought. Playing against the Sandhurst team, the

College was beaten in a tough game, and, hard as they tried, the first team were unable to set up a winning play ; but revenge was gained when the team met Dartmouth, away, and the outcome was a ten point victory for the Cranwell team.

Major K. Cook, who has successfully coached the team through two seasons and also built up a strong second team, is leaving in the summer. A great deal of the success of both teams is due to the hard work put in by Major Cook, who gave up a lot of his free time to evolve new tactics. The team wishes him success in his new post and thanks him for all he has given College basketball.

Two members of the team, Stables and Mardi were selected to play for the Flying Training Command team and are to be congratulated on this achievement.

A triangular match was played at the College against U.S.A.F. Alconbury and Keele University at the end of the season, and in view of its popularity with both players and spectators, other such matches are planned for next season. The present team will lose only one member, Buckland, who graduates in the summer, and prospects for an even better season of basketball are foreseeable.

## MOUNTAINEERING

Continuing to uphold its well earned reputation for masochism the Mountaineering Section was far from inactive last term. In all, six trips to Derbyshire and four to North Wales were held, which means that there was an activity virtually every second week of the College term.

The first trip to North Wales, held in November, although a success, was disastrous from the Equipment Member's point of view. 60-knot gales played havoc with the tents and many wet and disgruntled mountaineers had to spend the night sleeping in the bus that was our transport for the weekend. In order to prevent history repeating itself the remaining three weekends were spent in the relative luxury of the R.A.F. mountain hut in the village of Bethesda.

Despite the weather, all four week-ends met with considerable success. Many high peaks were conquered, including Tryfan, Ygarn, Snowdon and Crib Goch. Rock climbs up to grade "severe" were successfully negotiated, without too much difficulty.

As with the expeditions to North Wales, the weather was the all-governing factor on Stanage and Ladow Edges in Derbyshire. However, undaunted, and often resisting the tempting glow coming from within the "George" in Hathersage, the climbers

wound their way towards the cliffs, there to do battle with the elements. In Derbyshire too, a high standard in rock climbing was achieved, the grades reaching as high as "very severe" on some occasions.

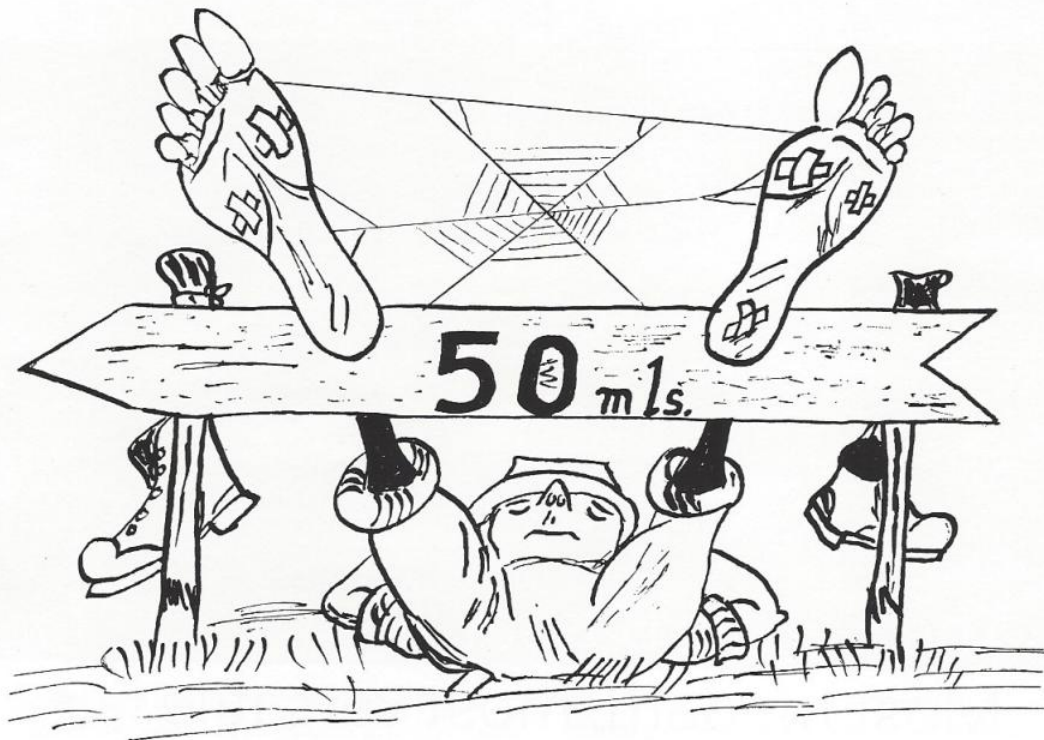
At the beginning of the term many new members joined the section, some with a lot of experience and others less experienced but eager to learn. By the end of February it was found that all had progressed well enough to lead on "Vee-Diff" routes.

The announcement in December that the Mountaineering Section had won the Richard Pye Trophy gave added incentive to the section. The monetary award made almost certain the two major expeditions proposed for the coming term.

The first of these, planned for Easter, is a rock climbing trip to the Rock of Gibraltar, where it is hoped to spend a concentrated week climbing in the sunshine. The second, planned to take place during the summer leave period is an expedition to the Jotenheimen mountains of Norway.

Besides these two major expeditions there will also be several week-ends in Derbyshire and North Wales ; also perhaps, during the mid-term break, a trip to the Isle of Skye in Scotland.





## LONG DISTANCE WALKING

Our first major event was at the end of October when twenty-four members of the Section travelled to North Yorkshire to take part in the Lyke-Wake Walk. This was a forty-five mile walk across the North York Moors.

The party split into three groups and set out over the moors with very high spirits. I might add that spirits remained high throughout the walk, even though the terrain was very rough and marshy and a considerable amount of the route was covered in darkness. It is reported that one member took off his boots to avoid wetting them at one rather marshy section but omits the reason why he did not remove his socks. !

On 22nd and 23rd January, 1966 the section paid a visit to Derbyshire. At this time the snow was thick on the ground and all volunteers had to face the prospect of both walking

and camping in severe weather conditions. Sixteen cadets set out to spend what turned out to be a most enjoyable weekend.

On the first day a total of sixteen miles was walked. Eight of these miles took almost four hours to cover because the visibility was approximately six yards. It was very cold but as usual this made spirits rise even higher. The second day proved to be an improvement regarding the weather and the group walked about seven miles in the Stanage Edge area. Overall a distance of twenty-three miles was covered. There were no injuries apart from the usual cramp and blisters.

The next and final event for this period was the traditional fifty mile walk down Ermine Street from South Ferriby on the Humber to Cranwell. At midday on Saturday 26th February sixteen flight cadets and one

officer started the walk. Cramp, blisters and tiredness again played their part, forcing four of the party to retire. The remainder of the party carried on to finish and the times for the walk varied from 10 hours to 15 hours. The support on the walk was excellent and all the participants who accomplished it owe their success to the support group.

On Sunday 27th February three cadets attempted to run the fifty miles. Only one of the three completed the course and set up a new record of 9½ hours.

The weather conditions on both days were extremely bad. Thunder, lightning and high winds demoralised all the walkers but the overall result of 15 finishers from 20 starters was excellent.

Four cadets marching through Lincoln stopped only long enough to rescue a drowning man from the canal and hand him to a policeman before quickly carrying on with the walk. By the time the four cadets had finished the walk they were too shattered to even remember what they had done and the Lincolnshire Constabulary was kept waiting for some time before the heroes' names were released.



Future events for the Section include the famous Nijmegen March in Holland and, the toughest of all events, Ten Tors. This year the Section hopes to get at least two teams through the senior event.

Two applications have been put forward for Trenchard Awards. Five cadets and one officer intend to walk the axis of the Pyrenees from the Mediterranean to the Atlantic. This is a distance of 270 miles. Also four cadets are carrying out a 180 mile walk in Sweden.

## BADMINTON

This term the Section has had a very successful and satisfying season. At the beginning of the term the College was in the unfortunate position of having lost half of its best players from the previous season and several practices were arranged in the first few weeks of term in an effort to build up two good teams. This practice was useful and we were able to put out two good sides, especially as a result of the merger with Henlow from which we acquired many new players. During this season, the general standard was higher than last year.

Both teams had quite successful seasons, although the second team did not have as many fixtures as desired. The first team was very busy, often playing on weekday evenings and having some very good matches.

The inter-College matches produced a good win against R.M.A. Sandhurst but after an exciting match against B.R.N.C. Dartmouth the College narrowly lost 5-4.

The teams were probably at their best three quarters of the way through the term but in the last few weeks of the term few matches were played and the players concentrated more on getting together a good team for the inter-squadron competition. Although this competition had no great surprises, the standard of play was good.

The prospects for next season are very good indeed, all the present first team and most of the second team will still be at the College and we hope to have an equally enjoyable season.

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# SQUASH

This term squash has been quite active with a total of 27 first team matches and 12 second team matches. We were sorry to lose Major Thorne who put in a great deal of work in organising squash during his tour at Cranwell. His place as Guiding Officer was taken in November by Wing Commander Dean. Before Christmas we had four players with previous 1st team experience. The 1st team enjoyed reasonable success against some strong opposition, with 5 victories out of 15 matches. The second team was very successful winning 6 out of its 7.

A mediocre Sandhurst team was well-beaten 5 games to nil at Cranwell, and this gave us confidence for our match at Dartmouth. This proved to be extremely tense; the majority of games were close, the College eventually winning 4-1.

Results of the second half of term were disappointing, but although only three matches were won, there were many close

games and useful matchplay experience was gained against several powerful sides. The term ended with the Chimay inter-squadron matches where 'C' Squadron swept the board, followed in order by 'B,' 'D' and 'A' Squadrons.

This season Stokes has again been our outstanding player — so much so that in fact he was often unable to play for us owing to commitments in the R.A.F. team. In addition weekend courses, canoeing and night-flying took their weekly toll, and many of our close defeats can be attributed to a lack of available players.

Thanks to Sergeant Fogarty, proper coaching periods are now available for beginners and many cadets have taken advantage of them, with the result that a strong nucleus of squash players is forming in the College; moreover, if hoped for improvements in the courts materialize, College Squash will undoubtedly gain in impetus.

# JUDO

During the Winter term judo has become an inter-College competitive sport, with matches against R.M.A. Sandhurst and University College, London. Although both were narrowly lost (by one throw in each case), they gave members valuable contest experience, and the section can look forward with confidence to future fixtures.

With the coming of Henlow, the section gained much new blood. Apart from gaining new cadet members, the section also welcomes Flying Officer Sansome, a brown belt, who has taken over the role of Instructor. Under his guidance a beginners' course has been started, which has proved very popular amongst both student officers and cadets.

At the same time the section lost its guiding officer, Flight Lieutenant Currie, owing to the demands of his job as a mentor. It is hoped that his experience with the judo

section will prove useful in his new post. In his place comes Flying Officer Malik who has just taken up his new post as guiding officer.

Along with the changes in faces comes a change of home. The Dojo has now been moved to the hangar previously occupied by Chipmunk Flight (now disbanded) in place of the old science block (now demolished). It is hoped that this process of improvement will be continued, and extended to the purchasing of a new mat.

The Judo Section has much to look forward to in the coming term, but this sport does need added support from the cadets. As an increasingly active and always interesting sport, judo has become a major item in the sporting calendar of the College. The team for the fixture against Sandhurst will consist of ten men — could you be one ?

## CROSS COUNTRY

This season the College Cross Country team has probably produced the increased strength and ability that was forecast last year. This is shown by the results of the Inter Service College Matches, the mass races held against the major University and College teams, and the R.A.F. Championships.

In preparation for the Dartmouth and Sandhurst matches the "probables" spent the last week-end of October at R.A.F. Halton, training on the hills behind the camp. In three sessions the team covered twenty-two miles with most of the effort directed on the steep slopes to be expected at Dartmouth. The effort paid off, for the team was rewarded by a close and exciting match on the Naval Cadets' Course, and a victory by one point (40-41). The home team secured the first two places, but the Cranwell pack led by Cartlidge chased the leaders up the one in four gradient to the finish to take the next our positions.

Unfortunately, the same success was not forthcoming when the College hosted R.M.A. Sandhurst a fortnight earlier. The local ploughmen had worked overtime on the days preceding the race, and as a result, large parts of the course made very heavy going. Nevertheless, the home team started confidently, expecting that the visitors' ignorance of Lincolnshire plough would be an asset. After the first lap however it was all too clear that the Sandhurst runners had maintained their ability to run together. Apart from Cartlidge and Sandford who led throughout the race the College were only able to attain 8th, 10th,

11th and 12th for the scoring positions. The result was a win for Sandhurst by 34-44.

In open matches against University and College teams the College Eight proved themselves well able to meet strong opposition. One such match held early in the season was the University College Relay Race. The College team was only beaten by the first teams from the major running colleges, and attained a creditable 13th position out of forty starters. Similarly, when twenty-eight teams met for the Queen Mary College Invitation seven and a half miles race later in the season, the College came eighth and even beat the Sandhurst team into ninth position. This was an achievement which would have been even more welcome two months earlier!

The 'B' Team, inaugurated last season, was maintained this season in much better form. Facing University and College 'B' teams and local schools they beat sixteen of their twenty-four opponents. The fixtures included two in London and one against a school who ran the match as a triangular fixture with their Old Boys. The resulting clash between College 'B' and a team which included John Boulter proved too much for the former who gracefully ceded victory!

The final run of the season was the R.A.F. Championships. The race was held at Halton on a fast course with short stretches of heavy plough. Though not able to challenge the home team, the College took second place in a field of twenty-nine teams. The result provided a pleasing close to a successful season.

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## BEAGLING

The Beagling section has received much more support this season. Although there were few cadets out at the beginning the numbers attending increased as the season progressed and at one meet, when Air Commodore and Mrs. Nelson entertained the hunt at Carlton-le-Moorland, there were

fifteen cadets out. For the first time, a stunned captain has actually had cadets knocking on his door, to ask about beagling. Transport then became a problem but one of the section passed his minibus driving test and so most of these difficulties were solved before the season got underway

On February 16th, officers and cadets of the Beagling Section entertained officials of the Per Ardua (RAF) Beagles to an informal evening in the Officers' Mess and were themselves entertained by a lively and descriptive talk by the Master, Air Commodore Levis. Later, Mr Dick Giles showed a film on the Per Ardua Beagles as well as various packs of foxhounds and otterhounds, which he had taken over the last two years. The evening was organised as a prelude to the meet of the Beagles at the College on the following Saturday, February 19th.

Saturday started in heavy rain but this cleared and the sky was cloudless by the time of the meet. A hare was found just north of Brackendales and was hunted in a left handed circuit over Ermine Street, turning beyond Mr Ireland's farm and back alongside the Newark Road. It returned to Brackendales where unfortunately a fresh hare put up. Until this time it had been a copy book per-

formance on the part of the hare which had illustrated well the points made by the Master in his talk.

The fresh hare took a right handed circuit over Ermine Street as far as Brauncewell Road. As they came back the hounds found several hares in front of them ; at one stage five crossed the same corner of the field, and poor scenting conditions made matters doubly difficult. After a short time, however, the pack settled to one hare and took her as far as the Brauncewell road where she turned and was finally lost in Brackendales.

It had been the best hunting day for the College for several seasons. The undulating country had ensured the field a good view ; the Winter sunshine whilst unfortunately spoiling the scenting conditions, brightened the scene and against the red plough the hounds and the green and white uniformed hunt staff made an attractive sight.

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## SPORT PARACHUTING

The Section has been quite active during the past few months, several members making frequent week-end trips to Weston-on-the-Green. Unfortunately, because of poor weather conditions and aircraft unserviceability, our record of jumps has not been as good as might have been hoped for. Despite the lack of jumping experience, enthusiasm has not waned, and the majority of our members have now undergone extensive ground training, which will enable them to make full use of the improved weather conditions that will come during the summer months.

The Club at Weston-on-the-Green has been reformed as the "R.A.F. Sport Parachuting Association," which means that the organisation will function more efficiently in the future. Under this new system the Club is run by several qualified sport parachuting instructors as their full-time occupation. These instructors are all members of the R.A.F. Sport Parachuting display team,

"The Falcons," so we are assured of the most expert instruction possible.

At present the number of members in the Section is rather low, and with the graduation of No 88 Entry we lost several of our most experienced and enthusiastic "jumpers." A hard core of keen members persists however, all of whom are eagerly awaiting the advent of the Summer weather. New members are, of course, always welcome and can be assured of experiencing many exhilarating week-ends at Weston-on-the-Green during their stay at the College.

## 22 SHOOTING

At the beginning of the Winter term the shooting team returned from the open spaces of Bisley and Beckingham to the small indoor range that was to be its home for the coming season.

After a shaky start the team settled down and began to produce some encouraging scores. Extra practices showed signs of success when Oundle School was beaten by a large margin. Nottingham University succeeded in achieving a three point win

(763 - 760) but the decision was reversed in the return match when Cranwell gained a convincing victory. The first VIII beat Sandhurst but in the match against Dartmouth we suffered a severe defeat. Birmingham University fell to Cranwell in their return match, thus correcting the balance after their win early in the season.

Several flight cadets shot for the R.A.F. Cranwell team in an inter-Royal Air Force postal shoot and achieved some very good

scores. No less than seven cadets scored the proverbial "ton" — some only once and others with monotonous regularity.

As in the past we hope the new entry will provide some excellent marksmen and not a group of "Davy Crockets" who enjoy blasting away but not quite sure which target they should be using.

Colours were awarded to Flight Cadet R. N. S. Sims.

## FENCING

Two teams were produced soon after the beginning of the term. A lot of effort was

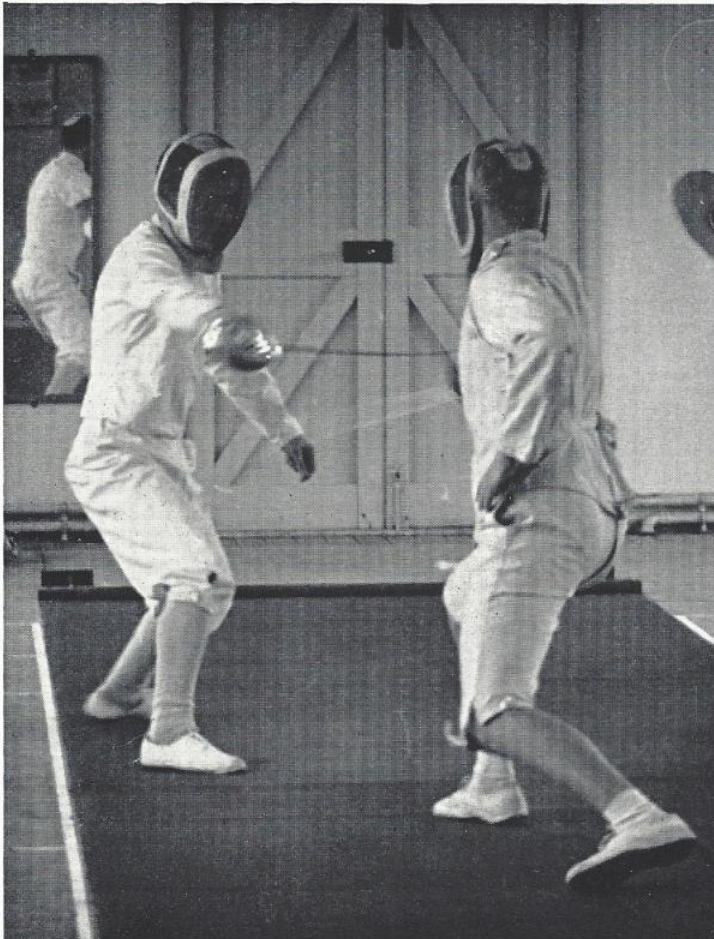
put into training and a good standard of fencing was produced. For this we owe a lot to Sergeant Williams who sacrificed his own time to give lessons.

Match results during the term were most encouraging, the first team winning half, and the second team all of their matches.

The Royal Tournament produced some good results for the College. In the Epee section Flight Cadet Cadwallader gained second place. In the Foil section Flight Cadets Faisal and Kirkland gained fourth and fifth places respectively.

The three important matches against Dartmouth, Sandhurst and L'Ecole de L'Air were all lost. The Dartmouth and Sandhurst matches were close but in the match against the French we were soundly beaten.

Colours were awarded to Flight Cadet Kirkland who has keenly captained the team during the past season



## FIELD SHOOTING

To all those who think that the Lincolnshire Poacher is merely a myth, a hero of fable and song, let me disillusion you. He is at work at Barkston Heath "a-poaching away" with his fellows at crack of dawn, sunset or moonlit night.

The season has been very satisfactory, even for poachers. As always many cartridges have been fired, and have hit nothing but good clean air, and we refuse to have a statistician working out the success rate. But this is the morbid side of shooting, the pleasure of the sport is overlooked. When a whole day is spent in walking with the guns, in rain, snow, or sun, and as the day is closing, when the guns are walking in on the last drive, then the moment comes. A hare leaps from its form, stands stock still, bolt upright and ears twitching, and surveys the situation. Then he bounds towards you and you fell him with the first barrel; then your day is complete. Or there is the occasion when you are almost as surprised as the cock pheasant which rises in front of you amidst a great beating and whirring of wings. A shout of warning goes down the line of guns, but he falls at your feet to your second barrel. A sense of achievement sweeps over you, the day becomes worthwhile and is remembered for many weeks to come. The miles you walked, the fields of beet you waded through, the down-pour of rain, it is all a refreshing change. Perhaps it is primitive, the hunter instinct coming to the fore, but the sport's critic should have a day with the guns before he speaks too loudly.

## MOTOR CLUB

The winter term has been active for the Motor Club, which has gained steadily in popularity. Entries for the Rallies held were very good; these events have certainly proved popular with the club members. Unfortunately, due to new Government legislation, we will be limited to four rallies per year in future. However, a series of driving tests is being devised and it is hoped these will provide a competitive element.

Barkston Heath provided many good days of shooting this last term, although more ground game than birds were flushed on all occasions. There was a sad shortage of pheasant and partridge, and on one shoot a poacher preceded us all the way round the shoot by two hours. Most of the more experienced cadets had an opportunity of a day with the Officers' Shoot, and all were very grateful for this. The pigeons at Barkston have taken a pasting, but there are still many left for next term.

Wildfowling did not receive a great deal of attention from the Section. There was a visit to Holbeach before Christmas, but we arrived too late for the dusk flight. Another attempt was made three weeks before the end of last term, for the last week-end of the season. Unfortunately our guide and redoubtable man of parts, Flight Sergeant Scaife, was needed for the Malaya Cup and we had to find our own way around. We arrived at Holbeach late on the Friday evening. We rose and were out on the marshes before dawn on Saturday. The weather was in our favour, driving rain and low cloud, but it took us too long to reach the foreshore, and so we missed the early flights. In the evening the weather was too good for wildfowling and we left shortly after dusk. Though the bag was empty most of us were satisfied with our visit to the saltings.

The Summer term plans have been made and matches are being arranged with the local farmers, and the officers.

Members travelled to London on two occasions; to visit the Motor Show and the Racing Car Club. More visits are planned for the coming term.

A highlight of the term's activities was the talk by Raymond Mays of BRM fame, who spoke of his experiences in motor racing.

The Motor Club has rid itself of its previous image and has provided a fair amount of enjoyment to its members. With its present plans, this trend should continue.



## POTHOLING

Two week-end expeditions went to Derbyshire before the Christmas break. These were to the two caves least known in the area to the College Potholing Section, P8 and Giant's Hole.

Bad weather after Christmas made potholing dangerous in the Derbyshire hills, so only three expeditions took place. These expeditions were again to P8 and Giant's Hole. The weather had to be watched very carefully for these trips as both systems are water active and are liable to sudden flooding.

To make potholing in winter a little more comfortable, two members of the Society have made their own wet suits and the Sub-Aqua Section has kindly given us three dry suits. These will replace, to some extent, the old (and leaking) submarine escape suits which the section has been using for the last five years or so. Twelve section members have also purchased personal Nife powered helmet lamps which are far superior in most respects to the acetylene lamps (stinkies) in general use.

A major expedition is planned for the summer with the possibility of another expedition to Ireland. The major expedition will be going to Belgium where the caves are renowned for their beauty and interest. The caves in this part of Europe remain about the only ones not visited by the College Potholing Section.

## CANOEING

Since October the Canoe Section has been training for the 125 miles Devizes to Westminster canoe race which is held over the Easter week-end. Prior to the Christmas break most of the time was spent gathering together those who were interested and forming these into crews, although one week-end was spent on the River Trent in December. However, since the start of January, great strides have been made and for once the College stands a tremendous chance of making its mark for the first time in this national event.

A member of the College P.T. staff has been given the "unhappy" task of getting the team fit and due to his efforts the College will be able to put seven crews in for this year's race. Besides normal weekday training sessions, four week-ends have been spent down on the River Thames and one on the Trent. Of the weekends on the Thames one was devoted to night canoeing. One or two novel ideas have been introduced into our training, one of which is worthy of note. It involved paddling a canoe secured to the side of the College Swimming Pool through Saturday night until the early hours of Sunday morning and though very tedious this proved to be a very effective method of training.

The members of the team for this year's Devizes Race have put in a large amount of training and are very grateful for the interest shown by the College authorities.

## FINE ARTS

The Fine Arts Section now has rooms in an old building in the Junior Mess together with a few other sections of the Indoor Group. A warm, habitable room is shared with the College carpenter.

The Section has continued in the same fashion as previously. The members, comprising officers' families and cadets, meet regularly every Thursday, and are aided by an outside instructor. There is no doubt that the standard of the work is improving and particular talent has been noticed in the junior entries.

During the term members of the section visited two London exhibitions, 'Art Nouveau' and 'Masterpieces of the Fruit Room.' It is hoped that these ventures will lead to further visits in the future.

A few members also extend their activities by attending the Sleaford Art Group which meets on Wednesday evenings. In the relaxed atmosphere of the Group the section has found an excellent opportunity for improvement and widening of scope. Early next term two members hope to go to Brant Broughton Home on a figure painting week-end organised by Kesteven Education Committee. Further visits are being planned.

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## MUSIC

At the beginning of the term the Music Section found itself with no room, but after only a few weeks permission was given for the "Hi Fi" equipment to be installed in the Guest Room. This has the advantage of comfort but it has been found that other sections make frequent use of it and so there are many evenings which cannot be devoted to listening to records. Sunday afternoon was always the most popular listening time, but now College guests have to take first priority.

The merger with Henlow has led to an increase in the number of records, which now total some 250, and also the introduction of stereophonic sound. The records are still not correctly housed, but the Mess is at present attempting to buy a suitable cabinet for this purpose.

Apart from the usual visits to Sheffield, and one to Lincoln, by small groups, the Section made two notable visits. The first was to Sheffield in December, when a party of twenty enjoyed an excellent performance of Handel's Messiah. The second broke new ground, being a visit by a party of thirteen to the Saville Theatre, London, where Gilbert and Sullivan's "The Pirates of Penzance" was acclaimed by all.

The Music Section misses its own room, but is reasonably satisfied with its present accommodation. Visits will continue as usual next term, and it is hoped to interest more Junior Mess Cadets.

## PHOTOGRAPHIC

Photographic activity within the College continues to be centred around the dark-room, to which improvements are being gradually made. The merger with the Technical College brought about an increase in useful equipment, including two good enlargers and a slide projector which any member of the Section is free to use.

There are now many keen photographers with a great deal of talent amongst them,

producing work of very high amateur quality. It is hoped that standards will continue to rise as more and more amongst the junior entries take interest.

It is hoped soon to begin visits to places of photographic interest, and in particular to the new R.A.F. School of Photography at Cosford.

## DRAMATIC

Since October 1965 the Section has been fairly active. Membership has steadied around the fifty mark and this includes some extremely capable and talented members.

In December the Section performed "My Three Angels." This was produced by Senior Flight Cadet W. S. Waugh and was the first section production to run for two nights. The play was a costume comedy and was well received.

On 14th January at a general meeting of the Section a new committee was elected, and a more fully developed programme was embarked upon. This programme includes regular weekly play readings and occasional theatre visits.

The Section has always looked forward to its visits to the local repertory theatres at Lincoln and Nottingham. Last half term the Lincoln production of "Becket" was enjoyed by several members. So far this half term, the Section has visited Nottingham Playhouse twice, in order to see "The Astrakhan Coat," and "The Caretaker."

In November 1965, Lincoln Theatre Royal made a visit to the Whittle Hall and performed "Foursome Reel." This front-of-house business for this production was handled by members of the Section.

The next production concerning the Dramatic Section is the play "The Devil's General," which is being produced jointly with Cranwell Little Theatre. Squadron Leader Hesketh is producing the play, which will be performed in April.

## AERO MODELLING

Since 1965, Aeromodelling at the College has come very close to dying an unnatural death through lack of encouragement and the loss of its clubroom, which meant that people had to build in their own rooms, and contend with the many consequent difficulties.

A heated room has now been acquired in Building 109 and will soon have been converted into a useful workroom. With the Cranwell-Henlow merger and the arrival on the Station of several interested officers, the number of aeromodellers has risen and there is considerable interest and support in the more junior entries, which is a sure sign of continued expansion in the future.

With the Section helping to provide materials and with the present enthusiasm for Radio-controlled as well as the free flight and control line flying, there will soon be many more "Wee-ones" flying over and around the South Airfield at weekends, and at outside competitions as experience is gained.

## NATURAL HISTORY

Perhaps it was the bitter winter that kept the Section in hibernation during the past few months. However, with the Skylarks heralding Spring we cannot resist stirring into activity once more.

A short film show was organised so that we could estimate the interest in the section and now plans are going ahead for several activities in the Summer term. These include a visit of botanical interest to a coal mine and an ornithological visit to Gibraltar Point Observatory. A group of members plan to conduct an ornithological visit to Spain during the end of term leave while another hopes to obtain useful information on birds in the Sahara during the same period.

There is still much scope for additional work, particularly in the local area. If you have any interest in any field of Natural History whatsoever we will always be very pleased to welcome you to the Section.

## MODERN PENTATHALON

Although out of the generally accepted season for Modern Pentathlon at the College there were two matches in the Winter term. The first of these was against Cambridge University and was held at the College on the week-end of the 6th November. After a very close match the final result was Cambridge 7256 points, College 6346 points. The second match was a triathlon against Oxford University, at Oxford, and was the first time that the ex-Henlow Technical Cadets represented the College following the merger. The result was Oxford A 5152 points, College 4962 points, Oxford B 3860 points.

The highest individual score was that of Flight Cadet Locke with 2387 points. The first two matches of next term are against Whitgift School in London and the return match against Cambridge University.

## BRIDGE

Early in the term, the Section met regularly but rarely made up more than two tables; the junior entries had early promise of talent but were unable to attend often. After Christmas the Section was joined by several keen members from Henlow. Able by this time to make up at least six pairs, a match was arranged against Rauceby Golf Club Ladies Team, and a return match was played near the end of the term at Rauceby. Although the College suffered quite a heavy defeat each time, it was good experience. We hope to arrange a match early next term against the Officers' team, and there is always hope for more members.

# HOVERCRAFT

After summer leave the Engineering Section moved into the Old Cadets' Instructional Workshops. There are many facilities for constructional work in this building, hence the Section has now a large number of tools and pieces of equipment.

CH-1b has been temporarily grounded in order to continue work on CH-2. There are now hopes of getting one or possibly two more gas turbines to provide the propulsive power for CH-2. We already have one 60 HP Rover gas turbine which will provide the lift power. It has been confirmed that the skirt shape used on CH-1b is similar to that used on SRN-5 and it is proposed to use this kind of skirt on CH-2.

We have many ideas for low speed control but at the moment this problem has not been fully resolved. The other major problem is

the construction of a lift fan. The type of fan we require is not made industrially, and we shall therefore have to produce a fan ourselves, probably out of aluminium, in order to achieve the necessary performance.

Unfortunately, although we are confident in our ability to build CH-2, it is at present impossible to get the already completed frame into the new workshops. As soon as new doors are fitted to the workshops we will be able to continue with the construction of the craft.

Aside from building CH-2 the Hovercraft Group is proposing to attend a lecture at the R.Ae.S. in London on April 4th. It is also obtaining some film of military hovercraft operations from the Joint Warfare Establishment, and we are hoping to visit the Inter-Service Hovercraft Trials Unit later this year.

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# OLD CRANWELLIAN NOTES

## HONOURS AND AWARDS

In the New Year Honours List (1966) Air Chief Marshal Sir Wallace Kyle (28/29B) was made a Knight Grand Cross of the Order of the Bath, and Air Vice Marshal P. T. Philpott (33/35B) and Air Vice Marshal H. G. Leonard-Williams (30/32B) were made Companions of the Order of the Bath. Air Chief Marshal Sir Alfred Earle (28/29A) was made a Knight Grand Cross of the Order of the British Empire, and Air Vice Marshal T. U. C. Shirley (28/30B) was made a Knight Commander of the Order of the British Empire. Squadron Leader P. H. Champniss (61C) was awarded the Air Force Cross, and Queen's Commendations for Valuable Service in the Air went to Squadron Leader N. Chamberlain (47A) and Squadron Leader R. L. Davis (57C).

Air Marshal Arjan Singh, D.F.C. (38/39B) Chief of the Air Staff, Indian Air Force, was awarded the Padma Vibhushan, India's second highest national award, on 9th November, 1965, and on 20th January, 1966, was promoted Air Chief Marshal.

To them all the *Journal* offers its congratulations.

## PROMOTIONS

To the following members of the Association the *Journal* would like to add its congratulations on their promotions announced on the 1st January.

Air Marshal Sir Peter Wykeham (35/37C), Air Vice Marshals S. B. Grant (37/38B), E. M. T. Howell (33/34B) T. N. Stack (37/39C), Group Captain R. G. Price (47B), Wing Commanders R. J. Bannard (55B), A. McN. Christie (54A), D. E. B. Dowling (52B), C. H. Foale (54A), D. P. Hall (55C), W. F. Knapper (49B), C. J. S. Wood (48B), and Squadron Leaders K. P. Austin (63B), A. G. Bridges (65A), G. B. Browne (65B), D. L. Bywater (72B), A. J. Chaplin (71A), G. A. Coatsworth (57C), J. H. Constable (68B), A. Dufton (62C), A. G. Etteridge (70A), J. D. C. Hawtin (65B), R. L. Holmes (61A), M. A. Howells (62A), S. W. R. A. Key (65C), R. H. B. Le Brocq (71C), A. J. Mackinnon (53A), B. J. McGill (65B) B. C. Mills (54B), T. R. Morgan (65C), D. A. Noon (72C), H. W. J. Rigg (67A), C. H. Salwey (65C), M. G. Tomkins (56A), P. Walker (69A), J. C. Waters (63C), and G. Willis (57B).

# MINERVA SOCIETY NOTES

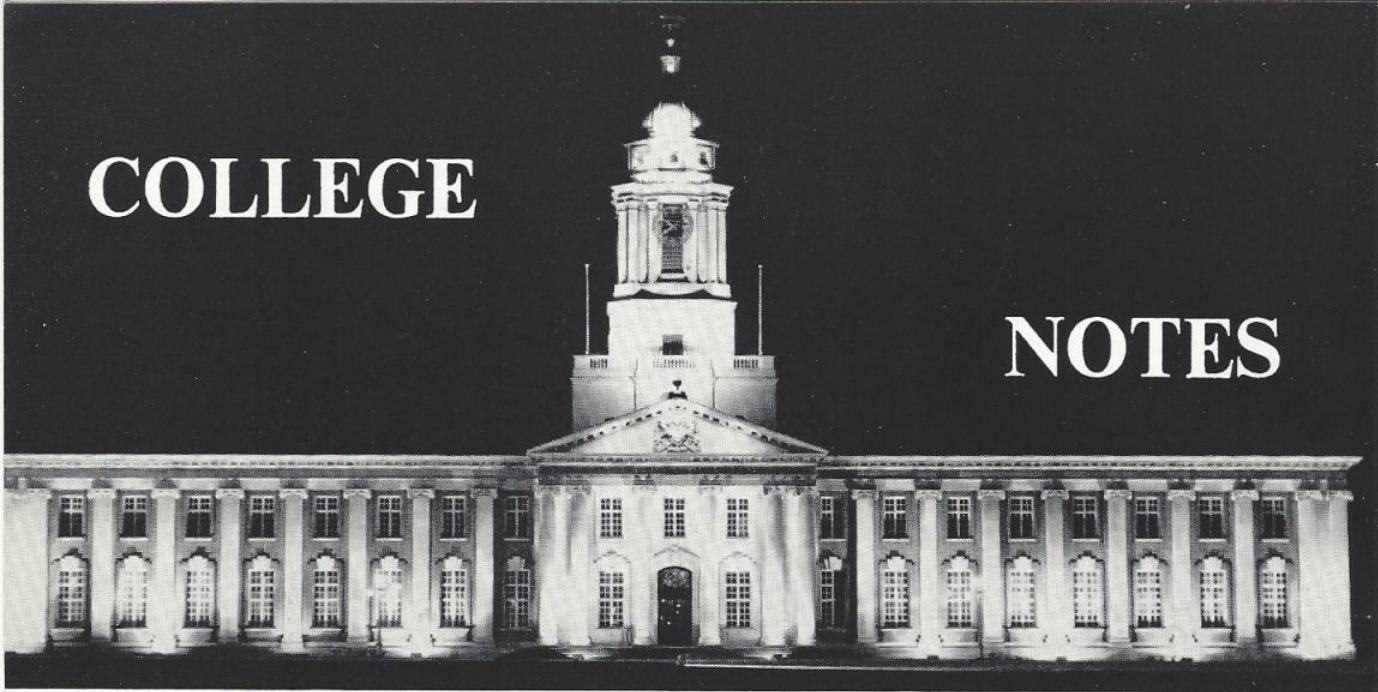
The Minerva Society held its Tenth Annual General Meeting and Reunion at Henlow on Saturday, 25th September 1965. Activities opened with an afternoon soccer game against the cadets who triumphed yet again over the old boys' side. The Annual General Meeting began at 1700 hours in the Assembly Hall of the Cadets Mess with Group Captain A. H. Hewitt, O.B.E. in the Chair. The President, Air Commodore (now Air Vice Marshal) E. M. T. Howell, C.B.E. was present at this Meeting, in which the principal item for discussion was once more the future of the Society. A postal vote, taken before the Meeting, helped to clear the air and the Society has now determined that for the time being it will confine its membership to those ex-cadets who graduated from Henlow before the end of 1965. However, there was

such strong support in the postal vote for the proposal to extend membership and transform the Society into a professional association that it was necessary to look into the possibilities more closely by means of a feasibility study. The Meeting then considered the need to revise the rules of the Society and concluded with the election of a new committee member.

The Reunion dinner was attended by 74 members including Air Vice Marshal (now Sir Thomas) Shirley who was Guest of Honour. Air Marshal Shirley's address was followed, traditionally, by the President-elect, Air Commodore J. R. Morgan, O.B.E., and the Secretary, Squadron Leader P. L. T. Owen proposed the toast of the guests and absent friends.

# COLLEGE

# NOTES



On 3rd January, 1966, the amalgamation of the Royal Air Force College and the Royal Air Force Technical College was officially completed. Cranwell is now the centre where, as in the past, young men are trained as pilots and navigators for the General Duties Branch and as officers for the Equipment and Secretarial Branches and the Royal Air Force Regiment; to these are added cadets and officers of the Technical Branch, formerly trained at Henlow.

The decision to merge the two colleges was announced by the Secretary of State for Air in March, 1961, following some two years of discussion and planning. This decision was made because it was felt that by concentrating in one place instructional staff and equipment, cadets of both the General Duties and Technical Branches would be able to share the best training facilities available. This would not only make them better equipped to cope with the increasing complexity of modern aircraft systems but would also ensure a sense of common purpose and a mutual understanding between branches which would be of great value when they went out into the Royal Air Force as trained officers.

The pattern of training for the cadets of branches already trained at Cranwell has not been altered. The first technical cadets arrived with No 93 Entry in October, 1965, and were members of the normal cadet squadrons from the start, the other cadets who arrived in January, 1966 joined Nos 89 and 91 Entries. Technical cadets will pass out from cadet training at the same time as their fellows in other branches but will stay on here as student officers for a further twenty months to complete their training. In addition to the cadet courses there are officer courses varying in length from a few weeks to three years and in standard from professional orientation to post-graduate. At present there are some 460 cadets and 220 officers under training and these numbers are expected to increase.

There has been considerable reorganization at Cranwell to meet the new requirements as well as a great deal of building. In the last *Journal* the division into Departments was explained; it has now been completed. The Department of Cadets is divided into four wings: Cadet Wing concerned with the officer training aspects; Flying Training Wing; Basic Studies Wing and the Equipment and Secretarial Wing. The Department



of Engineering is divided into three wings : Systems Engineering and Management Wing; Mechanical Engineering Wing and Electrical Engineering Wing. Cadets and student officers use the facilities of both Departments as necessary.

The merger was celebrated with a banquet on 3rd February which was attended by the Minister of Defence for the Royal Air Force,

the Right Honourable Lord Shackleton, O.B.E., the Lord Lieutenant for Lincolnshire, the Earl of Ancaster, 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., representatives from the architects, the builders, the Ministry of Public Buildings and Works and many officers who had been concerned with the merger in various capacities.

*Below is a view of the College from the air showing how the building programme has affected it. Old readers might like to compare this with the sketch plan which appeared in the Spring 1964 issue on page 57.*

*Key : 1. Trenchard Hall. 2. College Hall. 3. Whittle Hall. 4. No 2 Officers' Mess, mainly for student officers. 5. Officers' Married Quarters.*



The new Station Commander at the Royal Air Force College is Group Captain B. A. Primavesi, who until recently was Assistant Chief of Staff for Planning at Headquarters Second Tactical Air Force in Germany.

Group Captain Primavesi joined the Royal Air Force in 1939 on a short service commission and received his flying training at Spitalgate which was then No 12 Flying Training School. He was there when the war started. For much of the war he was a flying instructor but he completed a tour of operations with No 96 Squadron on night fighters, flying Beaufighters and Mosquitos.

After the war he continued as a flying instructor at what was then the Empire Central Flying School at Hullavington in Wiltshire. Following a staff course at Bracknell in 1952 he carried out a number of staff appointments and served in the Canal Zone of Egypt and in Germany. Group Captain Primavesi commanded No 275 Helicopter Search and Rescue Squadron which was based on the East Coast of England with detached flights in Scotland, Northern Ireland and South West England. In 1961 he commanded No 50 'V' Bomber Squadron at Waddington flying Vulcan bombers.

The *Journal* welcomes Group Captain Primavesi, his wife and three sons, and hopes that they will enjoy their tour here.

Group Captain D. C. Lowe, D.F.C., A.F.C., relinquished his duties as Station Commander on 28th December, 1965. He commanded the unit for two eventful years during which a number of major events was staged at Cranwell, and many changes and developments took place, culminating in the merger with Henlow. In all these he was closely concerned, and he will be remembered for his thoroughness and eye for detail not only in the more important matters but likewise in all aspects of station life, to which he and his wife gave tireless support.

Group Captain Lowe is now taking the course at the Imperial Defence College, and we send him and Mrs Lowe best wishes for the future. We shall miss them both.

Group Captain C. E. P. Suttle, O.B.E., B.Sc. (Eng.), M.I.E.E., M.I.E.R.E, joined the Royal Air Force in 1935 from the Edison Swan Company and was posted to the Electrical and Wireless School at Cranwell as a teacher of technical subjects to Wireless Operators. In 1937 he was posted to No 84 Squadron at Shaibah as Station Education Officer. Shortly after the outbreak of war he returned to the United Kingdom and remained here in various posts connected with radio and signals. After the war he went to Aden as Area Education Officer and on his return filled various staff posts. While at Headquarters Technical Training Command as a Wing Commander, he was responsible for the design of the R.A.F. Missile School and for drawing up the arrangements for training missile technicians. He became Principal Education Officer at Locking in 1959 and in the same year was appointed an O.B.E. and promoted Group Captain; in 1960 he was elected M.I.E.E. and M.I.E.R.E. In 1963 Group Captain Suttle became Director of Studies at the R.A.F. Technical College and on the merger of Henlow and Cranwell became Assistant Director of Studies (Technical).

Group Captain Suttle is a keen amateur musician and has trained choirs and been an organist throughout his service career. He was for a time an articled pupil of the late Dr E. T. Cook at Southwark Cathedral and assistant organist there. He has studied the piano and has recently taken up the violoncello. He became an A.R.C.O. in 1937 and F.R.C.O. in 1962.

We welcome Group Captain Suttle, and his wife to Cranwell and hope that they will enjoy their tour here.

Prizes for cadet contributions to this *Journal* have been awarded as follows :

£5 to Senior Flight Cadet J. E. Mazurk for his article on the Devizes to Westminster Canoe Race.

£5 to Flight Cadet T. St. G. Coldicott for his photographs with Mazurk's article.

£5 to Flight Cadet D. G. Cadwallader for his section frontispieces.



## THE COMMISSIONED NO 88 ENTRY WITH THE REVIEWING OFFICER

- Back Row :* Pilot Officers I. M. Mason, C. J. Cruikshanks, A. Irfan, H. P. C. Kennedy, P. D. Thompson, D. H. Phillips, D. J. Hargreaves, M. G. Dudgeon, D. J. Burnett, T. R. E. Carmen, A. N. Wise, P. A. Walliker, P. T. Baker.
- Centre Row :* Pilot Officers D. L. Blomley, C. J. Pinder, M. B. Hutchins, I. L. Gawn, F. B. Holben, W. H. M. Mott, D. Dinmore, I. G. Aubrey-Rees, R. C. H. Manser, N. C. W. Barker, D. M. O. Daly, M. T. Phillips, P. M. Grosset, H. Varris, A. M. Tomalin.
- Front Row :* Pilot Officers : C. E. Upton, J. D. Dale, D. H. G. Rowe, J. D. Annan, M. C. Roberts, R. Kingston, R. G. L. Williams, R. R. C. Parsley, S. N. Bostock, B. J. Clifford, M. J. Purdie, I. Reilly, A. T. L. Coverdale, R. Dixon, J. Morgan, R. H. W. Hedges.

## COMMISSIONING LIST

S. N. BOSTOCK, Senior Under Officer : The Philip Sassoon Memorial Prize ; the Battle of Britain Trophy ; The J. A. Chance Memorial Prize ; Rowing ; Field Shooting ; Skiing.

B. J. CLIFFORD, Senior Under Officer : Hockey (1st XI) ; Dramatic.

R. R. C. PARSLEY, Senior Under Officer : The Sword of Honour ; The R. S. May Memorial Prize ; Football (1st XI, Captain) ; Cricket.

R. G. L. WILLIAMS, Senior Under Officer : Rugby (1st XV, Captain). Golf Colours

J. D. ANNAN, Under Officer : Swimming ; Water Polo.

A. T. L. COVERDALE, Under Officer : Sport Parachuting ; Go-Karting.

J. D. DALE, Under Officer : Cross Country ; 50 mile Walk ; Arctic Expedition ; Parachuting.

R. DIXON, Under Officer : Cadet P.M.C. Hockey (1st XI) ; Hovercraft.

R. H. W. HEDGES, Under Officer : Rugby (1st XV) ; Swimming ; Water Polo (Captain and played for the Royal Air Force).

R. KINGSTON, Under Officer : Rugby (1st XV) ; Athletics.

J. MORGAN, Under Officer : Rugby (1st XV) ; Field Shooting.

M. J. PURDIE, Under Officer : Director of Studies Essay Prize ; Hockey.

I. REILLY, Under Officer : Athletics, Golf, Football.

M. C. ROBERTS, Under Officer : The Ministry of Defence (R.A.F.) Prize for Equipment Cadets ; Gliding.

D. H. G. ROWE, Under Officer : Rugby (1st XV) ; Water Skiing.

C. E. UPTON, Under Officer : Water Polo

I. G. AUBREY-REES, Senior Flight Cadet.

P. T. BAKER, Senior Flight Cadet.

N. C. W. BARKER, Senior Flight Cadet : The Queen's Medal ; The Abdy Gerrard Fellowes Memorial Prize for Mathematics and Science ; Hockey (1st XI).

D. L. BLOMLEY, Senior Flight Cadet : Canoeing.

D. J. BURNETT, Senior Flight Cadet.

T. R. E. CARMEN, Senior Flight Cadet : Music (Secretary) ; Dramatic.

C. J. CRUIKSHANKS, Senior Flight Cadet : Choral.

D. M. O. DALY, Senior Flight Cadet :  
The Ministry of Defence (R.A.F.) Prize for  
Secretarial Cadets. Basketball (Colours).

D. DINMORE, Senior Flight Cadet :  
L'Ecole de l'Air Trophy for French Studies.

M. G. DUDGEON, Senior Flight Cadet :  
Water Skiing.

I. L. GAWN, Senior Flight Cadet.

P. M. GROSSET, Senior Flight Cadet.

D. J. HARGREAVES, Senior Flight  
Cadet : The Institute of Navigation Trophy  
and Ministry of Defence (RAF) Prize for  
Navigators ; Badminton (Captain).

F. B. HOLBEN, Senior Flight Cadet. Hockey

M. B. HUTCHINS, Senior Flight Cadet :  
Rugby (1st XV).

A. IRFAN, Senior Flight Cadet : Squash  
(Captain); Cricket (Colours).

H. P. C. KENNEDY, Senior Flight Cadet:  
The R. M. Groves Memorial Prize and  
Kinkead Trophy ; The Hicks Memorial  
Trophy ; The Dickson Trophy and Michael  
Hill Memorial Prize ; The Royal United  
Services Institution Award ; *Journal* (Sub-  
Editor).

B. LAWRENCE, Senior Flight Cadet :  
Football (1st XI) ; Water-Skiing.

R. C. H. MANSER, Senior Flight Cadet :  
Tennis (Captain and played for Royal Air  
Force) ; Hockey (1st XI).

I. M. MASON, Senior Flight Cadet :  
Riding.

W. H. M. MOTT, Senior Flight Cadet :  
Athletics.

D. H. PHILLIPS, Senior Flight Cadet.

M. T. PHILLIPS, Senior Flight Cadet :  
Athletics (Captain) ; Dramatic.

C. J. PINDER, Senior Flight Cadet :  
Athletics ; Mountaineering ; Potholing.

P. D. THOMPSON, Senior Flight Cadet :  
Athletics.

A. M. TOMALIN, Senior Flight Cadet :  
Gliding.

H. VARRIS, Senior Flight Cadet: Hockey  
(1st XI, Captain) ; Tennis.

P. A. WALLIKER, Senior Flight Cadet :  
B.A. ; The Ministry of Defence (R.A.F.)  
Prize for War Studies and Humanities and  
the Royal New Zealand Air Force Trophy ;  
Riding ; Pentathlon.

A. N. WISE, Senior Flight Cadet : Riding  
(Captain) ; Dramatic.

The following promotions were made in  
No 89 Entry in December, 1965 :

'A' Squadron : Flight Cadet Senior

Under Officer G. A. Robertson, Flight Cadet  
Under Officers P. A. Loveridge (ex 12 Entry,  
Henlow), J. J. Pook, P. T. Squire.

'B' Squadron : Flight Cadet Senior  
Under Officer R. P. Slogrove, Flight Cadet  
Under Officers K. W. Cartledge, S. J. Coy,  
D. J. Earle (ex No 12 Entry, Henlow).

'C' Squadron : Flight Cadet Senior  
Under Officer R. K. Jackson, Flight Cadet  
Under Officers M. G. Cooper, T. A. Reed  
(ex No 12 Entry, Henlow), C. C. Saunby.

'D' Squadron : Flight Cadet Senior  
Under Officer I. M. Johnson, Flight Cadet  
Under Officers C. F. Lovegrove, J. D. Revell,  
(ex No 12 Entry, Henlow), V. W. Yates.

In the January Honours list Wing Com-  
mander J. Randall, M.B.E. was awarded the  
O.B.E. ; Flight Lieutenant D. J. R. Willis and  
Warrant Officer E. R. Gibbons were awarded  
the M.B.E. ; Squadron Leaders I. H. Panton  
and R. J. A. Woods were awarded the  
Queen's Commendation for Valuable Ser-  
vices in the Air.

Air Officer Commanding-in-Chief's Com-  
mendations were awarded to :

Warrant Officer G. Gwilliam, M.B.E.,  
Flight Sergeant T. H. Brighton, Mr H. L.  
Grimson and Sergeant J. Dwar, The Air  
Officer Commanding commended Chief  
Technician A. S. Fergus, Sergeants A. C. B.  
Mountjoy and F. W. Willis, Corporal B.  
Fawcett, Junior Technicians D. A. C. White  
and G. Bentley and Senior Aircraftsman  
G. A. Kelly.

The competition for the Prince of Wales  
Trophy and the title of Sovereign's Squadron  
was won by 'B' Squadron who shared first  
place in the Ferris Drill Competition with  
'A' Squadron, won the Knocker Cup and  
came second in the Chimay Cup competition.

The Senior Ferris Drill competition was  
judged by a party from the Queen's Colour  
Squadron of the Royal Air Force led by  
Squadron Leader W. M. Skinner, M.B.E..

The Malaya Cup competition was judged  
by a party from the Royal Anglian Regiment  
led by Major G. N. Dean.

At the beginning of the Winter Term  
there were 370 cadets on roll at the College.  
They comprised 275 Pilots, 40 Navigators,  
24 Technical, 29 Equipment, 14 Secretarial  
and 6 R.A.F. Regiment cadets.

Visiting Preachers were :

*On 17th October*, the Venerable W. E. G. Payton, C.B., Q.H.C., M.A., the Chaplain-in-Chief and the Reverend Johnson R. MacKay, T.D., B.D., Convenor of the Church of Scotland Chaplains' Committee.

*On 14th November*, Remembrance Sunday, the Reverend Dr C. Y. McGlashan, C.B.E., Q.H.C., D.D., Principal Chaplain, Church of Scotland and Free Churches.

*On 5th December*, the Reverend Canon N. S. Rathbone, M.A., Chancellor of Lincoln Cathedral.

*On 5th December*, the Reverend G. T. Brigg, M.A., Assistant Principal Chaplain.

*On 17th December*, The Bishop of Lincoln, the Right Reverend K. Riches, D.D., to conduct the Service of Dedication for No 88 Entry.

*On 23rd January*, the Very Reverend M. D. S. Peck, M.A., Dean of Lincoln.

*On 5th February*, the Very Reverend Dr Nevil Davidson, Q.H.C., D.D., Minister of Glasgow Cathedral, Past Moderator of the Church of Scotland.

The Queen's Colour was paraded on the following occasions during the Winter term :

*On 14th November* at the Remembrance Sunday Parade.

*On 17th December*, at the Graduation Parade of No 88 Entry.

*On 6th February*, at a Parade Service to celebrate the 46th Anniversary of the Foundation of the Royal Air Force College.

Visiting Lecturers included :

*On 15th November*, Mr John Grierson on 'An Arctic Air Route Flight.'

*On 17th January*, Mr C. H. Gibbs-Smith, M.A., Hon. Companion R.Ae.S., gave the inaugural lecture to the Cranwell Branch of the Royal Aeronautical Society on 'Britain's Contribution to the Development of the Practical Aeroplane.'

*On 14th February*, Mr H. C. H. Merewether, O.B.E., Deputy Chief Test Pilot, Hawker Aircraft Limited, lectured to the Cranwell Branch of the Royal Aeronautical Society on 'Erect and Inverted Spinning.'



Mr A. H. Bristow is being presented with a cheque by Air Commodore Cameron on the occasion of his retirement on 17th November. Mr Bristow started working at Cranwell in 1932 as a batman and, apart from war service, has served here ever since. He was Head Servant in 'C' Squadron from 1951 until his retirement.



Mr F. N. Etty, seen here with the Commandant, Air Vice Marshal Lawson, was presented with the Imperial Service Medal on 22nd November. Mr Etty retired in 1965 because of ill health. He started his service at Cranwell in 1928 as a kitchen labourer, he later became a cook and then Head Cook in 1948. Most of his time was spent in the Senior Cadets' Mess but when he retired he was working in the Junior Mess.



Mr L. V. C. Freeman, pictured here with the Commandant, retired from the Officers' Mess on 2nd February after thirty seven years as a batman, of which he spent twenty as Head Batman in the Mess. He was presented with a barometer and a cheque by the Commandant on behalf of the officers of the College.

Visitors to the College included :

*On 11th October*, 50 Directing Staff and 5 Students from the Royal Air Force Staff College, Andover.

*From 27th October to 2nd November*, one officer and five cadets from the Royal Netherlands Military Academy, Breda.

*On 3rd November*, the Inspector-General of the Royal Air Force, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A., to inspect progress on the merger.

*On 12th and 13th November*, 26 officers and 107 cadets from the Royal Military Academy, Sandhurst, for the annual Winter sports fixtures.

*On 25th and 26th November*, the Headmasters of Culford School, Haberdashers Aske's School, John Lyon School, Ottershaw School, Queen Elizabeth Grammar School, Wakefield, Ratcliffe College, Sutton Valence School and University College School and a Housemaster from King's College, Taunton.

*On 8th December*, Air Commodore D. M. Strong, C.B., A.F.C., Commandant of No 1 School of Technical Training, for the mid-term review of No 93 Entry.

*On 9th and 10th December*, General Suleyman Tuncel, Commander of Training Command, Turkish Air Force.

*On 17th December*, Admiral Sir Varyl Begg, G.C.B., D.S.O., D.S.C., Commander in Chief, Portsmouth, to review the Graduation Parade of No 88 Entry.

*From 4th to 6th January*, Wing Commander Baranabutra, Thailand Air Force.

*On 6th January*, Commandant Van Den Bos, South African Air Force.

*On 30th and 31st January*, Air Vice Marshal J. F. Roberts, C.B.E., F.C.A.

*On 2nd February*, the Air Officer Commanding in Chief, Flying Training Command and representatives of the press.

*On 2nd and 3rd February*, Lieutenant Colonel I. Sela, Israel Air Force.

*On 3rd February*, The Right Honourable Lord Shackleton, O.B.E., Minister of Defence for the Royal Air Force, the Chief of the Air Staff, Her Majesty's Lord Lieutenant for Lincolnshire, the Earl of Ancaster and other guests at the Dinner to celebrate the Merger of Cranwell and Henlow.

*On 4th and 5th February*, 12 officers and 28 cadets from the L'Ecole de L'Air, Salon.

*On 18th February*, Lieutenant Mario Ortiz, Bolivian Air Force.

*On 18th February*, Mr R. Ross, O.B.E., B.Sc., Principal of Bromsgrove College of Further Education.

*On 18th February*, Mr F. R. Hornby, M.B.E., M.A., Chief Officer of the Council for National Academic Awards.

*On 21st and 22nd February*, the Commandant, Air Vice Marshal T. W. Piper, C.B., C.B.E., A.F.C., the Assistant Commandant, Air Commodore C. B. E. Burt-Andrews, C.B., C.B.E., and 108 Directing Staff and students of the Royal Air Force Staff College, Bracknell.

*From 23rd to 25th February*, a lecture team of five United States Air Force Officers from the Warfare Systems School of the Air University of the United States and 19 United States Air Force Exchange Officers.

*On 28th February and 1st March*, Mr W. E. L. Jones, Principal Writer for the Ministry of Labour.

*On 3rd March*, two members of the Directing Staff and 14 student officers from the Royal Air Force School of Education.

*On 7th and 8th March*, a party of cadets from the City of London School.

Service and Academic visits included :

*On 7th October*, No 89 Entry to Headquarters Flying Training Command to give

a display of continuity drill at the celebrations to mark the 25th Anniversary of the formation of the Command.

*On 12th October*, two officers and three flight cadets to the Military Corrective Training Centre, Colchester.

*From 15th to 17th October*, five flight cadets to the Royal Air Force Chaplains' School, Ampport House, to attend a moral leadership course.

*From 18th October to 12th November*, four flight cadets to No 1 Parachute Training School, Royal Air Force, Abingdon, for a basic parachute course.

*From 20th to 22nd October*, five flight cadets to Royal Air Force, Lyneham for movements familiarisation training.

*On 23rd and 24th October*, No 89 Entry to Derbyshire for an exercise.

*On 8th and 9th November*, one flight cadet to London for post graduate work in History and Geography.

*From 14th to 19th November*, six flight cadets to Royal Air Force, Kinloss.

*On 15th November*, eight flight cadets to Headquarters No 1 Group.

*On 15th and 16th November*, four flight cadets to Royal Air Force, Mountbatten, for a Sea Survival Course ; six flight cadets to Royal Air Force, North Coates.

*From 15th to 18th November*, one flight cadet to the Depot of the Parachute Regiment to take part in Exercise Lincoln Green.

*From 15th to 19th November*, six flight cadets to Royal Air Force, Swinderby to act as deputy flight commanders at No 7 School of Recruit Training ; three flight cadets to Royal Air Force, Lyneham.

*On 18th November*, eight flight cadets to Royal Air Force, Cottesmore ; eight flight cadets to Royal Air Force, Wittering.

*On 19th November*, eight flight cadets to Headquarters No 1 Group.

*From 19th to 21st November*, four flight cadets to the Royal Air Force Chaplains' School, Ampport House, to attend a moral leadership course.

*From 19th November to 7th December*, four flight cadets to the Royal Military Academy, Sandhurst to join Exercise Golden Fleece in Libya.

*On 21st and 22nd November*, No 93 Entry to Derbyshire for an exercise.

*From 21st to 23rd November*, forty one flight cadets to the Joint Warfare Establishment, Old Sarum.

*From 24th to 26th November*, five flight cadets to Royal Air Force, Wattisham ; six flight cadets to Royal Air Force, Coltishall.

*On 25th and 26th November*, four flight cadets to Royal Air Force, Ternhill ; six flight cadets to Royal Air Force, North Coates.

*On 26th November*, the Commandant, Assistant Commandant, thirteen officers and ninety three flight cadets to Britannia Royal Naval College, Dartmouth for the annual Winter sports fixtures.

*From 28th to 30th November*, six flight cadets to Royal Air Force, Abingdon ; six flight cadets to Royal Air Force, Boulmer.

*On 29th and 30th November*, five flight cadets to Royal Air Force, Mountbatten, for a sea survival course ; six flight cadets to Royal Air Force, North Coates ; eight flight cadets to Royal Air Force, Binbrook.

*On 2nd December*, twenty four flight cadets to Royal Air Force, Wyton.

*On 2nd and 3rd December*, one flight cadet to the Empire Test Pilots' School.

*On 3rd December*, seventeen flight cadets to the Central Servicing Development Establishment.

*On 6th December*, two flight cadets to the Air Traffic Control Centre, Royal Air Force, Uxbridge.

*On 6th and 7th December*, two flight cadets to Royal Air Force, Mountbatten to attend a sea survival course ; ten flight cadets to Royal Air Force, Waddington ; twelve flight cadets to Royal Air Force, Scampton.

*On 9th December*, eighteen flight cadets to Royal Air Force, Wyton.

*On 11th December*, six flight cadets to art exhibitions in London.

*From 14th to 16th January*, twenty six flight cadets to Ampleforth College for a moral leadership course for Roman Catholic personnel.

*From 21st to 23rd January*, eleven flight cadets to the Royal Air Force Chaplains' School, Ampport House, for a moral leadership course.

*On 27th January*, twenty five flight cadets to Royal Air Force, Cottesmore.

*On 5th and 6th February*, twenty six flight cadets to the Department of Adult Education University of Nottingham, for a language course.

*On 24th February*, thirty flight cadets to Rolls Royce Ltd., Derby.

*On 1st March*, thirty two flight cadets to Rolls Royce Ltd., Derby.

# MECHANICAL ENGINEERING WING

The Mechanical Engineering Wing from the Royal Air Force Technical College, Henlow, under the command of Wing Commander D. Mercer, has established itself in its new environment and absorbed the Aerodynamics, Thermodynamics and Engineering Departments already existing at Cranwell. For some time after their arrival in the uncompleted Trenchard Hall the staff were obliged to leap-frog and evade carpenters, electricians, painters and lino-layers in corridor, stairway and office. The workmen accepted the inconvenience with a patience and understanding which contributed a great deal to the atmosphere of common purpose and enabled the Wing to be functional on the target date.

One of the problems of the Wing at Henlow was the dispersed locations of the member Squadrons and Flights. Although the administration and most of the teaching staff are now concentrated in Trenchard Hall, it has not been possible to house all the Wing's diverse facilities under one roof. Noisy equipment, such as the high speed wind tunnels and engine test units, is installed in the Aero-Thermo building situated a mile or so down the Rauceby Lane and practical workshop training is conducted in the Instructional Workshops to the South of Station Headquarters. Aircraft used for training will be located in or close by a new hangar adjacent to the Aero-Thermo Building.

The Aircraft Design Squadron has benefited considerably from the merger. Metallurgy furnaces are now separate from classrooms and thus it is possible to provide the appropriate exposition without a pervasive expectorant. A proper chamber of horrors is available to display salvaged parts of damaged aircraft. The exhibits are invaluable in the teaching of accident investigation techniques and include some excellent examples of bad design.

Technical Management Squadron has vastly improved facilities for instruction in Aircraft Servicing and Applied Management. A Vulcan B Mk. I and three Hunter Mk. IV aircraft have recently been obtained and a Lightning Mk. I is expected later this year. In contrast to some empty shells previously employed these aircraft are complete and in a fully operational condition.

Mechanical Engineering Squadron has built up an extensive workshop which has already brought an avaricious gleam to the eyes of misguided D.I.Y. enthusiasts on the station. The Squadron's heavy display engines caused some disquieting structural tremors when unloaded on to the upper floors of Trenchard Hall, but assurance has been given that all is well, providing that personnel tip-toe past them.

Considerable delays have been encountered in the completion of the Aero-Thermo Building and this has deferred the commissioning of some equipment. Aero-dynamics Squadron will have three supersonic wind tunnels operative this term. Thermodynamics Squadron facilities will eventually include separate laboratories for the study of heat engines, fuel technology, fluid mechanics and heat transfer and various cell laboratories housing specific test rigs.

Staff changes this term will include the departure of Squadron Leader A. Wilding to Halton after seven and a half years in charge of Aircraft Design Squadron. He is to be replaced by Squadron Leader B. Hopkins from Aerodynamics Squadron. Captain D. E. Tonini U.S.A.F. is joining Aerodynamics Squadron from No 8 Advanced Weapons Course and Flight Lieutenant G. Sansome of Technical Management Squadron leaves for Singapore in July.



