

THE  
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COLLEGE



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JANUARY, 1968

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# THE ROYAL AIR FORCE COLLEGE JOURNAL

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# CONTENTS

College Notes . . . . .	146
The Wings and Prizes Ceremony, No 91 Entry . . . . .	152
The Graduation of No 91 Entry . . . . .	155
The Wings and Prizes Ceremony No 92 Entry . . . . .	157
The Graduation of No 92 Entry . . . . .	160
Commissioning List No 91 Entry . . . . .	244
Commissioning List No 92 Entry . . . . .	248
A Tourist's Day . . . . .	166
Shrivenwich . . . . .	167
Mitty Airborne . . . . .	170
Unofficial to Knott End . . . . .	171
Photographic Competition . . . . .	173
Sour Grapes . . . . .	176
Compo '67 . . . . .	177
Flight . . . . .	179
Unpolitik . . . . .	180
Boreas . . . . .	181
Rusty . . . . .	182
Vacation Activities . . . . .	183
Sports and Activities . . . . .	207
College Diary . . . . .	253
Old Cranwellian Notes . . . . .	231
Minerva Society Notes . . . . .	234
Book Reviews . . . . .	235

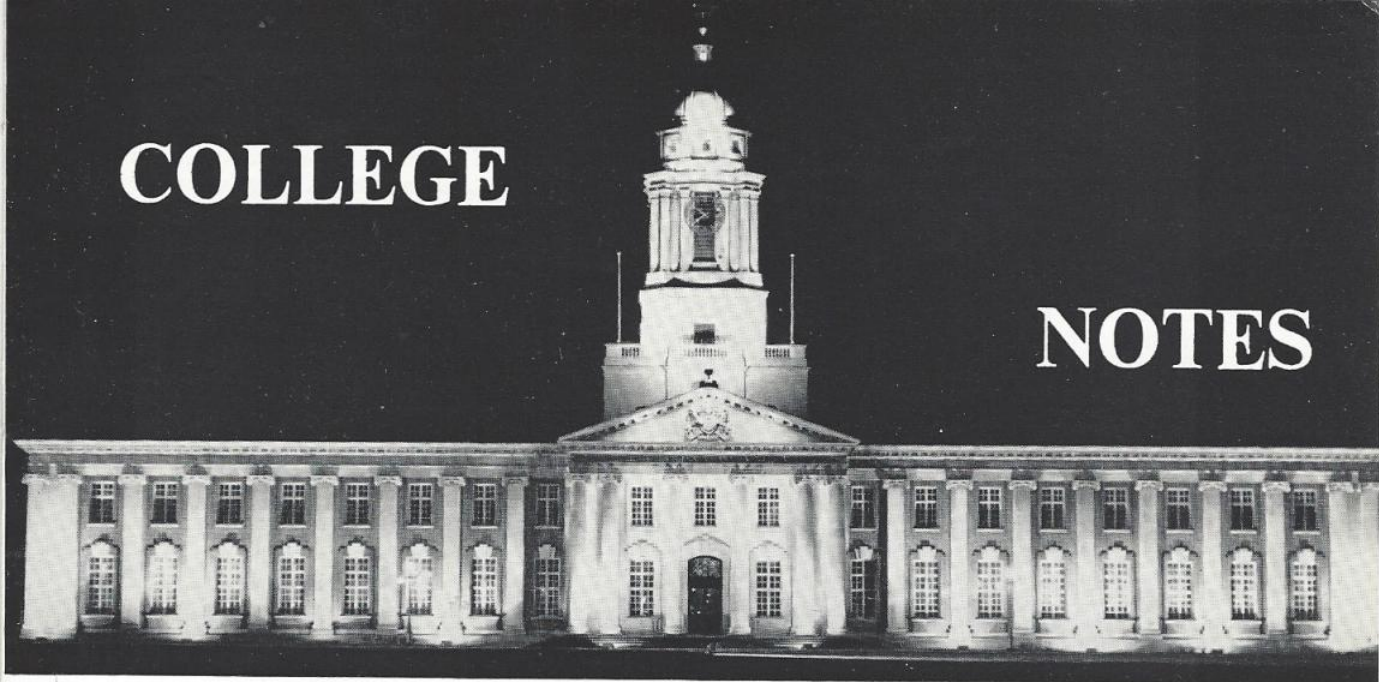
*All opinions expressed in 'The Royal Air Force College Journal' are those of the authors and do not necessarily represent official policy*



*Air Chief Marshal Arjan Singh, D.F.C., Chief of the Air Staff, Indian Air Force.*

# COLLEGE

# NOTES



His Royal Highness Prince Sultan Bin Abdul Aziz, the Minister of Defence of Saudi Arabia, visited the College on Wednesday 24th May 1967. The royal visitor and his party were met by The Right Honourable the Earl of Ancaster, the Lord Lieutenant of Lincolnshire and Air Chief Marshal Sir John Davis, K.C.B., O.B.E., M.A., Air Officer Commanding-in-Chief, Flying Training Command.

One of the College's Saudi Arabian cadets, Senior Flight Cadet Bander Faisal, commanded the Royal Guard of Honour mounted by Cadet Wing. The Queen's Colour was paraded by a Colour Party of cadets.

His Royal Highness toured College Hall, Trenchard Hall and Flying Training Wing. A tree-planting ceremony was carried out to commemorate the visit. During the afternoon the Red Arrows gave a flying and aerobatic display.

Prince Sultan's son, Flight Cadet B. Sultan, acted as interpreter throughout the visit.

A link with the R.A.F.'s and Cranwell's past was broken on 26th July last with the death of Mrs Halahan of The Glebe House, Liphook, Hampshire and of The Glebe, Maughold, Isle of Man. She was a sister of Air Commodore R. M. Groves, C.B., D.S.O., A.F.C. and the widow of Air Vice-Marshal F. C. Halahan, C.M.G., C.B.E., D.S.O., M.V.O., D.L.

Air Commodore Groves was the Royal Air Force's first Vice-Chief of Air Staff. He was killed in a flying accident in Egypt in 1920 and his memory is perpetuated in the R.A.F. College flying prize bearing his name, which was donated by his mother and sister. His son, Group Captain H. M. Groves, was a flight cadet at Cranwell and retired in 1952.

Mrs Halahan's nephew, Sergeant Louis Grimble Groves, the son of Major K. G. Groves, J.P., was killed flying as a Meteorological Observer in the R.A.F. The L. G. Groves Aircraft Safety Prize and Meteorological Prize are awarded annually in his memory as is a Meteorological Observers'

Award and a Second Memorial Award. These are competed for throughout the R.A.F.

Air Vice-Marshal Halahan, whilst in the Royal Naval Air Service, helped to choose Cranwell in 1915 as the site for an R.N.A.S. Station; he subsequently transferred to the Royal Air Force on its formation in 1918. He was Commandant of the College from 1926 to 1929 and he and Mrs Halahan and their family did much for Cranwell during their time here. The existence of our coat of arms is due to their enthusiasm and to their encouragement of research by the then Director of Studies, Professor R. de la Bère, who is buried in Cranwell Churchyard.

The Halahans eventually went to live nearby in Rauceby where many past flight cadets, including the writer, received much kind hospitality. They moved to Liphook after the war, where A.V.M. Halahan died in 1965. They lost a son, Michael, in the R.A.F. in the last war and are survived by one son and one daughter to whom goes our deepest sympathy.



The *Journal* offers its congratulations to the following personnel of the College who have received honours and commendations:

Squadron Leader P. R. Hill was made a Member of the Order of the British Empire.

Flight Sergeant A. A. Hawks was awarded the British Empire Medal.

Wing Commander D. A. Maddox was awarded the Queen's Commendation for Valuable Service in the Air.

The Air Officer Commanding-in-Chief has commended the following for meritorious service: Warrant Officer P. Collison, Sergeant B. H. Smale.



The Imperial Service Medal was presented to Mr L. Inkley by the Commandant. Mr Inkley first served at the College as a batman in 1937, then from 1939 to 1952 as a waiter, apart from service in the R.A.F. during the war years. From 1952 until his retirement in 1966 he held the position of Assistant Mess Steward. The *Journal* congratulates Mr Inkley and wishes him a happy retirement.

The *Journal* offers its congratulations to Mr B. V. Carolan, the College's senior projectionist, on his being awarded the British Empire Medal. Before arriving at Cranwell in 1933 Mr Carolan had already had an interesting career, including service in the Royal Tank Corps from 1921 to 1931. One memorable incident from his army career was of receiving the Order of the Sacred Treasure, 7th Class, from the Emperor of Japan, whilst accompanying H.R.H. the Duke of Gloucester on the Garter Mission.

Mr Carolan first worked for the Air Ministry in 1931 in the service of the D.C.A.S. In 1933 he came to Cranwell with Air Vice-Marshal W. G. S. Mitchell C.B., C.B.E., D.S.O., and since 1934 he has served at the College both as a civilian and, during the war years, as a member of the R.A.F. Apart from his projectionist's duties, Mr Carolan has also devoted time to other College activities, notably the Drama Section where he has given valuable help in building sets and organizing stage lighting.



The *Journal* reports with regret the death last term of Mr A. E. Hobbins, at the age of 63. Mr Hobbins entered the service of the College in 1936, as a porter. He rose to become College Hall Head Servant, breaking his service only during the war years, when he served as a corporal in the Royal Pioneer Corps. Our sincere condolences go to his family.



The competition for the Prince of Wales Trophy and the title of Sovereign's Squadron was won in the Summer term by 'D' Squadron who were winners of the Knocker Cup, joint winners of the Chimay Cup with 'B' Squadron and third in the Ferris Drill Competition.

We congratulate Pilot Officers A. J. Kearney and K. H. Minton (ex No 90 Entry) and G. J. Pilgrim-Morris (ex No 92 Entry) on gaining their B.Sc. (Econ.) degrees with honours from the University of London. They are the last three to study under the system which gave non-engineering cadets the opportunity to read for an external degree.

The following promotions were made in No 92 Entry in May 1967 :

'A' Squadron : Flight Cadet Senior Under Officer I. P. Leckenby ; Flight Cadet Under Officers C. S. Burns, A. F. Jones, K. S. Middleton.

'B' Squadron : Flight Cadet Senior Under Officer L. J. Marshall ; Flight Cadet Under Officers M. S. Dyer-Ball, P.R. Jeffers, I. R. Miskelly.

'C' Squadron : Flight Cadet Senior Under Officer P. A. A. Woods ; Flight Cadet Under Officers D. A. G. Bremner, I. G. Hartley, W. T. J. Lawrence.

'D' Squadron : Flight Cadet Senior Under Officer K. M. Rees ; Flight Cadet Under Officers D. A. Diprose, C. N. Hubbard, G. W. F. Wright.

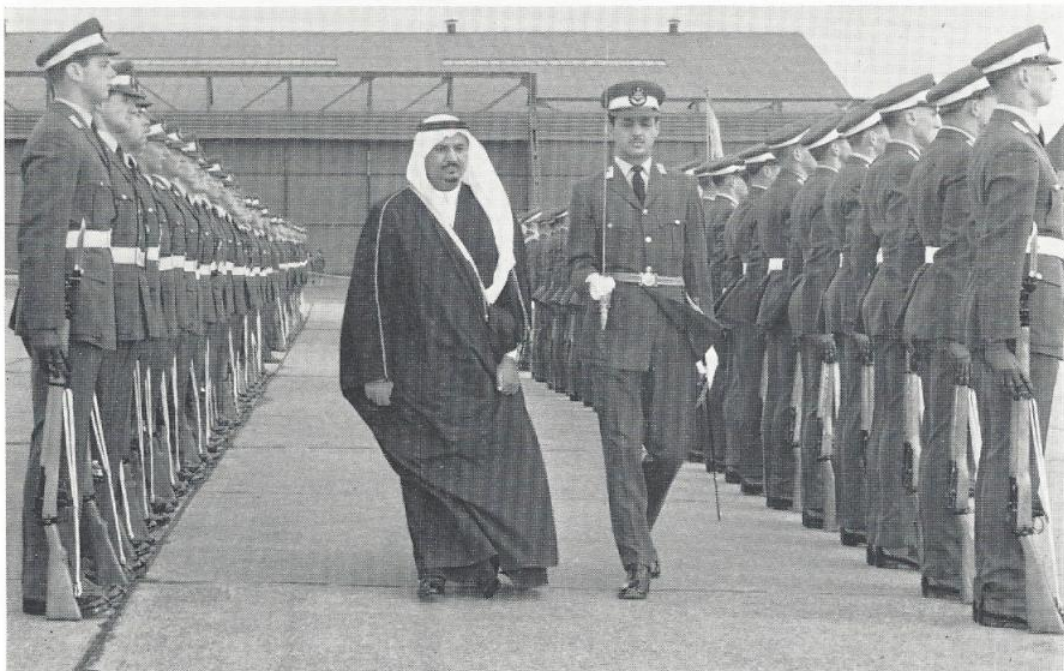
The promotions in No 93 Entry, in October 1967, were as follows :

'A' Squadron : Flight Cadet Senior Under Officer L. J. Anderson ; Flight Cadet Under Officers T. J. Benford, G. C. Dearden, J. G. Elliott, D. Pollington.

'B' Squadron : Flight Cadet Senior Under Officer P. C. Butt ; Flight Cadet Under Officers D. R. Carvell, P. J. G. E. McG. Cullum, R. H. Goodall, G. P. Smith.

'C' Squadron : Flight Cadet Senior Under Officer D. A. Ray ; Flight Cadet Under Officers C. M. Chambers, A. Evans, I. S. Primrose, G. J. Woodley.

'D' Squadron : Flight Cadet Senior Under Officer A. W. Cope ; Flight Cadet Under Officers B. C. Cushion, R. D. Elder, S. Glencorse, D. M. Moss.



*His Royal Highness Prince Sultan Bin Abdul Aziz inspecting the Guard of Honour escorted by Senior Flight Cadet Bander Faisal*





The painting on the opposite page, "Reconnaissance Pilot" by Edward Seago, was presented to the College by the artist in June 1967. The subject is Flight Lieutenant B. Clegg, D.F.C., a flight cadet in 1939. He was killed whilst flying on active service in 1943.

The portrait is included in a book "A Generation Risen" in which the artist and John Masefield collaborated. The associated poem is :

### THE RECONNAISSANCE PILOTS

After the bombing, when the men are home,  
(All who are coming) when reports are in,  
And every cock has shaken his red comb  
Calling upon the morning to begin,  
Then these adventure with the morning sun  
To see the wounds and judge the damage done.

Sometimes below them, somewhere in the smoke,  
Their fallen comrades see them with sad hearts  
For homes they will not see this weary while ;  
Then flying iron whangs in jagged parts  
And super-courage blends with super-guile  
To keep the picture with the lens unbroke.

The library now has a copy of the book, which has been presented by Mrs L. G. Bourne, of Barkston, near Grantham.

We record with regret the death of Pilot Officer C. R. Stubington in a motor accident on 20th June, 1967. He had graduated from the College with No 91 Entry less than a month before.

Charles Randolph Stubington was a popular member of his course, who played a full part in the life of the College. He represented the College at rugby, and took a keen interest in sub-aqua and rock-climbing expeditions. He was an outstanding member of the Drama Section, playing a number of leading roles.

Our sympathy goes to his parents on the tragic loss of their son at the very beginning of his career.

# THE WINGS AND PRIZES CEREMONY

## No 91 ENTRY

Presentations of Wings and Prizes to No 91 Entry were made by the Commandant, Air Vice-Marshal T. N. Stack, C.V.O., C.B.E., A.F.C., in the Whittle Hall on 25th May, 1967.

After making the presentations Air Vice-Marshal Stack addressed his audience :

First a word of welcome to the visitors. I am particularly glad to see so many parents and friends of No 91 Entry as your presence here makes this ceremony for us all. We appreciate the efforts you have made to be here.

Although I have just presented flight cadets with their wings and prizes, the three major prizes will be presented on the Graduation Parade tomorrow by Air Chief Marshal Arjan Singh, the Chief of Air Staff of the Indian Air Force, and a flight cadet at Cranwell before the war. He and I were in fact here together and it is a splendid thing in these unsettled days that the Chief of one of the more powerful air forces in the East comes back as an old boy here to Cranwell to take a graduation parade. I happen to know that he does so with great pleasure.

Now I am sure you will all wish me to congratulate those who have won the major awards. These are :

Senior Under Officer Fonfé, who has won the Sword of Honour: the first occasion ever that a cadet from the R.A.F. Regiment has won the award ;

Senior Flight Cadet Chilvers, an Engineer, who has won the Queen's Medal ; and

Under Officer Watson, who has won the R. M. Groves Memorial Prize and Kinkead Trophy for Flying.

Congratulations to you three on your wins. However, I make no secret of the fact that these were close run awards and I say 'well done' to those who nearly made it.

Incidentally, when writing to prize donors to let them know who has won their particular gift, I have been surprised to hear from some of them that their congratulatory letters to the winners do not always receive an answer. I am sure that the flight cadets here today who have succeeded in gaining an award will not be so remiss, for it does us personally no credit if we neglect common courtesies and still less the good name of the Royal Air Force.

No 91 Entry arrived at Cranwell in October 1964 some 65 strong, was boosted by an extra 48 flight cadets when the R.A.F. Technical College became part of the R.A.F. College, and after the various suspensions and additions which inevitably occur, is now 87 in number. This is one of the largest entries we have had yet and it has taken a very full part in College activities. It is also the entry with the largest numbers of service fathers in recent years ; incidentally I had great pleasure in presenting his father's Wings to one of the graduating entry just now.

As I mentioned, 48 engineer cadets joined the entry. They started as No 13 Entry at Henlow but were transferred to Cranwell when the long-awaited amalgamation of all

flight cadet training took place. Since then they have been integrated in all College activities and all flight cadets have benefited enormously from working and playing alongside their confreres of other specialisations. We all feel here at Cranwell that the training together of flight cadets of all branches is most necessary if officers in future are to understand one another's problems, and indeed the coming formation of the Royal Defence College may be seen as one more step in the same process of getting to know 'the other fellow.'

I emphasise to you all — resist the habit of 'them' and 'us'; we must all work together if the maximum result is to be achieved from our nation's necessarily limited resources. Not only must the different branches of the R.A.F. work well together; the three armed services must understand one another far better than in the past. Old bitteresses and prejudices must die, and close teamwork at all levels will be very necessary.

I was concerned to some extent in the recent confrontation in Borneo and it was very obvious that where mutual trust and confidence between the Services existed, there was efficiency; but on the odd occasions when it was absent, things did not go well. Mutual trust and confidence stemming from a knowledge of one another must be the standard of the future; know your own job thoroughly but appreciate the other fellow's sufficiently well to be able to understand his problems and his method of working.

Co-operation does not mean sweeping differences under the carpet but does involve free and fair discussion; thus it is understandable that from time to time the Services have wrangles. Nevertheless, in my view many heated controversies which occur in one sector of the inter-service scene would never arise if prejudices could be broken down to allow the simple and sensible rule to apply that the R.A.F. should concern itself with flying matters, the Navy with the sea and the Army with the land.

In fact such a day draws ever nearer and you who are going into the R.A.F. can take heart from the fact that a great future lies in the air. I remind you that thirty years ago

anyone who flew across the Atlantic became a national hero whose name usually made the headlines. Today at any one moment of time three and a half thousand people are in the air over the Atlantic. In the last ten years, air travel over the Atlantic has quadrupled whereas sea travel has contracted by a quarter. On all sides evidence accumulates that the rate of progression of the use of the air is prodigious — I read the other day that whereas now 250 million people fly annually, in ten years' time it will be a thousand million.

Make no mistake therefore that you are in a growth industry and in the future the military importance of the R.A.F. vis-a-vis the other Services will be an exact reflection of this increasing use of the air by the world's population. This does not mean we should crow unnecessarily but it does give us cause for pride and confidence in the future.

While talking of the future perhaps I should say a word on the new look for our Engineers and on the Royal Defence College at Shrivenham.

We have been concerned at the demands which officer training makes on the young engineer flight cadet's application to academics and with the coming entry their first year's training will be entirely free of specialist training, and the engineer will be able to play a full part in officer training activities here. He will then in his second year start his specialist academic training and be able to concentrate on it.

The G.D. and other flight cadets will continue the current pattern of training until the entrants destined for the R.D.C. come along. They too will then have a year's officer training first, followed by a year's flying or specialist training. After these two years they will leave here and go to Shrivenham, joining their opposite numbers from the Army and Navy for academic training which could lead to a degree.

Much of the detail of this scheme has still to be resolved, but the broad outline is settled.

I am afraid that I have wandered a little way from the graduating entry but felt it opportune at this stage to give you a brief glimpse of the future.

And now to continue with the 91 saga. I am bound to say that the course has not produced the best of academic results on either the G.D. or Engineer side. As far as the former are concerned, this was partly because the entry were the first to be put on to a new syllabus which entailed the G.D. cadets breaking off their flying training to start academic work, resuming flying training later. Not a happy arrangement, and not one conducive to keenness at academics. However, six cadets have gained Civil Service linguist awards in French or German and Roberts has additionally passed as an interpreter in French.

With this entry also, the possibility of being able to read for an external degree came to an end, and finally, more than half way through, the 3 year course was cut to  $2\frac{3}{4}$  years. This in itself was not exactly unwelcome to the flight cadets but it has deprived them of a full term as senior entry.

So far as the Engineering element were concerned, they had the handicap of a change of scene from Henlow to Cranwell with the interruption to their continuity of studies implicit in such a move. They also came into an environment very different — perhaps too different— from the rather cloistered calm of Henlow. Both these facts contrived to give us a severe shock at the Part II examination stage, but I am happy to say that we have now weathered that storm with few casualties. Nevertheless I remind the Engineers that their Part III examinations, although some way off, are still to come and they must not relax their efforts for their B.Sc.'s and H.N.D.'s.

The entry also suffered from the new syllabus in their flying training. They started flying in March 1965 but then, in August, were, as I have described, given a year on academics before resuming their flying training. This inevitably made training progress less steady and the pilots required an average of 15 hours more than any other entry in recent years. We are glad that they have now made the grade despite the break in training and I am happy to report that ground school

results were close to the average obtained at Flying Training Schools.

All these setbacks might have grievously affected lesser mortals but No 91 Entry took the series of shocks in their stride (well, nearly !) and on the whole worked willingly and successfully. If nothing else, these changes and vicissitudes will prepare them for life when they leave here, which, much as we may deplore it, seems to consist of a process of constant and ever accelerating change interspersed for good measure with the entirely unexpected.

At sport No 91 Entry have been quite outstanding. 75% of the members represented the College and 31 have gained colours. The athletics victory over Sandhurst and Dartmouth last year was mainly due to the cadets of this entry, and Sandford represented the Combined Services at the 880 yards. At rugby also the entry was prominent at representing the College, and of course Glover, as well as playing for us, also represented the Barbarians, the R.A.F. and England. Bedford won the under-25s R.A.F. Squash Competition and he and Stokes toured Germany with the R.A.F. 'A' team.

I think it is a remarkable effort that you, and indeed other entries here, manage so early in your careers to attain such heights of sporting prowess. I congratulate particularly the individuals whom I've mentioned but commend No 91 Entry as a whole on a splendid sporting record.

In conclusion — you have passed a milestone in your careers ; the course at Cranwell is a test of character and endurance and I congratulate you on graduating. It has been a stimulating experience meeting you individually and I know that you will add to the good name of Cranwell when you move to your new units. To each one of you I wish from everyone on the staff at Cranwell, good fortune and success in your future. Don't forget to come back and see us from time to time ; the Old Cranwellian weekend each June is always very popular.

Good luck to you all !

# THE GRADUATION OF No 91 ENTRY

The Graduation Parade of No 91 Entry was held on the morning of 26th May, 1967. The Reviewing Officer was Air Chief Marshal Arjan Singh, D.F.C., Chief of the Air Staff, Indian Air Force, an Old Cranwellian. The parade was commanded by Senior Under Officer M. D. C. Fonfe and the Parade Adjutant was Senior Flight Cadet A. Chilvers. The Sovereign's Squadron was commanded by Senior Under Officer M. P. Horton, and 'A', 'C' and 'D' Squadrons were commanded by Senior Under Officer A. J. C. Bagnall, Senior Under Officer R. M. Bonney-James and Under Officer A. McKay respectively.

As the Reviewing Officer approached the dais, a formation fly-past of nine Jet Provosts took place. After the Advance in Review Order, the Reviewing Officer presented the Sword of Honour to Senior Under Officer M. D. C. Fonfe, the Queen's Medal to Senior Flight Cadet A. Chilvers and the Kinkead Trophy to Under Officer C. W. D. Watson. He then gave the following address :

Commandant, Flight Cadets, Ladies and Gentlemen :

I feel greatly honoured that I have been asked to review the Passing Out Parade this morning. You will agree that the desire of every Flight Cadet would be to ultimately stand on this dais. I feel, in a way, that one of my greatest ambitions has been fulfilled today. My thanks for my being here are due to the British Government and to Marshal of the Royal Air Force, Sir Charles Elworthy. As many of you know, I have some knowledge of the Royal Air Force College, Cranwell. What you, perhaps, don't know, is that I must have spent more time on the Parade Square than most of you or my contemporaries, as I had the habit of getting extra parades for some reason or another. In fact, I also had to fall in, to fall out soon after as one of the other denominations, for the Church Parade on Sunday morning when many of the other cadets had gone away for the weekend. I feel particularly happy that a number of my contemporaries at Cranwell are here today.

The standard of parade this morning, the turnout, the precision of movements, was such that it filled the heart of an Old Cranwellian with pride. It was as good as in our time. That obvious admission, as we all know, means that the standards of Flight Cadets today are much better than those of my time. The Air Force has become in keeping with the times, a more technical and sophisticated service and demands more of its personnel. It is a tribute to the Flight Cadets and the Instructors that despite many other demands on their time, they have

maintained such an excellent standard on the Parade Square.

You know very little about the Indian Air Force but I would like to mention that it is more or less modelled on the Royal Air Force. We have associations with the Royal Air Force since our inception, i.e. 1st April 1933. We lived and flew together up to 1947 and developed a sense of comradeship and harmony which proved valuable throughout our participation in air operations over the famous North West Frontier against the largely invisible Pathan and over Burma against the Japanese. As we all know, lasting associations are formed during such periods of adversity and success and that is what developed between the members of the Royal Air Force and the Indian Air Force. I have every hope that our close associations formed over the past many decades would be ever-lasting and further strengthened. The Air Forces of the world form a very big community in light blue with a great deal of common thinking amongst them. It is amazing that one feels quite at home even talking to a Russian airman, even though one may be doing so through an interpreter.

I remember that during my period at Cranwell, I was quite saturated with the advice that I got from my Instructors and Professors. Knowing fully well that you must have similarly received an adequate dose of advice, I would not indulge much in that sphere. I would, however, like to mention one or two things which I have learned from

personal experience. The first is that on getting my Wings, I felt terribly over-confident of my skill in flying. It was quite a business for my superior officers to discover and punish my many displays of over-confidence. I did a number of unauthorised things in flying, mainly because of over-confidence, that looking back I feel that I am lucky to be standing here today. The biggest danger on passing out is due to the actions resulting from over-confidence in flying and my advice to you would be to avoid temptations that arise from such attitudes.

The other experience I have is that in the Air Force one is always learning and one always feels a bit out of date because of rapid advance in aeronautics. You will find that to keep abreast you will have to be learning all the time. As a junior officer, I used to think that the senior officers did not have enough work to do. There may be some truth in that but to get to the higher positions

one has to work hard during every stage and what is more, produce results. I would simply say, put in your best in performing the various duties assigned to you from time to time. That would equip you to occupy higher appointments. An airman who does not know his job cannot command the respect of his subordinates and that is an uncomfortable position to be in. Furthermore, he will hardly be the man to take decisions which affect operational efficiency of the Service and which, if wrong, may prove costly to the nation.

I consider the Air Force as an interesting and satisfying profession, but only when tempered with sobriety and backed by solid hard work. The training at Cranwell, I know, prepares one to face life in the Air Force and outside in a methodical and sure manner. I have no doubt that all the qualities which you have acquired during your training at this famous institution will stand you in



*The Prize-Winners . Senior Flight Cadet A. Chilvers, Senior Under Officer M. D. C. Fonfe and Under Officer C. W. D. Watson.*

good stead throughout your service with the Royal Air Force.

I wish you luck in whatever you may be asked to do throughout your career in the splendid Air Force to which you now belong and which is respected and admired for its

achievements all over the world. And, Gentlemen on Parade, it is now your duty, your responsibility and your proud privilege to uphold that reputation.

Goodbye and Good Luck.

## THE WINGS AND PRIZES CEREMONY

### No 92 ENTRY

Presentations of Wings and Prizes to No 92 Entry were made by the Commandant, Air Vice-Marshall T. N. Stack, C.V.O., C.B.E., A.F.C., in the Whittle Hall on 17th August 1967.

After making the presentations Air Vice-Marshall Stack addressed his audience :

Good evening, Ladies and Gentlemen and welcome to Cranwell. The ceremony you have seen this evening is a prelude to the Graduation Parade tomorrow and is my opportunity to congratulate the flight cadets of No 92 Entry on completing their cadet training, to award the end of course prizes and to give their wings to pilots and navigators.

Tomorrow the three major prizes will be presented on parade by the Reviewing Officer, General Lemnitzer, who is the Supreme Allied Commander, Europe. I am sure that you will all wish to join me in congratulating the winners :

Senior Under Officer Marshall who has won the Sword of Honour ;

Under Officer Diprose who has won the Queen's Medal ;

and Under Officer Hubbard who has won the R. M. Groves Memorial Prize.

Congratulations to all three of you. You must now make sure that this achievement is only the first of many in your career and you must not rest on your laurels.

We are most fortunate in having General Lemnitzer to review our Parade tomorrow for he is one of the United States of America's most outstanding military leaders. He has filled all the major U.S. army appointments and has distinguished himself wherever he has seen action. In addition to his record on the battlefield, General Lemnitzer is a most able planner and was responsible for this aspect of the North African landings in 1942. Further, from 1952-55 he was the U.S. Army Deputy Chief of Staff in charge of planning and since then has seen service in most of the world's trouble spots. He has held his present appointment for nearly five years. It came as some surprise to me to find that General Lemnitzer has held General rank for nearly 25 years — considerably longer than any of you in 92 Entry have existed !

General Lemnitzer is the third S.A.C.E.U.R. to review a Graduation Parade at Cranwell and I am most glad that he could spare the time from his operational command to be with us.

Before passing on to the exploits and adventures of the departing flight cadets, I would like to say a few words about the

present Defence Review which has had a certain amount of airing recently. To you who are leaving us I would say that the reductions in the three Services which you have heard about will be a carefully phased and long term process ; redundancies as far as the R.A.F. is concerned will affect the older and more senior personnel and not your vintage !

Having received the best training the R.A.F. can offer, you have no reason to fear that this phased reduction will have an adverse effect on your careers provided you maintain the high standard you have set here. Make no mistake, the service is certainly going to become more competitive and efficient, but you have been given a head start.

The Royal Air Force I believe is in a most fortunate position. It still maintains the same defence responsibilities as before, whilst the increased reliance on air mobility and air support has strengthened the need for the new aircraft which will shortly come into service. The task will therefore be more interesting than ever and the selective slimming down should still leave very good career prospects indeed. As I pointed out to the last Entry and cannot resist repeating now, it is a fact of history that the whole trend of progress favours the air and all to do with it.

Now a few words about the flight cadets who are leaving us. No 92 Entry arrived at Cranwell in Spring 1965, 68 strong, and after the inevitable suspensions from and additions to the Entry, now number 60. With this Entry we have more than the usual proportion of flight cadets from other countries and I would like to wish them all good fortune when they eventually return to their own lands and to ask them to remember the bonds of friendship they have formed here with the staff and other flight cadets. We are very glad to have had you and you have been worthy representatives of your air forces.

The pilots and navigators of 92 Entry have followed a split flying course as had their predecessors. This is acknowledged not to have been the best way of teaching young men to fly and we now concentrate our flying training into one year. Nevertheless,

No 92 have achieved a very good flying standard and have performed creditably in their ground examinations. It was not long ago that the graduates from the College, because of the additional training demands made on them as flight cadets, were expected to have a generally lower flying standard than those who joined the R.A.F. under the direct entrant scheme. However, thanks to the efforts of the College flying staff, the standard here has risen continuously and none of the pilots graduating today need feel that their flying training has been in any way below that received by their colleagues who have been trained at the Basic Flying Schools.

The navigators in the Entry have achieved a similarly good standard and I would particularly mention that Williams gained the highest average ground school marks for some years.

Flight cadets of the other specialisations have also done well, although of course the secretarial and equipment flight cadets will remain at Cranwell for a further six months as officers to complete their training.

I am glad too that in this Entry, flight cadets of all branches could be found holding executive posts amongst the ranks of the Senior Under Officers and Under Officers.

For some time now we have been anxious to give more flight cadets an opportunity in their final term to develop their leadership through practical experience. Starting next term, therefore, there will be an extra under officer in each squadron. Furthermore, we are investigating giving members of the senior entry greater responsibilities so that they will all have an opportunity to practise some of the principles we have taught them earlier in the course.

Academically, the Entry impressed us by settling down rather more quickly than most to their studies, and by on the whole seeming to appreciate better the value to their future careers of a sound academic background. This attitude contrasts somewhat with that of other recent entries and I congratulate them. Although the overall academic result has been good rather than brilliant I should mention that Pilgrim-Morris gained a 3rd Class Honours Degree in Economics and



that Hartley, Roberts and Sparrow became French linguists.

This is the third entry to graduate during my time here as Commandant and I have on each occasion been impressed with the sporting record of the departing flight cadets. I have even become somewhat apprehensive that after so much excellence has left we must eventually end up with a very low standard in our sports teams. However, thanks to oncoming talent in the later Entries, I'm glad to say that this has not yet happened and I hope it never will ; but on this occasion we must again say farewell to many good sportsmen.

The Entry won 19 sports colours and four flight cadets have gained two colours. In particular Pilgrim-Morris and Lawrence represented the Royal Air Force at Athletics ; Webster represented Scotland at water polo and also holds the R.A.F. 110-yards free-style record ; Dyer-Ball captained the College ski teams which beat the other two service cadet colleges for the first time ever and was himself second in the R.A.F. ski championships. Lastly Fishwick represented the R.A.F. at fencing. Well done, all of you. You have set a fine standard for your juniors to try and beat.

And now I would like to offer you all one piece of advice as you go out into the Service, and this concerns the business of settling down. I have seen that most of you have fast and modern cars and I know you all to be adventurous and dashing. You are thus the natural targets for the beguiling charms of the opposite sex who are always at hand to lure you from the profession of arms to which you have now committed yourselves ; and I thus seriously advise you to stave off marriage for a few years yet.

One of our most distinguished Marshals of the Royal Air Force at a similar ceremony here five years ago had this to say about the matter :

“ . . . For Heaven's sake don't go and get married too young ; you know a young Air Force Officer must have fire in his belly and there is nothing like too early a marriage for dampen-

ing down fire in the belly, and apart from that instead of preparing for Staff College you will have to be washing nappies and putting babies to bed : you will not be as good an officer, and if I were you I would bear in mind what my father said to me — ‘ don't get married unless you can afford to support a wife ; unless you are lucky enough to find a wife who can support you ! ’ ”

While the injunction to delay marriage until after Staff College is perhaps somewhat spartan, the general sense is as true as ever, especially when we see that more mobility and deployment will be required of the armed forces in future, and that financial restrictions are unlikely to give married officers under the age of 25 the full rate of marriage allowance.

Those of you who take my advice need have no fear that because you don't act now much may be lost — in a few years hence the ladies will be just as charming — unlike hats, dresses or even your motor cars, their attractive basic design will, I assure you, remain much the same. What does of course happen is that the eye of the beholder becomes more discriminating with time. You will thus be doing yourselves and the service a considerable benefit by delaying marrying until you have completed at least your first tour.

Perhaps from the gleam which I see in some of your eyes I am too late to cry ‘ Halt,’ but to those still uncommitted I advise you to enjoy your early service life as a bachelor free from family responsibilities.

In conclusion I am glad to have met you all and must say that you have set a high standard in all aspects at Cranwell, your entry being recorded here as one of the better ones. From now onwards we revert to the norm of two graduations a year, which will give each entry six months to exercise their influence on the remainder of the flight cadets ; and in this connection I am very sorry indeed that your spell has only lasted for two and a half months. I trust that your successors will try and live up to your example.

Good luck to you all in your future careers.

## THE GRADUATION OF No 92 ENTRY

The Graduation Parade of No 92 Entry was held on the morning of 18th August 1967 in fine but blustery weather. The Reviewing Officer was General Lyman L. Lemnitzer, United States Army, Supreme Allied Commander Europe. The parade was commanded by Senior Under Officer L. J. Marshall and the Parade Adjutant was Under Officer D. A. Diprose. The Sovereign's Squadron was commanded by Under Officer P. R. Jeffers and 'A', 'C' and 'D' Squadrons were commanded by Senior Under Officers I. P. Leckenby, P. A. A. Woods and K. M. Rees respectively.

The traditional formation fly-past of nine Jet Provosts took place as the Reviewing Officer approached the dais. After the Advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer L. J. Marshall, the Queen's Medal to Under Officer D. A. Diprose and the Kinkead Trophy to Under Officer C. N. Hubbard. He then gave the following address :

It is a great honour for me to participate with you here today and a particular privilege for me to act as the Reviewing Officer at this Passing-Out Parade.

First, permit me to congratulate you on a truly first-class parade — a fitting conclusion to your stay here and a direct tribute to you and to your instructors.

Just last week a noted international educator remarked that, "We must hasten to remind ourselves of the terrifying old truth that every generation of adults has the type of youth it deserves. The young did not make the world in which they grew up — that was an adult accomplishment."

From my observations during my short visit with you, I am most impressed by the qualities of the members of this class whom I have been privileged to meet. With no reluctance whatsoever I feel securely that Entry Number 92 can be entrusted to take up your important responsibilities in the service of your Queen and, thus, of your country. Your families and friends rightfully should be proud of you.

By virtue of the mission entrusted to you, you will contribute directly to the safety and security of your nation. In the performance of your duties, you may be required to offer the greatest human sacrifice — your own life in the defence of your country.

But I can assure you that your dedication and sacrifices are richly rewarded. Two of the many valuable gifts of military service are a pride-inspiring heritage and a deep sense of satisfaction in your service to others.

In the past two decades I have repeatedly heard a series of vague statements to the effect that missiles would soon replace the manned aircraft. Some even venture to suggest that the machine will soon replace man. Nothing is farther from the truth. Missiles and machines certainly are no substitute for men who can think, decide and act. The Royal Air Force College can rightfully take great pride in having consistently achieved the objective of providing leaders who possess not only the educational background, but the integrity and professional skills to merge our most important asset — the human being — with the sophisticated machinery of this nuclear age in order to

produce the most effective results. Men will continue to play the key role in thinking, judging and deciding those things which cannot be conveniently reduced to computers and punch cards.

Soon after your graduation you will be aware that there are representatives of other services whose mission is much the same as yours. They too are vitally interested in the safety and security of your country and they too share the pride and inspiration that comes from service to a nation. Some are in uniform and some are not.

You will soon recognize — if you haven't already — the importance of each part to the

successful functioning of the whole of your defence structure. In turn, you will also learn to appreciate the relationship of the defence structure in the overall pattern of your national government. A complete understanding of these relationships should not for one minute relegate you or the Royal Air Force to a role of lesser significance. In fact, through this complete comprehension you will gain, in proper perspective, a knowledge of how vital your personal contribution is, together with a full understanding of the precise part played by the service which you represent.

Soon many of you, in the course of your service, will find that your country is also



*The Prizewinners . Under Officer C. N. Hubbard, Senior Under Officer L. J. Marshall and Under Officer D. A. Diprose*



*General Lyman L. Lemnitzer United States Army*

contributing, along with the other N.A.T.O. nations, to the peace and security of the whole of N.A.T.O. Europe. Again, you will appreciate that your horizons have been broadened dramatically. You will learn that airmen, soldiers and sailors of many nations share the same general mission. You will find that these individuals take the same pride in being part of the greatest defensive Alliance in the history of mankind. Despite differences in languages and customs — despite nominal variances in methods or procedures — and despite national or service interests, these individuals willingly combine their motivated efforts in a common interest — that of deterring aggression and preserving the peace and security of the N.A.T.O. area.

Developments in air transportation and communications are fundamentally the basis for the internationalization which we have today. We have found for example, from our experiences at the Supreme Headquarters Allied Powers Europe, that no nation — and, indeed, no service — has a monopoly on brains, ideas or abilities. In fact, it is difficult for me to conceive of an officer in the future dealing solely in the business of one service or even of one nation. You are growing up into the increasingly joint service, international military world of the future. It is a largely unexplored world with much room for development and refinement. This will be the environment in which much of your service life will be spent.

As a result of the past two world wars of this century we learned — or should have learned, the need in times of peace for an integrated military structure. We now have in our N.A.T.O. military headquarters a degree of international integration and co-operation which is beyond the imagination of even the most progressive and forward-

looking leaders of the recent past. This N.A.T.O. structure is based largely on organizational concepts and many valuable experiences derived from World War II. It is now in being and it is capable of co-ordinating the vast forces and resources of the N.A.T.O. nations. I hope that those of you who in the future will participate in this key alliance deterrent and defence endeavour will find — as I have — that there is virtually no limit to the achievements of a true international collective effort. You will also gain a wealth of knowledge and sharpen your professional skills through the understanding and mutual respect nurtured in the environment of integrated international military service.

In closing, I would like to congratulate you on having been selected to attend the Royal Air Force College and for your successful completion of the course here. You have truly completed a very important step in your life. It is an essential foundation step. It is a step of orientation into an almost unlimited future. But it is only a step. If you allow your learning process to end here at Cranwell, I would predict that your career will be extremely limited in scope, because, when you are through learning, you are through *period*.

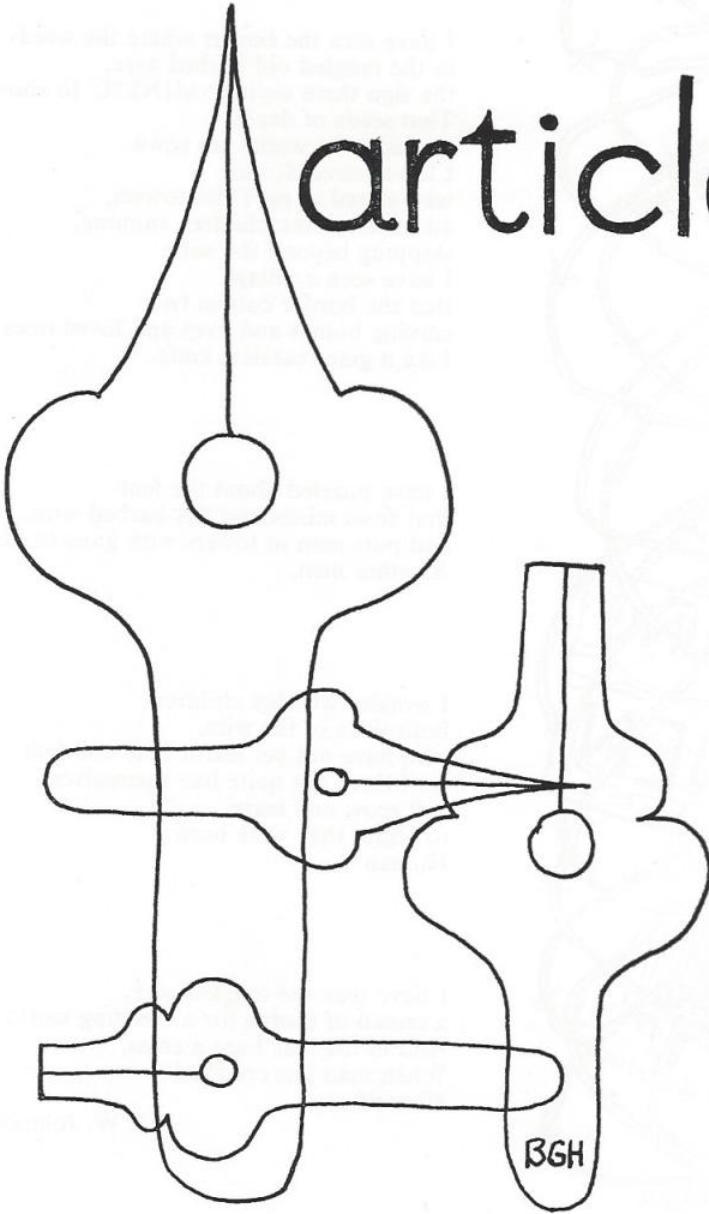
My warm congratulations to you and to your families. The challenging opportunities which await the motivated graduate today far surpass those of the many distinguished graduates who have preceded you — many of whom I have been privileged to serve with and I hold in the highest esteem.

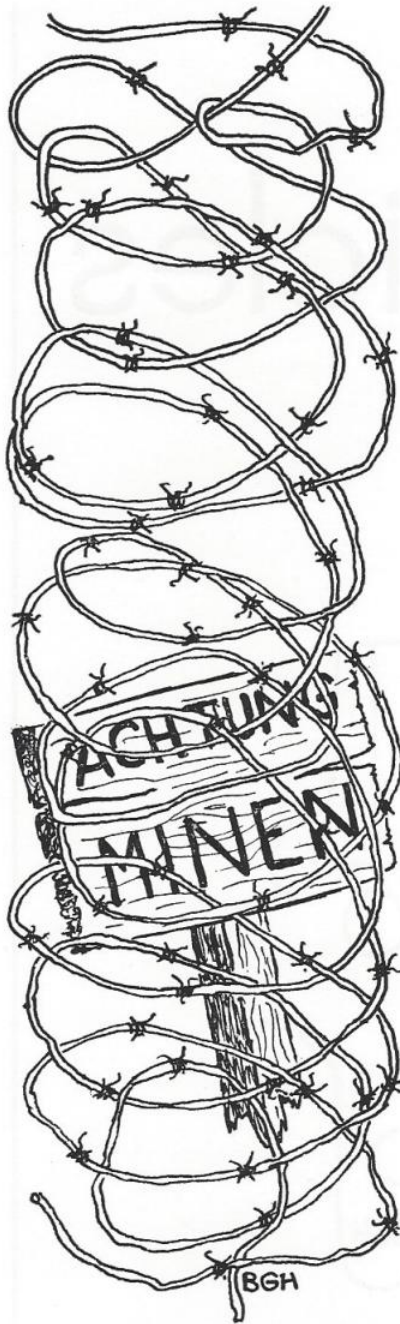
I appreciate the opportunity of participating with you in this Passing-Out Parade and I look forward to sharing service with you in the future

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*All photographs in College Notes were produced by the Station Photographic Section*

# articles





## A TOURIST'S DAY

I have seen the border where the weeds grow  
in the tangled old barbed wire,  
the sign there saying 'MINEN,' to show  
That seeds of death  
amongst the weeds are sown.  
I have stared at men  
who stared at me from towers,  
and I have seen children running,  
skipping beyond the wire.  
I have seen a village  
that the border cuts in two,  
carving homes and lives and loved ones  
Like a giant careless knife.

I have puzzled about the fear  
that sows mines and ties barbed wire,  
and puts men in towers with guns to shoot  
At other men.

I wonder whether children,  
both sides of the wire,  
who have not yet learnt hate and fear  
for others not quite like themselves,  
will grow and learn  
to regret they were born  
Human ?

I have seen the tangled wire,  
a crown of thorns for a bleeding world,  
And in the fear I see a cross,  
When man has crucified  
Himself.

M. W. Johnson.

# SHRIVENWICH

OFFERS YOU :—



## FLYING WITH

*censored*

## MANAGEMENT TRAINING

**PLUS**

A degree of Engineering.  
A career in the R.A.F. Regiment

( *censored* )

Joined up writing in the Secretarial  
Branch.

Rather less in the Equipment Branch.

Fringe benefits — free annual tour of  
the North Airfield, two weeks in the  
German Sun, two days in the Derbyshire  
snow, etc., etc.

**SO JOIN NOW**

Advance bookings only please, peak  
periods at Easter and Autumn.

Now read on : meet the happy family . . .



## PILOT (UNDER OFFICER)

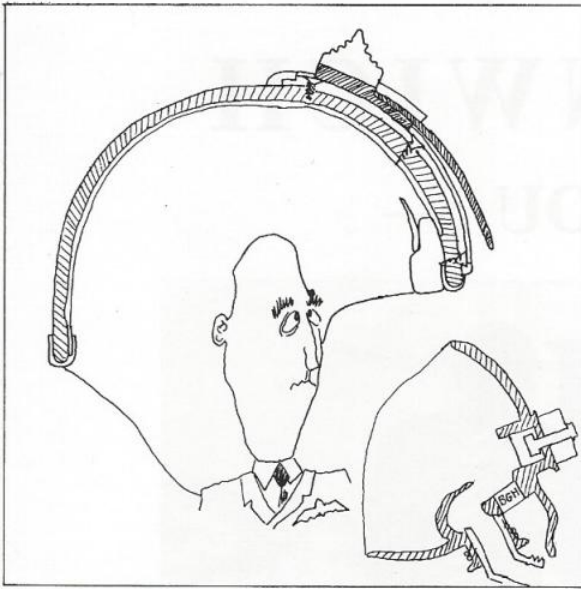
This man is genuine STEEL.  
Oblivious to danger, he plunges himself  
headlong into the perils of the Academic  
Year.

Eats engineers for breakfast.

Finds other branches indigestible.

Irresistible to the opposite sex.

Rugby, Judo, Karate (1st team, Cap-  
tain, Colours).



## NAVIGATOR (S.F.C.)

A versatile piece of apparatus, used  
mainly to fill up spaces in large aircraft.  
Also a kind of mascot, has an uncanny  
knack of assuring a safe arrival; nobody  
knows why! Basically jealous of pilot,  
but clings to his bosom for security.  
Resistible to the opposite sex.

Rugby, Judo, Karate (2nd team, Vice-  
captain, Half-colours).



## ENGINEER (S.F.C. It's automatic)

This man ISN'T. Perpetually " $\pi$ -eyed,"  
he spends his time finding irrelevant  
formulae to muddle and bemuse his  
G.D. superiors. Works towards a better  
Air Force, an Air Force with no aero-  
planes! Saboteur extraordinary. Ob-  
livious to the opposite sex. Egyptian  
P.T. (Captain).

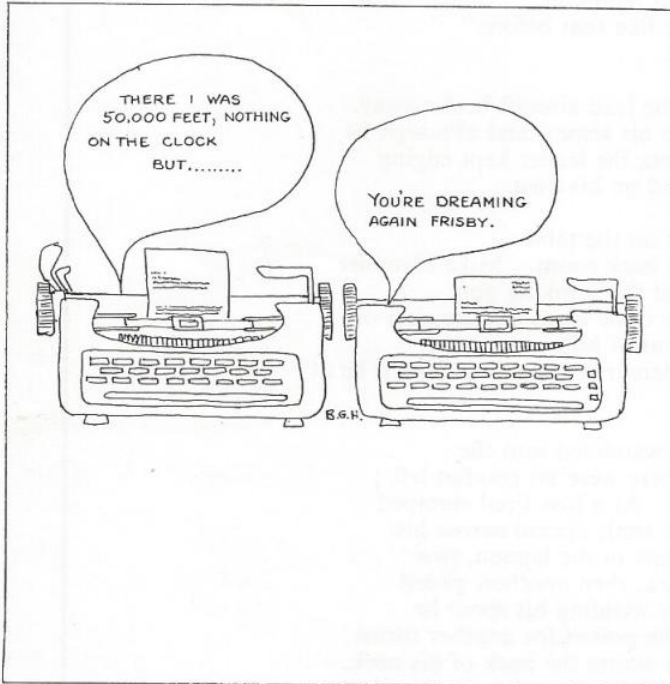
(Editorial note : well, it's a pilot's Air  
Force.)

## EQUIPMENT (Corporal)

Aircrew fit but utterly unco-ordinated. An expert on logistics, movements and personnel management (Editorial note : i.e. BOXES). This man has certainly got what it takes, and he spends his entire career making certain no-one else gets his hands on it.

Deplores pilot domination of Kinkead Trophy.

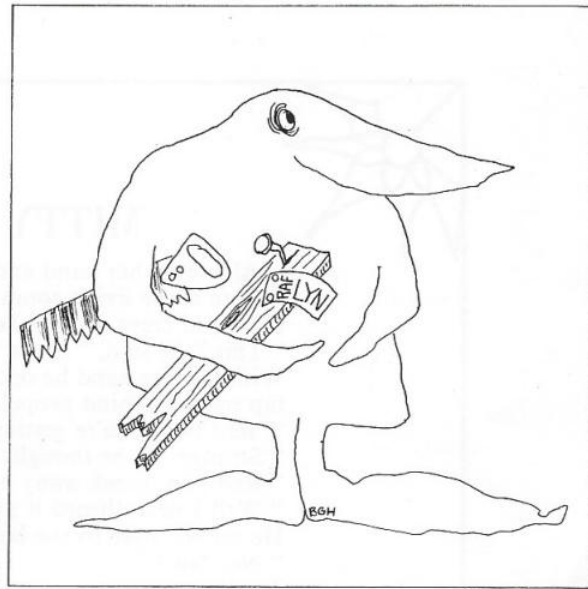
Boxing (Captain).



## R.A.F. REGIMENT (S.F.C. — twice)

Take a man who is basically even more stupid than he looks, fit him with a pair of boots (size 12) and you have the Rock-Ape, member of that small, elite, highly trained fighting force that is the RAF Regiment. Nests in cold, wet, rugged terrain, and boasts an all-weather capability.

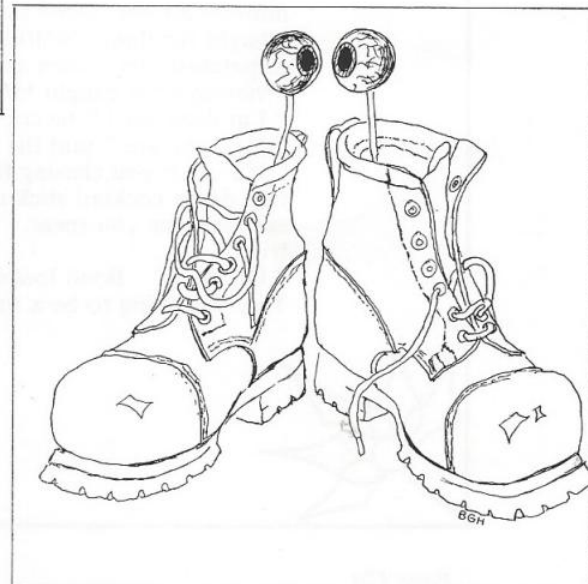
Long Distance Walking (Captain), Mountaineering (Captain), Potholing (Captain).



## SECRETARIAL (S.U.O. by default)

Small but beautifully marked, perches daintily on any knee. Unfit for flying, (usually blind) but it is refreshing to find someone so satisfied with his lot. In fact he swears that he would not be seen dead in an aircraft—true integrity indeed.

Gliding, Paragliding, Aeromodelling (Captain).





## MITTY AIRBORNE

Alfie held her hand and led her up the stairs.  
“ Here is the living room, here’s the kitchen and that’s the pantry.”  
His hand crept around her waist.  
“ This,” he said, “ is the bedroom.”  
With his free hand he opened the door, and with a sharp tap on her behind propelled the girl forwards.  
“ Red two, you’re getting too close,” she said.  
“ Strange ? ” he thought. “ Still . . . . . ”  
“ Red two, break away and rejoin.”  
“ Well I never heard it put like that before.”  
He moved over to the bed.  
“ No, No ! ”

There was a scream, and the lead aircraft broke away.  
At this point Fred came to his senses, and although he tried to rejoin the formation, the leader kept edging away. Very well, he’ll land on his own.

Tiffany laid the revolver on the table and beckoned towards the back room. Mike Hammer stepped over the body, past the smoking gun, and was about to open the door when a succession of red flashes appeared in front of him.  
“ Red verey. Curses, undercarriage again. That’ll be at least another five bob.”

Chastened, he landed and wandered into the crew room. At the bar there were no goodies left ; there was no coffee either. At a loss Fred slumped into an armchair. Then a smile spread across his blank face : Bond was alone in the lagoon, two minutes air left. One shark, then another, glided straight for him. Skilfully wielding his spear he dispatched one ; then as he poised for another thrust, a vicious blow caught him across the back of his neck.  
“ I’m done for ! ” he cried, struggling for air.  
“ Yes, you are,” said the Flight Commander.  
“ If I catch you chasing the squadron goldfish with that damn cocktail stick again, I’ll make you eat everyone you spear. Now, about your last trip . . . . . ”  
“ Oh grief.” Bond looked straight into M’s cold eyes.  
This was going to be a tough interview.

M. J. O’Connor.

## UNOFFICIAL TO KNOTT END

Have you ever sat at home during leave, placed your slippers on the mantelpiece, turned the radio volume down by one notch and perused the *Cranwell Journal*? If you have, then, between slices of hot buttered toast, have you had a vague feeling of guilt? Guilt at the thought of those fellow cadets at that moment pursuing glory, knowledge and strenuous exercise in the scattered corners of the world. Have those articles on leave expeditions to darkest Africa, coldest Alaska, hottest Singapore and wettest Atlantic never given you the urge to be up and away and adventuring? Well one cosy morning last Christmas leave, . . . . . after my fourth cup of coffee, it happened to me — guilt!

I jumped to my feet, well not exactly jumped, more sort of slowly levered myself up against the mantelpiece, my heart bursting at the thought of high adventure. Where, when, and how was I to go?

Well, the immediate problem was the thought that there were only five hours left before tea and spirit of adventure or no spirit of adventure I wasn't going to miss my tea. That seemed to rule out the really far distant corners of this globe; in fact, since I didn't even have a car it seemed to rule out anything more than twenty miles away. Now even at home sweet home, which in my case has the fortune to call itself Blackpool, jewel of the North, playground of England, eleven miles of gleaming sand etc., etc. . . . . one finds that it is remarkably difficult to savour the joys of overseas travel in five hours. Nevertheless, being of such a get-up-and-go, never-say-die frame of mind for the first time in several weeks, or maybe even years, the answer to this tedious problem soon floated through the soggy mists of that day's hangover. I was about to embark on the first semi-official Cranwell expedition to Knott End.

Now, as the more educated must surely know, Knott End is a heathen hunk of real estate about to slip into the mud flats at the mouth of the River Wyre.

So much for the planning stage; stage two of the forthcoming visit, as every good equipper knows, entailed provisioning. Therefore to the kitchen! A short time later the first (semi-unofficial) Cranwell expedition to Knott End set forth equipped with a pair of immaculately constructed cheese butties, one in each pocket.

Stage three consisted of a telling thousand yard hike through the environs of the Pleasure Beach and on to the Promenade. The Pleasure Beach, at the tail end of December, is not the place of summer madness and concerted money grabbing that it is during the gay and profitable summer months. In fact there are few places sadder than the Pleasure Beach without the delightful chink of cash in cash boxes and the musical squawks of kiddies being told that they can't have another candy floss and if they don't shut up they'll get a stick of Blackpool Rock rammed down their dear little gullets instead!

Yes, nostalgia, that's what I felt as I passed through 'The Beach' on my way to the prom. I put it down to the effect of one Alka-Seltzer too many that morning.

Now the prom. in all its January glory — and I took my first glimpse at the exotic transport that was to convey the expedition the eleven miles or so to Fleetwood. This journey was to be by the noble "Tramcar," a mode of travel referred to as 'going by tram' by those in the know. Now I don't know how many of you old-stagers can remember when the towns of England were filled by these clanking old monsters, but if you can I wouldn't bother boasting about it.

Funny old machines really, rather like electric one hundred horsepower caterpillars painted in the delightful colours of Blackpool Corporation Transport Dept., cream and green. All this on a hangover! Undeterred I boarded the monster, surrendered my shekels and took my seat at the front. As always I sat on the right hand side because I like to pretend I'm driving. Now be honest, don't you do the same? You don't? Well then, I suppose it's just one of my little foibles. So off we trundled bound for lands afar and sights anew. Oh the joys of a trip down Blackpool Prom! South and Central Piers float by, then down the golden mile which is, of course, rather more of a dirty yellow colour, trundle by the Blackpool Woolworth's and then under the magnificent girders of that majestic tower soaring up to the grimy sky in all its rusty majesty and noble uselessness. What wonders greet the eye during this entrancing journey?

We cannot pause though, we must move ever onwards, past North Pier, Butlin's and on to the misty beaches of Bispham and Clevelys.

At last we clank into Fleetwood, the white man's grave, to the touching smell of waste alkali from the I.C.I. plant, leaking gas from the gas works and rotting fish from the docks. You know, just like the Junior Mess when they're serving curry. The tram halts by the pier which was burnt down many years ago and now houses only a bingo hall — which puts the structure in line for another conflagration, the sooner the better. A few rude pleasantries with the tram conductor, one of a noble breed, half road sweeper, half university student and infinitely superior to the common (or garden) bus conductor, and then it's hey-ho! and off we go to the ferry.

Now if the tram was an ancient and noble form of transport, the Fleetwood ferry is a far more ancient and far less noble method of getting from A to B. While the paddles have now been put aside because of a distinct shortage of galley slaves (attributed in part to a Mr Wilson of London) the propulsive system often referred to laughingly

as an engine is of similar vintage. Now Fleetwood Ferry Co. do not actually claim it was used to power the ark but the rumour has been spread around and no one would go as far as to deny it authoritatively. Least of all the crew of the vessel who do not actually claim that they were crew members on the ark but the rumour has been spread . . . . .

Anyway I can state categorically that the Fleetwood-to-Knott End Ferry-boat is not the ark — it is merely a cheap Japanese imitation.

My grimy shilling fee was duly transferred from grimy hand to grimy hand and I committed my body if not my soul to this gently rattling hulk and awaited the stipulated twenty cold minutes for sailing time. Then came the high point of the whole journey, out into the great, green, greasy River Wyre and the slap, slap, slap of the sludge on the noble English timbers on a passable imitation of the Limpopo River.

Just like our Naval visit you may say. Well this Naval visit is of duration about five minutes and there is nary a drop of gin to be seen.

Nevertheless, as you stand there with one foot on the sharp end of the boat, cheese butty in hand, it makes one feel proud of one's heritage. Egad, if only the lads at college could see me now! There before me lies Knott End. One hundred houses, two churches, one pub (shut), a cafe and a general store. Oh yes, and about two thousand acres of mud. Mind you, it's really very nice mud.

Yes, it was worth it all — the planning, the toil, the effort to bring it all to fruition. The adventuring yen is satiated — here we are approaching alien shores, new vistas, world anew. The guilt is gone, I step ashore, survey the scene, the noble sweep of orange-rind-littered, bottle-festooned slime and do the only thing possible in these stirring circumstances — turn round and go home.

B. J. Simon.

FIRST

P. G.  
SUMMERS



**PHOTOGRAPHIC COMPETITION : FINALISTS**

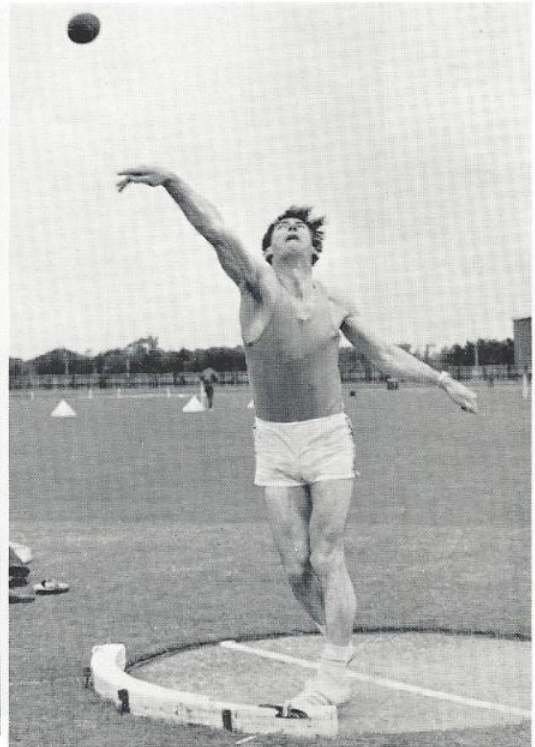


THIRD

J. G. B.  
WILLIAMS



P. E. WEIGHT



P. G. SUMMERS

SECOND

P. M.

WARNER

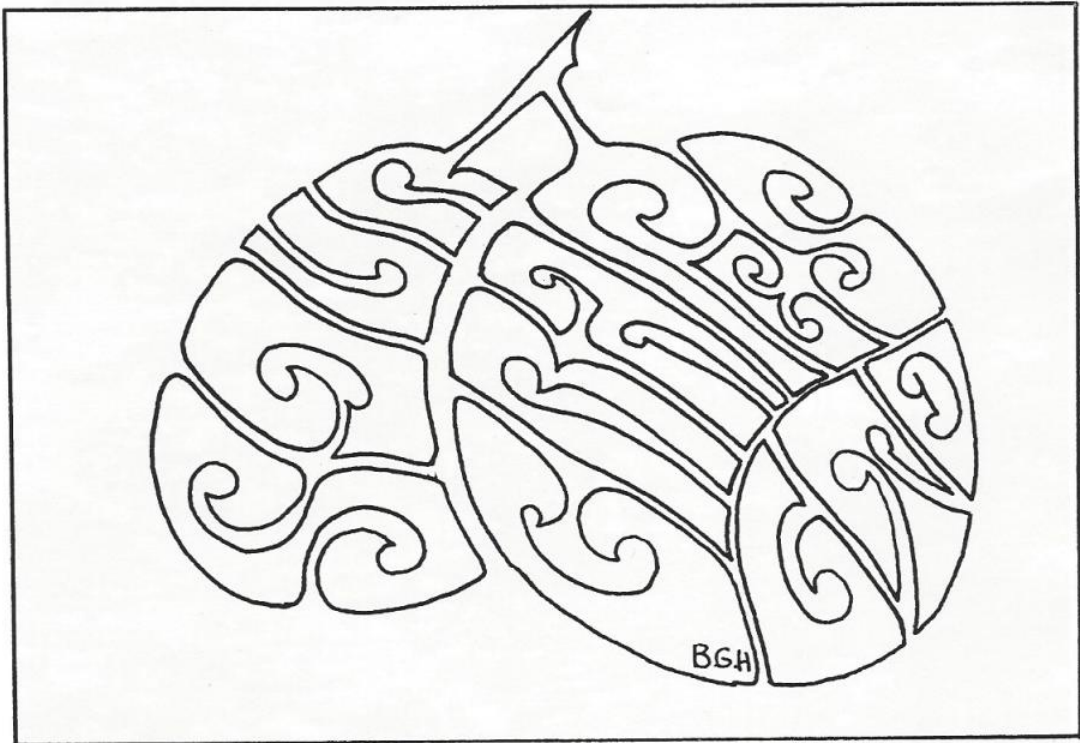




D. PECKETT

*The Photographic Competition was judged by Flight Lieutenant J. Bangay*





No longer can it be said that Cranwell is without 'IT,' for whether they want 'IT' or not, they've got 'IT.'

"What is 'IT'?" you may ask.

Well . . . for the benefit of those who have not already had their Sunday afternoon peace rudely shattered, 'IT' is a 'pop' group. 'Sour Grapes' to be precise, the name being derived from the fact that we are content to let fame and fortune pass us by, not that it wouldn't anyway!

The group was formed during the 1966-67 Winter term, and although the Senior College was comparatively unaware of its existence (a short lived privilege!), the occupants of the Junior Mess knew only too well that something noisy was taking place.

However, we shall, as Shakespeare said, 'Take upon us to use our wings,' and pass on to 'when daffodils begin to peer with, heigh! the doxy over the dale' (apologies to J.P.T.); in other words, this summer.

Unfortunately S.F.C. Chris 'Ringo' Elliot had passed out with 90 Entry, and so we were forced to recruit a new drummer. No 96 Entry provided us with Tony Houseman, who, in common with the other members of the group, had previous playing experience.

It is a common misconception that anyone with a passable knowledge of music can stand on stage and make a reasonable "row" but far more work is put into what the audience finally hears than would meet the eye.

Come with us now dear reader, if you have endured thus far, to a typical Sunday afternoon rehearsal.

When all the members have finally arrived, and the equipment has been set up, we play through a couple of our favourite numbers just to 'warm up.' Then follows a heated argument as to who was out of tune, and when all assembled have finally persuaded Dick that he should have been playing in

'A' major and not 'D' major, the practice begins. Many of our numbers come from past experience, and it is amazing how frequently everyone knows a song, although we may never have played it together on a previous occasion. First of all, Ian runs through the basic chord sequence to enable the other members of the group to grasp the tempo, rhythmic pattern and construction of the song. When the backing has been mastered to the extent that everyone starts and finishes together, the vocal part is added. Unfortunately, Andy has an annoying habit of ignoring the original melody, and substituting something that always sounds vaguely like 'Sospan Fach' or 'Surfin' Safari' ! Finally the arrangement is moulded into a presentable form and then the process begins all over again ; this may happen half a dozen times at one rehearsal.

At this point it might be an idea to introduce the members of the group :

Lead vocal	Andy Davies
Lead guitar	Ian Cowie
Bass guitar	Dick Lawrence
Rhythm guitar	Mike Doggart
Drums	Tony Houseman

When the day of reckoning is finally at hand, a dress rehearsal is held for a complete

run through of the programme. This is usually far more exhausting than the actual performance for, in addition to the songs, continuity of presentation has to be finalised and all the equipment checked.

We are always apprehensive when the 'big night' arrives, but after a faltering start the group usually 'clicks' and everything runs smoothly. This depends to a certain extent on audience reaction, and the length of a number is judged accordingly. Our longest to date was a twenty three minute rendering of 'Gloria' at the 91 Entry Graduation Ball. I don't know who was more exhausted at the end, us or the audience !

The next booking, at the time of writing, is the 92 Entry Graduation Ball, and I hope that the Group will continue its trend of improving with every performance.

Finally a word of thanks to all the cadets who have given us such wholehearted support throughout the term. I hope we can live up to your expectations.

I. W. Cowie  
and  
A. G. Davies

## COMPO '67

"The British are everywhere . . ." At the time of going to press another two fortunate entries of the Royal Air Force College have descended upon Brilon, their wilting stomachs pining for 'Wienerschnitzel' and 'Sauerkraut' and the all too eager Germans lock up their daughters, unlock their spacious larders and finger their palms in anticipation of it all.

Why ? What is the reason for this ? The answer is a simple five-letter word not to found in Webster's or the Shorter Oxford, namely 'Compo.'

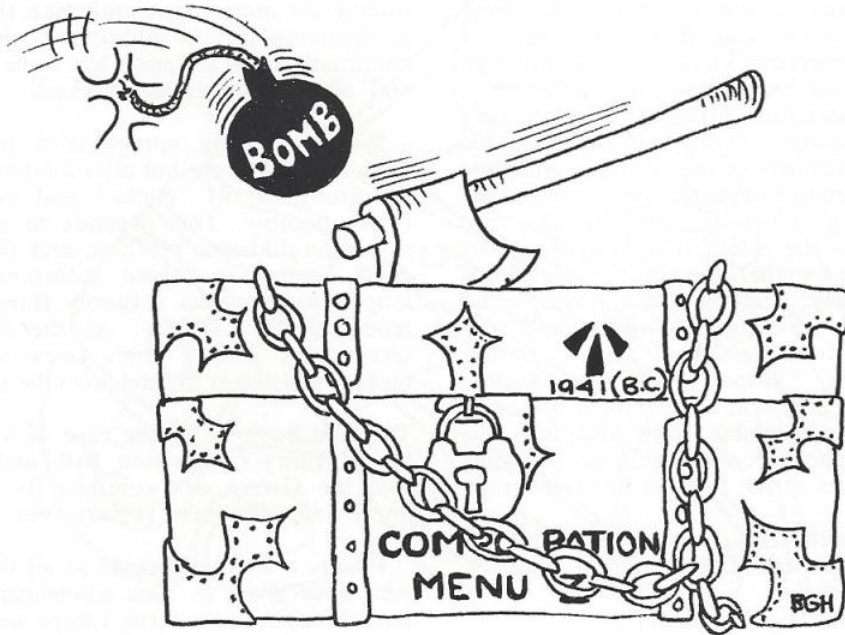
What is 'Compo' ? As a word it is short for the various substances forming Composite Rations, (Mks A-Z according to

the vintage). To support this, one member of 93 Entry, in Germany last summer, opened a box of the offending items and discovered inside a letter addressed 'Dear Soldier, Sailor or Airman,' signed Alice and dated July 1941 !

As I have suggested, 'Compo' comes in large, unwieldy, 4-ply card-board boxes, bound with 8 s.w.g. wire which defies all attempts to open it. Once inside a host of uninteresting tins greets the eye.

These, as the day progresses, are eventually greedily opened in perhaps this order :—

Tea, sausages and beans (accompanied by a scream of anguish from all nearby pupents)



oatmeal biscuits (oatmeal?), chocolate, matches, more tea, sugar and supercondensed milk, steak and kidney pudding (slaughtered in County Clare), rice pudding, mustard, pepper and salt, tea again, cheese/jam, to be followed by gravy soup, mashed potato powder and another dose of steak and kidney.

In addition to all this is supplied, for the cook's information, an operating manual (no amendment lists) incorporating handling data which bears no resemblance to the Good Food Guide whatsoever. There follows a tin opener and a ludicrous packet of toilet paper which is supposed to last ten men six days or six men ten days.

'Compo' is to be cooked in mess tins which are issued in two sizes, small and even smaller, rendering practical catering impossible — let alone improbable. The food is to be heated or incinerated over an open flame generously supplied by a Tommy cooker, designed by one Thomas Cooker for Custer's Last Stand, it would appear.

What have the representatives of the National Press to say on the subject? It all seems very depressing if you will excuse the

pun. Mr Clement Freud, the well known epigram, (or is it epicure?), had various subtle points to make when I consulted him. His advice follows:—

'The best thing to do when attempting to live off the fat of the land is to blend your own immaculate sauce which will enhance or disguise or, at a pinch, can be eaten instead of, the fare offered.'

Gourmets take note.

He then went on to say, '... there are a number of excellent things that can be done on open fires. One is a fondue, prepared by melting Gruyere cheese, crushed garlic and Kirsch liqueur, (beer might be used as a substitute), over a slow flame in a stout pan using it as a dip for pieces of bread.'

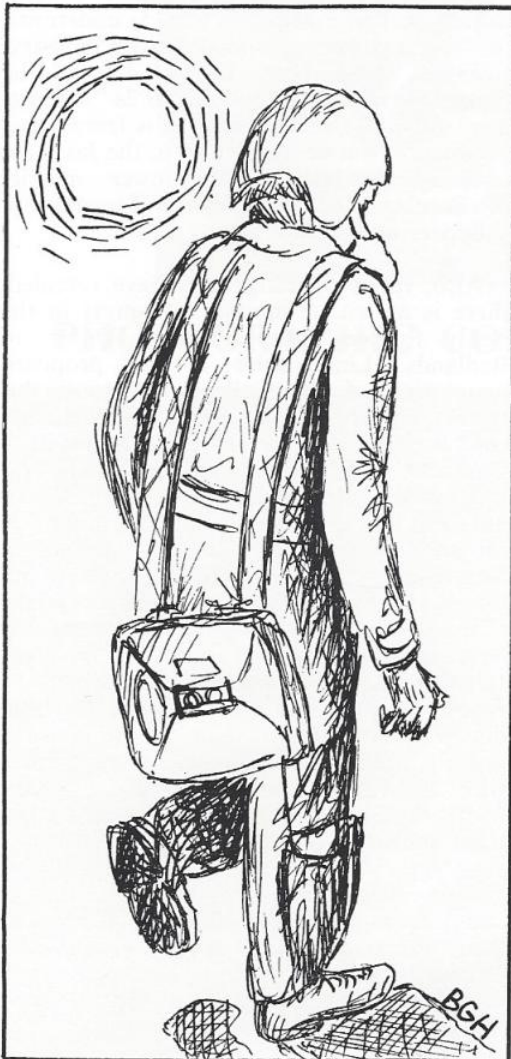
Gourmands, voila!

'Compo' has thus been expo'd. MOD has been proved right once more and it is now up to the future Air Marshals of this country, or those who aspire to the greater heights of ageing Flight Lieutenants (Supplementary List) to decide on the future nourishment of their subordinates. R.I.P.

C. J. McCairns.

# FLIGHT

The aeroplane was silent. It stood alone, a huge mythical beast. The red glow of Apollo chased his chariot into the westlands, shone on the polished metal. It silhouetted the pilot against the greying sky, as he walked alone to his machine, his parachute dangling against his legs. Once in the plane he imparted life to it. Life sprang through it as he flew into the air, easily, like a bird.



The moment the wheels left the ground he was free : he had cut loose from the ground at last ; he was no longer a man but an airman. Here was a transforming experience for man, flight. No longer did the bonds of gravity hold and restrain him, he was free, he could direct his movement in all the three dimensions with the ease of a bird and like a bird, he had control of his position in space.

He headed westward, where a last glimpse of Apollo was caught fleeing behind a range of forboding mountains protruding defiantly into the evening sky. He climbed higher as he approached them, up, up, into a strange land of white billowing clouds.

He flew through a pass between two high majestic peaks. Far below a waterfall threw up cascades of white spray, glinting in the evening light as it crashed down to the valley below. A row of pylons crept across the brow of a hill in, never ending, a line like battle formation of warriors. In the forests, lookout towers bore their red warning lights, calling out to him in the half-light : " Go back ! Go back."

Night was falling fast the last red glimmer had died out, and stars began to appear, one by one. He searched the sky for Pegasus, the constellation that meant something to him. For he had called his aeroplane Pegasus ; it was, to him too heavy and clumsy to be a bird ; a winged horse was what it was to him.

He flew aimlessly about. In the forests below, the cooking fires of the woodmen flickered like candles. The forest was alive not only with man, but animals on the hunt. The whole countryside was far more alive than in the day, for man admitted his presence with a light. Both earth and sky were studded with light.

For up in the sky Pegasus watched as he turned towards the distant aerodrome.

A. J. Evans.

# UNPOLITIK

The poet/philosopher, erstwhile anarchist and bar, P. B. Goodman, may once have said : " They can't do this to us . . . " ; and sorry I am to report that indeed they have done it. The Royal Air Force College may be no more, though bags have yet to be packed, and time-tables checked ; a move is in the air. I would like to take this opportunity, in my own erudite fashion, to warn all, as yet potential, Chiefs of Staff, and indeed the Prime Minister . . . should he have ears to hear . . . that this proposed move from Cranwell to Shrivenham, could, with ease, cripple the Nation's economic, political, and social welfare.

On the whole we associate two major industries with the greenery of Lincolnshire ; both of which have depended upon the College for their very livelihoods in the past. The future holds little hope for our industrious friends, though, one hopes, there may be a major technological revolution in the near future. The key to their independent successes is to be found in their advantages to man-kind, whether small or large.



Napoleon surely meant to say, " An army marches on its feet," and also the British are " a nation of bureaucrats . . . "

The firm of H. M. Prism & Co., now famous for its association with Sing-sing and Alcatraz, has been, in the past responsible for the product with the delightful, and eye-catching, brand-name of ' Airforceboots.' And, these times being more or less what they are, a fore-closure of the Royal Air Force College to that inexplicable conglot usually called ' cadets ' would undermine this effective, sincere, and all-British industry. Rumbles have been heard, despite the plumbing, in the ' Shoes & No 2s ' department of the GNCTU, since it is feared that production will be handed on to the Javanese backed firms, including the power magnet of Scrubbs Inc. Progressive Lincolnshire shudders at the thought.

Also, recent investigations have revealed, there is an undue amount of unrest in the newly formed Paper Printers' Union of Badlands, Lincolnshire at the proposed dissolution of the College. After all this society of ours, though seemingly independent, is fuelled by so much of ' Printers' Products ' that without us they would find the markets drastically reduced ; besides we form one of a small minority of outlets for British bureaucracy, that cannot be filled. The discontent of Printers everywhere has reached tragic heights. A strong contingent of the union, three sub-clerks and the tea-boy have marched, though hindered by gale, storm, economic slump, and P.C. 216 of the North Metropolitan Police Force, on London and No 10 Downing Street. Unfortunately rallies in Trafalgar Square clashed with the Anti-Fascist League of the Young Mothers' Guild, so the Nation's voice again went unheard.

Even today there are threats of greater action from a now united Front. It is up to the Powers, then God alone, to halt this terrible threat, by declaring Cranwell's right to exist ; thus letting Great Britain sleep peacefully again.

I. J. Wood.

Wind

Shrill sound ;

Paper whirling round ;

Trembling leaves on trees ;

Swirling snow, men on skis ;

Stinging sand, plodding camel, cloven hoof,

Broken chimney, sliding tile upon the roof ;

Rattling door, flapping curtain, flickering fire,

The singing of the telegraph wire ;

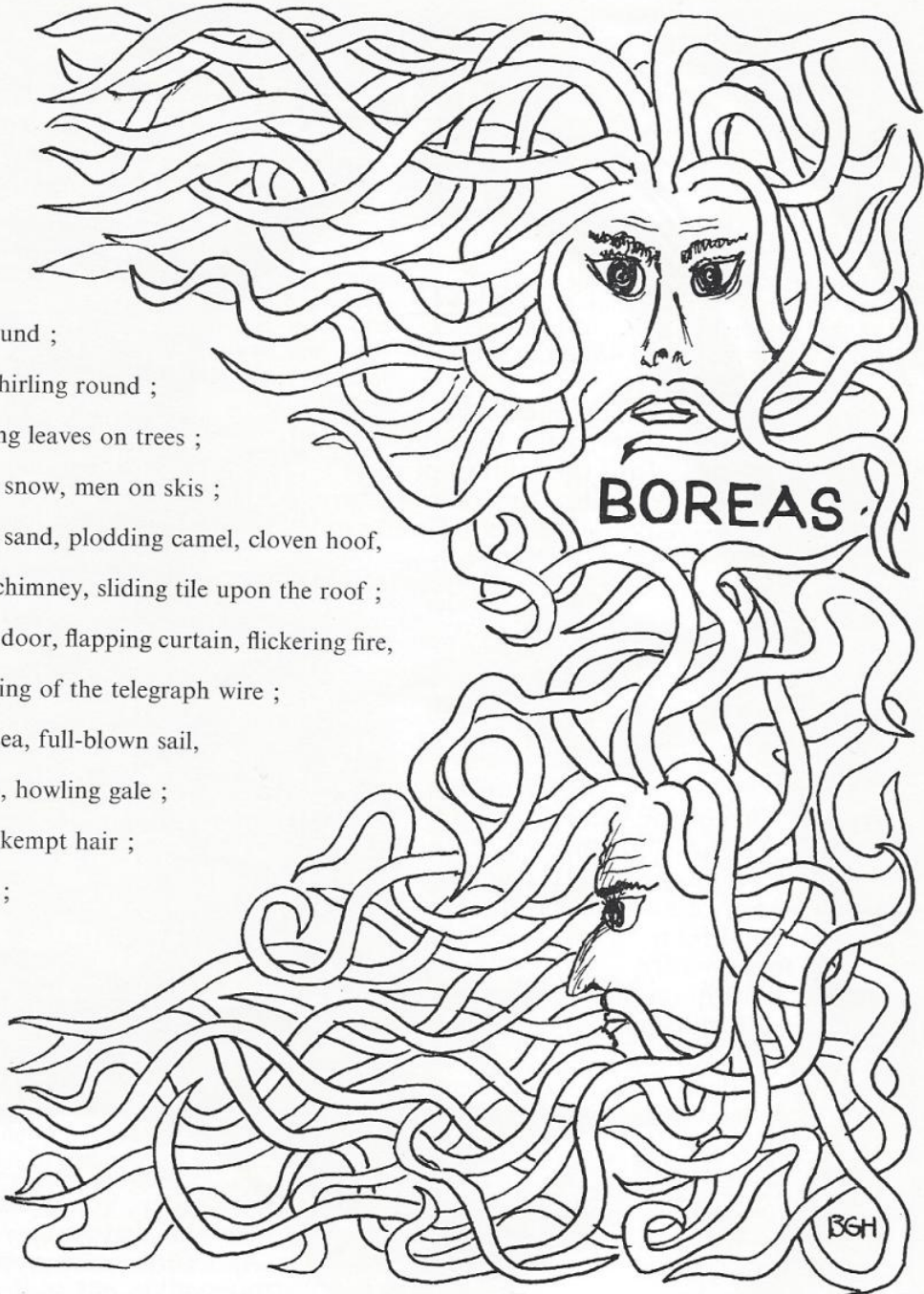
Raging sea, full-blown sail,

Tall ship, howling gale ;

Wild, unkempt hair ;

Cold air ;

Wind



Adrian J. Evans.



RUSTY

The timelessness of our  
Forgotten thoughts expands  
Into the failings of inept  
Insanity. But then we turn, our  
Aspects fade into Time's  
Solitude.

While

You,

Me,

And

This

Careless

Out of time world, creep  
Towards tomorrow's false  
Dawning of empty laughter.  
And we hurry from life  
To life, from face  
To face until  
We slip on our  
Misconceptions  
Of truths,

... and half  
Truths.

Clinging to  
Reality, you watch, while  
In this watching waiting,  
As I turn in on myself.  
But you do not smile . . .  
And then why should you  
Smile as I am torn over,  
Under and around you. So  
Today follows your eyes  
Into tomorrow where an  
Older woman clings to  
Her silver cross, and  
Starts to die.

I. J. Wood

# LEAVE



# ACTIVITIES



# FEAF 1967

The cadets of the Equipment and Secretarial Wing always look forward eagerly to their visit to the Far East. It is, to be honest, one of the few things which we can 'throw in the faces' of our GD counterparts, and the 4 officers and 7 cadets who made the trip this year can say with confidence that it was very much worth waiting for. Our only regret that is we could stay only a fortnight.

Having all assembled at Lyneham at the appointed hour of noon on 24th August — a minor miracle in itself — we boarded a highly-bulld VC10, bound for Bahrein, Gan and Singapore. Reports of the VC10 are not exaggerated ; it is a beautiful aircraft — speedy, roomy and so quiet that one tends to complain about the noise of the air conditioning ! In no time we were at Bahrein, sipping whisky in a temperature of 90°F in the early hours of the morning. Another sweaty stop at Gan, and then we were in Singapore, only 16 hours' flying time from England.

We stayed at Singapore for ten days altogether ; our base was at Changi, a beautiful spot with every possible amenity

within camp taxi distance. There was so much to do on the island that one tended to forget that this was a working visit. If we do not deal with the duty side of our visit in detail, it in no way reflects our attitude. Everywhere we went we were cordially received, and our hosts did everything possible to make our trip extremely valuable. However, we feel that, since the basic format of the programme does not change substantially from year to year, it would be repetitive to cover everything in minute detail.

Certain facets of the visit, however, deserve special mention. Three of us were lucky enough to visit the Vice Squad and Jungle Survival School. The Vice Squad, it must be said, is not the place to visit immediately after lunch. Their files of photographs tend to turn the steadiest stomach, as do some of their stories. However, apart from its 'horrific appeal,' our visit to this section gave us a valuable insight into the huge personnel problem peculiar to the Far East, a problem which we were to see first-hand at our leisure. At the Survival School we were given some fascinating demonstrations by

Flt Lt Raby ('singular and secular'). His staff sergeant, who never told us how he broke his leg, also produced a ten-foot python — a distinctly antisocial beast — and we suddenly decided it was time to leave.

The Port of Singapore Authority visit was followed by a fifteen-mile journey in a marine craft, travelling at 35 knots in a mini-monsoon. This provided the wettest and possibly most exhilarating part of the fortnight ! All these visits helped to balance the



essential but inevitably more routine tours of the operational Equipment and Secretarial sections of Changi, Seletar and Tengah.

While at Singapore we were fortunate in having a lot of free time. Certain evenings were occupied by cocktail parties and barbecues, all thoroughly enjoyable, but we were left with a lot of time, especially at the weekends, to explore the island. Singapore is a fascinating spot and in ten days we could only hope to scratch the surface. The first thing we discovered was the smell, an unmistakably sickly odour from the durian fruit. This tends to become intensified by the odd rotting dog or chicken in the markets, incubating in the heat of the day. The heat was the second discovery: incessant, clammy, relentless and rather enervating. However, for a fortnight it was rather a pleasant change!

For the visitor to Singapore there are certain places which must be seen, and between us we managed to find the majority. Changi night market provided us with vast quantities of goods at ridiculous prices, though some conquered the art of bartering better than others. We ate countless meals at Chinese roadside stalls, where the food is filthy, the cook is filthier, and the cutlery consists of two rather dubious twigs which pass as chopsticks. One tends to forget the surroundings when the food is so cheap and delicious; delicious, that is, apart from the infamous 'black egg,' a ten year old specimen pickled in mud, a delicacy so foul that it is free to Englishmen. Only one of us tried the dreaded black egg; he is still taking the tablets!

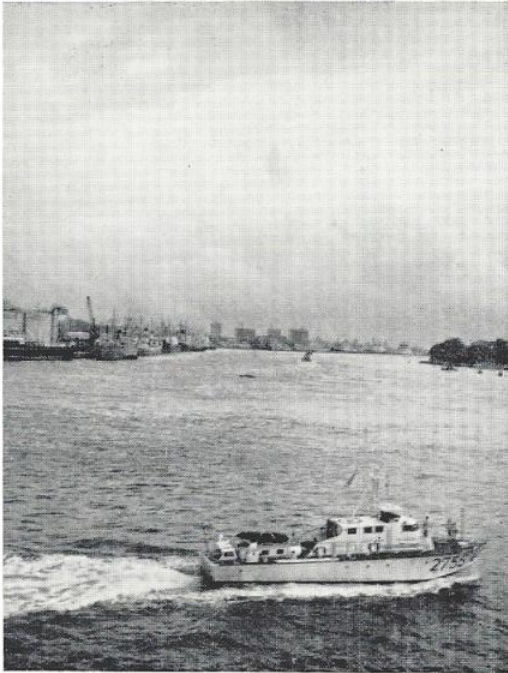
Singapore City is as fascinating as it is sordid. The in crowd go to Bugis Street, perhaps the only street in the city where there are no prostitutes. Instead the alien stares at



Katamites — men who dress up as women and solicit among the drunken sailors at the street cafes. Some are ludicrous, but as many are devastatingly beautiful 'things.' A dying trade, we trust, but an unusual and interesting trade nevertheless.

On the second Monday we departed for Malaysia and RAAF Butterworth. En route we experienced perhaps the most uncomfortable three hours of our lives. The R.N.Z.A.F. Superfreighter did not help, being an inherently old, rusty, noisy aircraft (they issue cotton wool at the 'door'). Added to this were the second-degree burns which we rested against the canvas seats, as the result of eight hours in the sun the previous day. However, we all survived, to enjoy the tremendous hospitality of the Royal Australian Air Force.

Perhaps the outstanding aspect of our two days at Butterworth was a flight to a jungle fort in a Twin Pioneer of the RAF Detachment. We flew up to Fort Kemar at tree-top height — a magnificent experience — and landed on the Fort's grass strip, literally hewn out of the jungle at 6,000 feet. We could have spent a week at Fort Kemar, but unfortunately we were only allotted one hour. In that hour we saw the fort, we were treated to coffee and jungle fruit in the ramshackle mess, and had the chance to tour the local



native village, being given a blowpipe demonstration by the natives who, like all Malays, were most friendly, happy and hospitable people. Their hospitality, however, was matched by the Australians at Butterworth, who made us feel so thoroughly welcome that we did not need to visit nearby Penang island !

All too quickly our stay in Butterworth was over, and we returned to Changi, this time in the comparative luxury of an Andover. Only two days remained of our fortnight, and this we spent snatching last-minute souvenirs and suntan (the latter a far more temporary and painful status symbol than we had expected. In fact within 3 weeks it became a livid jaundice tinge). We were sorry to leave the Far East, and many of us would love to return. We would like to take this opportunity of expressing our sincere thanks to our hosts for making this visit so enjoyable and memorable.

P. C. Butt.

## DESERT TRAINING

The war between Israel and Egypt last June caused an expedition into the Libyan Desert to be cancelled for political and diplomatic reasons. Squadron Leader Sheppard MBE, who had planned the expedition, then decided that some training in the UK could be done in September in preparation for another desert trip. As a result five cadets with two officers and an N.C.O. set out from Cranwell on Wednesday 6th September in two landrovers and a three ton lorry to do a week's driving training.

The training was to make the cadets familiar with both landrovers and three-tonners and to be able to drive them efficiently over rough terrain similar to that found in the desert. Squadron Leader Sheppard, Flying Officer Davies and Sergeant Turner were to give the necessary instruction.

The first training area was the ranges at Longmoor Camp near Farnham. We arrived here early on the Wednesday evening and found a suitable camp site to stay in for the next two days. Our driving instruction began the next morning and over the next two and a half days we became familiar with the vehicles and learnt how to handle them over all types of country where it was flat, bumpy or contained ditches which needed special care to get over without becoming stuck on the chassis with only two alternate wheels in contact. Fortunately this never occurred at Longmoor.

With the landrovers we also practised steep slope techniques and were negotiating slopes of 45° gradient towards the end of the two days. At first it was quite unnerving to go over the rise of a slope and not be able

to see the ground directly ahead of you because the slope went down so steeply but latterly you got used to this and appreciated the value of getting out of the vehicle and scouting ahead to see where you were going.

Another exercise practiced at Longmoor was that of recovering bogged down vehicles using the tandem-tow method. This entails having two vehicles tied together with a tow rope, roped to the third vehicle which is stuck. All three vehicles are in line, one after the other. At a certain signal from someone in charge the two ropes are made taut and after this another set of signals is given to put all three vehicles into gear and to move forward together keeping both ropes taut. The two front vehicles then pull the third free until its own engine takes over. Fortunately this technique never had to be put into use at Longmoor. In fact our only mishaps there were mechanical faults with one of the landrovers and being caught in the middle of a Royal Navy demolition exercise.

The first fault on the landrover was its starter motor which went completely un-serviceable. A new one had to be obtained which was duly fitted. On the Saturday morning that we were due to leave for Sennybridge the same landrover developed clutch trouble which we could not repair ourselves. We had to tow to Royal Air Force Odiham after we had broken camp and eaten lunch. Here there was little that could be done but by 1800 hours a temporary repair was made and we set out for Sennybridge. It was not until we reached Pendine that the clutch was permanently repaired.

We did not reach Sennybridge that night but stopped in the early hours of the morning near Abergavenny and camped there for the night. The following day we covered the last 50 miles to Sennybridge. Here we were to practice driving under slippery conditions. As it had started to rain during the night and rained all Sunday and Monday without pause conditions were indeed slippery. However, the importance of correct gear selection and throttle control to avoid wheel spin was made all the more clear if the vehicle was to get up the hill or even along the flat.

We could only spend a few hours at Sennybridge as we wanted to reach the Pendine Proof and Experimental Establishment Ranges before nightfall.

On the Monday we were to practise sand driving even though it was still raining. It seemed a somewhat ridiculous situation to be simulating desert conditions of loose sand with rain pouring down the whole time !

The rain spoilt the exercise to a certain extent in that the sand was wet and not loose at all. Hence there was a great deal more traction than would be found on loose dry sand. There was so much traction in fact that Flight Cadet Betts hit a bump and managed to launch his landrover into the air while making a fast run at a slope.

Very little driving was done on the Tuesday morning as we were invited to watch the first French test of the Jaguar ejection seat system.

Before the test took place the officer who was taking us to see it showed us the control room and the recording equipment and gave a full explanation of all that was to happen. Then we went to see the trolley, with the mock up on it, which was to run along the track. The trolley was powered by rockets attached to the back of the mockup which also had retro-rockets on the front to slow it down before it went off the 3000ft. track. The test itself was most spectacular with the trolley reaching 600 knots, at which speed the seats went out, and being slowed down to a halt again all in under four seconds and without going near the end of the track.

Unfortunately we had to leave after lunch so we could not see any more of the Establishment as we would very much have liked to have done. We left Pendine on Tuesday and arrived back at Cranwell at midnight.

As a whole, the expedition was a great success. All of us learned a great deal about cross-country and desert driving techniques and would willingly have done a few extra days. The Jaguar test was an extra highlight added to a very interesting and enjoyable week.

D. F. A. Henderson.



## NAAR NEDERLANDS

On Monday 25th September a Cranwell Varsity plunged through typical North Sea weather to settle at Gilze Rijen. One officer and five cadets disembarked to re-establish an interrupted tradition of exchange visits with the Royal Military Academy of the Netherlands at Breda.

We were welcomed enthusiastically by our hosts, all of whom spoke English, and by the Senate, the cadet governing body at the Academy.

The Military Academy occupies the Castle of Breda. With a history dating from the twelfth century, the castle has survived a stormy history to emerge with an unparalleled tradition. Its name linked with the Dutch Royal Family and the princes and emperors of Europe, the Castle's decorations and architecture are a blend of many cent-

uries. A tour of this fortress during the afternoon impressed us greatly, especially the thirty foot thick walls which housed the entrance to a tunnel that stretched to the centre of the town of Breda, and offered the occupants a rapid escape in times of stress !

The Academy trains both Air Force and Army cadets for a course of four or five years. Competition between the Services is keen, but the degree of co-operation is high, and this is appropriate to the primary role of the Royal Netherlands Air Force, which is a tactical one.

Junior cadets weather a period of 'Initiation' even more extended than ours with great spirit. Subsequently, each of them is 'adopted' by a third year cadet. His mentor guides the young cadet through the pitfalls of the first year, and continues as a close

confidant throughout his stay at the Academy and Breda.

The evening found us in town, where the Junior Entry, known as 'Stieren' or Bulls, traditionally fight the veterans of the Academy for possession of one of the Castle's cannons. Battle over, the gun was drawn through the cobbled streets, triumphantly guarded by the Junior cadets brandishing flaming torches. The spectacle clattered past to the accompaniment of a percussive march from the Cadet Band ; an excellent start to an uproarious evening.

Up with the birds the next morning, we attended a flag parade where the Dutch and Union Jacks were hoisted. A guided tour of the two very modern technical buildings followed. Lifts whipped through eight stories to show us some very sophisticated equipment, including a supersonic wind tunnel and a lecture hall with closed circuit television trained on the demonstration dais.

The afternoon brought a surprise. Invited down to the Leadership Training course, we suddenly found ourselves clad in brown overalls, gazing at the familiar silhouette of a Biggin Hill type obstacle. We knuckled

down to it and emerged, muddied and a bit creased, to find, to our surprise, that we had done quite well. There followed two more obstacles, one of which was disposed of by a Dutch team. The differences in the attitudes towards each task were amusing to watch !

After freshening up we were received by the Commandant and his wife, both of whom spoke fluent English, and they rapidly put us completely at ease. In this they were aided by the traditionally strong Dutch gin, Genever.

The town of Breda is known for its bars, of which there are about two hundred. We discovered that night that they remained open till two o'clock in the morning, a most satisfying state of affairs !

At the operational base of Eindhoven the next day we were briefed on the role of the Royal Netherlands Air Force in NATO. The Republic Thunderstreaks in operation made an impressive sight. We continued on to an exhibition by Phillips, the major Dutch Electronics manufacturer. An enormous flying saucer shaped building raised on a glass pedestal housed some of the most advanced



*RAF College Party and Hosts at the top of the " Euromast "*

exhibits of modern technology, including computers with TV readouts, and an automatic voice analysis machine which made some droll comments about our accents !

The following day saw us entering Rotterdam for a day spent in shopping and sight-seeing. A trip by boat down the waterfront emphasised the truly international nature of the city's trade. The crews varied from gesticulating Frenchmen to stolid Russians, all of whom were being dealt with highly efficiently by huge travelling cranes. We gained a bird's eye view of this hive of activity from the Euromast, a structure like the GPO Tower. A replica of the bridge of a large liner was grafted on, and the complete mast had been erected in the incredibly short period of a week.

The afternoon was hardly long enough to

sample the delights of Rotterdam and the Hague. After a hectic tour we relaxed soporifically over an enormous meal in a restaurant by the sea.

The evening back in Breda was our swan song to the town and the Academy. After an unforgettable night we repaired to the Castle to snatch some rest before the de-briefing on our day of departure.

The fine weather which had pampered us throughout our stay held fair for the final adieu to our hosts. As we climbed away we waved the end to a visit that had been more than just outstanding, one which had sealed a real tie of respect and understanding between the two Colleges.

P. M. Warner

## KING ROCK 67

Warm sunny weather (the only good omen) greeted 95 Entry as they left their bone-shaking Hastings aircraft at Gutersloh. Once again the Royal Air Force was preparing to descend on the wild Sauerland of Germany. This year Nos 95 and 96 Entries were scheduled to take part in the fourth annual exercise near Brilon.

The journey to Brilon was completed in too short a time for not a few of the party and it was not long before they were set to erecting their sleeping accommodation and setting up all the necessary amenities demanded by camp life (all of them 4 x 4 x 4).

The entry was divided into three sections so that one started field-training on the next day, another journeyed to the canoe site on the Edersee and the remaining group started King Rock 67 by scaling the Bruckhausen Steine.

Luckily the weather remained good for the greater part of 95 Entry's stay and this served to alleviate the aches and pains of physical effort. Indeed heat exhaustion was encountered by one or two flight cadets during the first week's field-training.

At the canoe site the parties were taught the basic skills of canoeing (animal survival instincts prevailed) and rescue techniques. A white-water course was also provided and proved most exciting despite the fact that, because of the warm weather, the water level was low.

During field-training, navigation exercises were conducted through the vast forests surrounding base camp and a search and-rescue exercise provided a trip back to base by Wessex helicopter for casualties and rescuers. The culmination of all the arts practised during field-training was the Escape and Evasion exercise which took place at the end of this period. Two exercises of this type took place during 95's stay and on both occasions the opposing Yeomanry were really on their toes. Consequently very few sections escaped the net and a few never seemed to be able to avoid capture.

Rock climbing was indeed a high-spot in the activities. Under expert tuition the flight cadets were soon confidently tackling climbs which were graded as Very Difficult or Severe. Undoubtedly the abseiling was most enjoyed during this section

of training, although one or two section officers (wishing to live to collect their pensions) took the 150 foot drop as gently as possible. A week after we arrived there was a free day during which camp-site and cooking competitions were held. Many and varied were the concoctions and camp-site innovations.

On the Thursday of the first week the base camp was visited by the Air Officer Commanding, RAF Germany, Air Marshal Sir Denis Spotswood, who, accompanied by his wife, inspected all the aspects of training in progress in the field, at canoe site and at the Bruckhausen Steine.

Yet another highlight of the exercise was the camp sing-song held in Petersborn. This proved a very enjoyable evening and, as ever, the sketches devised by the flight cadets were not only pointed but barbed.

As 95 departed, the rain came down and many were the sadistic smiles as we met 96 Entry and contingents of cadets from Sandhurst and Dartmouth at Gutersloh. After an excellent lunch we departed Germany in regal splendour aboard a Britannia. Waddington greeted us with sunshine and 69°F. It was wonderful to be back.

But what of 96 now suffering the privations of wet camp life back in the Sauerland? Their programme was identical to our own except that they did get slightly more damp.

It has been said before that King Rock is viewed better in retrospect and the author agrees wholeheartedly with this point of view. However, the fund of stories provided by our fortnight in Germany will provide many an interesting evening in the future.

R. N. S. Brown.





watches and at midnight on Friday we motored up Hamble river, moored and settled for the night.

We cleared up the boat, had the diesel and water tanks filled up and handed over by lunchtime when the crew dispersed to make their own way back to Cranwell.

Looking back, I can safely say that everyone enjoyed the cruise immensely. The all-important factor of weather was excellent the whole time and Lady Corinne is a very comfortable boat well suited to the task of cruising with comparative or even complete novices. This is not to say that the experienced among us had nothing to learn. It would be true to say that no-one returned home without having advanced his seamanship more than a little.

The whole crew would encourage other members of the College to participate in this hitherto little publicized activity open to them and also enjoy the delights of ocean sailing.

J. C. Jarron.



## Visit to the Italian Air Force Academy

“You British, mate?”

“Yes.”

“OK, Platform 2 for Dover.”

And so we passed through the passport check at Victoria on the 9th September. Our group consisted of two officers and ten cadets and we were on our way to Naples.

The journey by train was certainly interesting, but after almost two days' travelling we were glad to reach our destination. We were met by two officers from the Academy, who introduced us to the delights of Italian coffee - 'half a cup of concentrated liquid liquorice', was one description. With it came a glass of water which one member of the group insisted was to be poured into the coffee. This proved doubtful as our hosts seemed unwilling to follow his example.

Early on Monday morning we arrived at the Academy at Pozzouli, and were shown to our rooms. The following morning we sampled the continental breakfast of rolls and butter, together with plenty of coffee. Halfway through the meal, however, a cook appeared triumphantly holding a plate of fried eggs cooked especially for us.

Our first visit was to an active volcano close by named Solfatara. Our guide took delight in hurling boulders at the ground and proudly announcing that the crust was only half a metre thick. The hollow echo spoke for itself. Of particular interest were the 'Turkish baths' which were caves cut into one face of the volcano and which proved extremely effective the further one walked in.

The same morning we were introduced to General Cavalara, commanding officer of

the Academy and this was followed by a tour of the buildings and facilities. The Academy is only three years old and very modern in the architectural sense. It overlooks the Bay of Naples and is set high up on a cliff. We were shown the Italian Trenchard Hall which compared very favourably and their underground cinema which was very popular with cadets, visits to the nearest town being very limited. Not quite so popular were cells, into which cadets who failed exams were put for a week on the 'bread and water' routine. The failing of resits was rare.

Lunch followed in the cadets' mess. The food was very good and certainly made a change from roast beef and Yorkshire pud. We came into contact with the dreaded spaghetti whose aversion to being hoisted around a fork was seconded only by our determination not to look foolish. Every meal (except breakfast) finished with a bunch of grapes to the delight of most of us and I believe Handyside still holds the record for maximum grapes per second.

The following day we were transported back several centuries to the time when Pompeii stood defiantly beneath Vesuvius, a bustling, living city. Even now, badly shaken by the wrath of the volcano it was a place of immense interest. Many buildings had been restored to their original condition, and the streets paved with gigantic flagstones still showed the chariot wheel scars made so long ago.



From Pompeii we travelled round the Bay of Naples and stopped for lunch at Sorrento, the restaurant being only yards from the sea. Sorrento collected several thousand lire from us as we went souvenir hunting at the insistence of the restaurant owner who, as luck would have it, owned a shop not far away!

The evening was spent in 'Edenlandia', a fun fair in Naples, but the greatest attraction about going out was the ride there and back. Barbara Castle's influence has not yet reached Naples where the policy of 'he with the loudest horn wins' is still doing well. We had a driver who before joining the Air Force was an international coach driver. The fact that he now only had an Alfa-Romeo mini-bus did not deter him as he cut his way through swarms of buzzing Fiats.

Our next visit was to the initial and advanced flying schools at Lecce and Amendola. No flying is done at the Academy and so Lecce is where the cadet first starts his flying training. We were allowed to inspect their initial trainer the Macchi which has the same type of engine as the Jet Provost. We had lunch in the officers' mess in which the age old custom of shaking the champagne bottle and directing it towards the CO when opening it, was still actively pursued.

Amendola is the advanced flying school and the aircraft used here was the Fiat G91. Unfortunately our time was limited and so shortly we were all aboard the DC3 and heading back towards Naples.

On the Thursday we set off for a tour of Capri. The Academy had hired a private boat for us which was of the slow but sure variety. It was quite amazing to discover what a varied selection of colours the human face can take on. It took us two and a half agonizing hours to reach the island. Unfortunately Capri has been badly hit by



tourism, but several parts of the island are still untouched and very beautiful. We had lunch in a restaurant owned by Gracie Fields who wanted to know whether or not we were Americans and then treated us to the first two lines of ' Alfie.'

With dread we boarded the boat for the return journey but the sea was considerably calmer and the trip back was quite enjoyable.

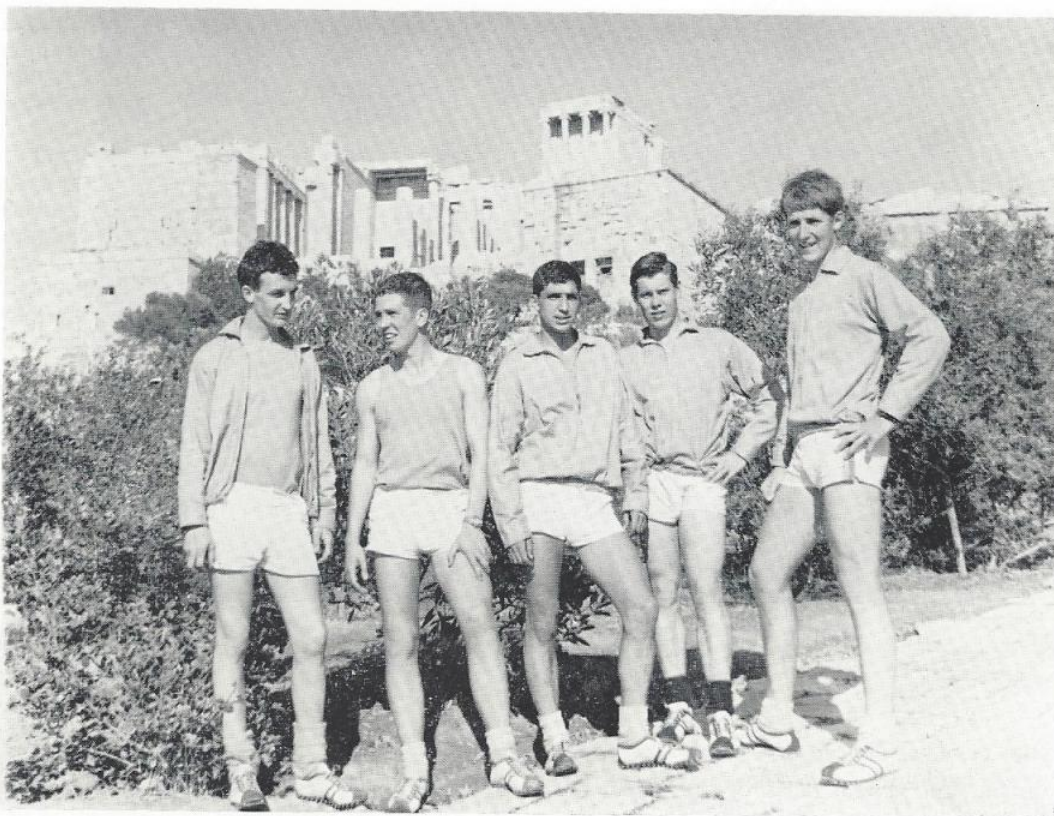
The following day we were supposed to have visited Vesuvius but this was cancelled because of rain. We spent the morning looking around Naples and trying to avoid the numerous street traders who insisted that their Swiss gold watches were worth more than five pounds, but as we were British ..... !

Two afternoons were spent on the Academy private beach at Miliscola and even the less adventurous of us admitted grudgingly that the sea wasn't really cold.

Saturday arrived all too soon and with it the knowledge that owing to a slip up in organization, train seats had not been booked for the return journey. We were therefore split into two parties, one to travel on Saturday and one on Sunday by BEA Comet to RAF Luqa in Malta and thence by Britannia to Lyneham. Before doing so we took our leave from General Cavallera who presented the College Library with two volumes on the history of the second world war from the Italian point of view. He also gave Squadron Leader Stoner and Flight Lieutenant Harding a silver medallion each as a reminder of an enjoyable and extremely well organised visit.

Our hosts went out of their way to make us feel at home and it is hoped that this visit together with a return visit by cadets of the Italian Air Force Academy will become a regular feature.

A. C. Stacey



## RELAY RUN IN GREECE

On Monday 4th September, 5 flight cadets left their bleak forest campsite near Brilon where they had just completed Exercise King Rock 67. The flight cadets led by Flight Cadet A. D. Heath were Flight Cadets J. A. Ball, K. D. Filbey, G. D. Simpson, and B. D. Swinscoe.

We were on our way to Athens to run a road relay from the original Olympic stadium at Olympia, in the Peloponnese, to the Acropolis in Athens, a distance of 224 miles. The train journey from Gutersloh to Athens

took  $2\frac{1}{2}$  days. The main feature of the trip seemed to be that we always reached the border check points in the middle of the night.

We were met at Athens station by Captain Tsaligopoulos and cadets of the Greek Air Academy at Tatoi. The Captain, who was to act as our liaison officer, took us to our hotel, from which we were immediately taken to the Acropolis in what the newspapers called the following day 'a spiritual pilgrimage' for some press photographs. Our photographs duly appeared in the Greek Press and it was

us to slow down so that we could be officially met at the Acropolis at 1600 hours, and for the next few hours morale was very low.

As we approached Athens, it became very windy and large dust clouds formed before it started to pour with rain. Fortunately this bad weather cleared up and the closing stages were run in sunshine. A police car and a television car joined us at this stage and the run through the streets of Athens was extremely pleasant and very fast. Because we were spurred on by the television cameras and groups of Athenians we ran up the famous slope at 1515 hours and had to wait 40 minutes for the reception.

The run had taken us 33 hours at an average speed of 10 kilometres an hour. We were met at the 'reception' by the Air Force

Attache in Greece, Air Commodore A. F. Johnson. For the next thirty minutes we were photographed and interviewed before at last being allowed to return to our rooms for a hot bath and a meal.

During the four days before and after the run we were entertained in the evenings by the Greek National Tourist organisation who arranged visits to the theatre, folk dancing and to the Daphni Wine Festival. One day was also spent visiting the Greek Air Academy at Tatoi which we found very interesting. We feel that the trip was very successful and we would like to thank Captain Tsaligopoulos, the staff of Almanac, The National Greek Tourist organisation, Hellas cars and many others who helped to make the run possible.

K. D. Filbey.



# NATO Visit—September 1967

On Sunday 24th September, the visit of 95 Entry to NATO formations in Belgium, Germany and Holland began; it was to last for an excellent but exhausting six days. A smooth Britannia ride took the party to Brussels, the base for the first day's activities. Here the cadets were divided between two hotels with very comfortable facilities; perhaps the comfort was wasted on some of the party, since the allure of this fine city allowed the more adventurous cadets only a short time in their beds.

On the first day the programme got under way with a visit to the 'top': Supreme Headquarters Allied Powers Europe (SHAPE) at Castelle, near Mons. One could not fail to be impressed by this vast organisation, functioning completely normally in large modern buildings on what was, only a year ago, waste land. As a result of the French 'initiative' in 1965, NATO was given one year to move its entire military headquarters away from Paris. With tremendous effort on the part of the Belgian contractors, the new buildings were erected from scratch at Mons and the deadline was met, not without enormous costs.

The day at SHAPE comprised several general lectures on the roles and organisation of NATO, which were aptly concluded by a spirited question period. After this, a coach tour of the base ended, naturally enough, in the officers' mess bar, for the Vin d'Honneur. The 'vin', in fact, turned out to be beer, and since it was continental beer there was not too much honour attached to it either. However, the party left SHAPE contented, greatly impressed and much enlightened.

On the second day, the party left Brussels in two coaches, bound for Germany. One travelled to Wildenrath and Bruggen, stopping en route at Kleine Brogen, a Belgian Air Force station where the cadets were given a comprehensive tour and allowed to ogle the F104G at close range. The other party

travelled to Rheindalen that day, via Beauvechain, another BAF station where they received the same hospitality. That night, the cadets were accommodated at the three RAF stations, Wildenrath, Bruggen and Rheindalen, where they were greeted in true style with a party.

The next morning, all three groups were reunited at AFCENT, the headquarters of Allied Forces Central Europe, just inside the Dutch border. This, like SHAPE, had been recently moved from Paris and was now located at a former colliery, providing an incongruous contrast between the modern buildings and the old minewheel. Here, the pattern of lectures and a question period were similar to that of SHAPE; a tour was unfortunately impossible owing to strict security.

From AFCENT, the three groups returned to Bruggen, Wildenrath and Laarbruch, where the next two days were spent according to arrangements made by the individual stations. The exception was Wildenrath, where runway repairs forced that party to travel to Bruggen each day. On the whole, the cadets explored the stations, studied sections at work and negotiated for the occasional flight. In the evenings they were free to find their pleasure in the mess, on the station, or in the nearby village. In some cases, nocturnal expeditions were made to larger cities such as Cologne.

On 30th September, all three groups converged on Bruggen, from where their safe journey to Cranwell was ensured by Air Support Command (gone are the days of common-or-garden 'Transport'). All agreed that the NATO visit was both instructive and memorably enjoyable: it will not be surprising to see a large number of applications for posting to Germany as soon as 95 Entry finish their training!

P. W. Roser.

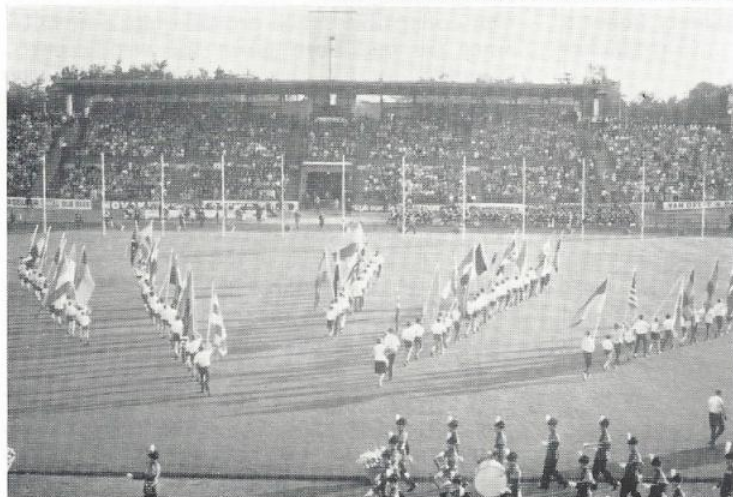


## NIJMEGEN 1967



AFTER TWENTY FIVE MILES A DAY . . . . .

FOR FOUR DAYS  
..... INCLUDING



AN IMPRESSIVE  
OPENING CEREMONY . . .

YOU FEEL  
HUNGRY . . . . .





# DANUBE

Our project to find the true source of the River Danube, the second longest river in Europe, was inspired by the following passage from 'The Black Forest' by Christopher Marlowe.

'At Aach....is the largest spring in Germany concerning which an age old controversy has raged. For here a large portion of the Danube reappears after wandering mysteriously underground beneath the Jura Mountains. Indeed the Aach is said by Wurthembergers to be the true source of the second longest river in Europe. From the spring, the water foams immediately under a chasm and does not reappear until it reaches the frontier of Balen....

'The people of the latter town (Donaueschingen) claim that they too possess the real and only source of the Danube in their own Kurpark. For here rises a spring whose water is carried by an underground conduit to the twin rivers Breg and Brigach, which they say form the main Danube. But at times these streams are dried up, whereas the spring in the Kurpark is perennial, so if the claims of Wurtemberg are not justified, Donaueschingen would seem to be the true source....

'A third claimant to the source of the Danube appears in the little town of St. Georgen, where the Brigach runs, but its claims are not regarded seriously by the people of Baden. Donaueschingen is considered to be the true claimant, in proof whereof a magnificent fountain has been erected over the bubbling spring. An allegorical group of statuary represents Mother Baar sending off her child on his long journey, while an inscription runs "678metres above sea-level, 2,840 kilometres from the sea".'

To us, our task seemed comparatively simple; we would measure flow rates with the apparatus we had constructed, and find the true source by a process of elimination. Our investigations, however, revealed that Marlowe had given us 'duff gen'; the source, we discovered, was at none of these places.

Owing to an unfortunate - and by now notorious - accident, we left a day late and arrived at Dover in the evening of Saturday 19th August, without a ferry booking. Before we could say 'Calais' we were on the high seas, bound for Boulogne. It was here that the minibus generator decided to pack up, and it was not until noon on the Sunday that we left Boulogne. Fifteen hours and 480 miles later we arrived at Donaueschingen, and spent another uncomfortable night in the minibus, waiting for the camp site to open. Monday was spent recovering from the gruelling drive, and setting up our camp. Our collapsible canoe proved quite a novelty, since we had been given the wrong parts. Needless to say, the resourcefulness of the engineering branch soon solved this problem, producing an extremely reliable craft. The following ten days were spent in this area, investigating the claims of the would-be sources. We were fortunate in meeting Herr Mez, of the local Wasserwirtschaftsamt, who took a great interest in our project, and provided a lot of useful records for us. The Wasserwirtschaftsamt is the water-office, and not, as one bright cynic suggested, a discotheque.

Aach was ruled out as a possible source for several reasons. The water that goes to Aach comes *from* the Danube, about two miles south of Mohringen, and then flows south, partly underground, to the Bodensee.

Donaueschingen was the most interesting claimant. The spring in the Kurpark ranks with the Palace and Baroque Church as a tourist attraction. It was impossible for us to measure the flow at the 'magnificent fountain' - not because of any technical problem, but because there was no flow. We decided to find where the conduit led into the river, and were surprised to find that the path on top of the underground conduit was closed to the public. We disregarded the notice and chain, only to be turned back by a scythe-waving gardener, who did not wish to discuss the subtle difference between 'Kein Durchgang' and 'Kein Eingang'. Access to the river was eventually obtained from the other side. Donaueschingen's claim is invalid, but has

been believed by many because it is the beginning of the Danube, being composed of the Brigach and the Breg, one of which is the source. The Breg is in fact the source river, since it is longer than the Brigach, starts higher above sea-level and contributes 1.7 times as much water on average. Thus it is Furtwangen which is the source, and not St. Georgen or Donaueschingen. However, at the time of investigation, not even Furtwangen's claims held water, since the flow from Donaueschingen disappeared completely before reaching Mohringen, going underground to Aach. Thus, at the moment, the river begins at Mohringen. The Wasserwirtschaftsamt is constructing a tunnel which will be completed before the end of the year and then Furtwangen will establish itself, in our

opinion at least, as the source of the River Danube. The tunnel is being built to supply more water to Mohringen, and correspondingly less to Aach.

Our stay in this area was a very interesting one, and we learned a great deal from our project, both about the Danube, and about organisation and administration in general. We left on 30th August and drove back at a leisurely pace through Luxembourg and Belgium, arriving at Cranwell on the 1st September with the feeling that we deserved our forthcoming leave.

I. D. Nixey P. M. Warner  
R. W. Hooper R. K. Wooldridge

## HMS DARK GLADIATOR

I would not say that I was a born sailor; indeed, the largest vessel that I had ever travelled on was the Woolwich Ferry; and that was on a calm day. Needless to say, then, I viewed the thought of three days spent on a Fast Patrol Boat in the English Channel with some trepidation.

On Tuesday morning, 30th May, I made my first sally into the (then) unknown world of Sea and Ships that is Portland, when I first boarded HMS Dark Gladiator. Feeling every inch a steely-eyed Cranwell cadet, with my S.D. hat clamped firmly on my head, and my sea-sickness pills in my pocket, I thought I was equipped to take the worst man or weather could fling at me. It was not until much later, feeling rather green in what must have been all of a howling ten-knot gale, I realised the inadequacy of the pills I had been issued with.

In fact, Gladiator was not to sail until the afternoon, so I spent the morning familiarising myself with the ship, some quaint naval customs, and the Portland Naval Base. Gladiator was attached to the Portland Training Squadron, which is responsible for training up various types of ships from most of the NATO countries, so there was quite a variety of things to see.

Gladiator's main job while I was there was the training of four new German Fast Patrol Boats, and these were the first things I visited on Tuesday morning. Longer and newer than Gladiator, they were armed with torpedoes and guns. The crew of Gladiator did not have a very high opinion of these, however, as their performance was inferior to the British Brave class boats of the same age. We did all our exercises in conjunction with these.

There was another F.P.B. in Portland while I was there, a brand new Malaysian boat, built by Vosper, supposedly capable of over 60 knots. I found 30 to 40 knots, which Gladiator could do, quite fast enough for me.

The first exercise was a torpedo attack on a convoy (as were all the others we were to do). The tactics were simple; just go to an intercept point (given before the exercise) and fire torpedoes (indicated by firing a green flare) at 3,000 yards range then turn and get the hell out before some frigate starts shooting. We made three attacks that evening, and only on one of these did we get shot to pieces before firing our torpedoes. This was dramatic enough, with star shells suddenly bursting above us in the dark before we had even found our convoy. By this time, however, I was not really able to appreciate the finer points of the art.

Riding on a Fast Patrol Boat is rough. The only comparison I can make is that of riding a car without springs or padding over a series of ruts, one every two or three seconds. Hoping for relief when we stopped, I found that this motion was replaced by a sickening, lurching roll.

We docked that night at 0100 hours, and sailed again at 0715, fuelled, and made our rendezvous with the German boats. This time for our attack, we split up into two teams successfully sank one ship in the convoy, and made a trouble-free getaway. It was about then that I increased my dose of sea-sickness pills, and found that they worked. When their effect wore off that evening, on shore, it felt as if my stomach had been through a mangle. After this attack we had to rendezvous with the helicopter-carrier Lofoten I went across in the Gemini, a small inflatable boat powered by an outboard motor. Getting back aboard *Gladiator* proved more difficult than I had anticipated as the engines had been started and we had come alongside the port exhaust outlet (12 inches diameter and belching diesel fumes).

We then rejoined the Germans for another attack similar to the previous ones. We had to abandon the afternoon's exercises because the generator broke down, and on the return

journey I took a turn at the wheel. A nice wavy wake marked our progress.

As *Gladiator* could not be repaired before I left, the Captain got me on board *KNM Utstein*, a Norwegian mini-submarine for my last day. The following morning I arrived at *Utstein* two minutes before the last line was cast off. This necessitated an unusual, but, in the best Cranwell tradition, dignified, descent down the stern line which greatly amused all observers.

*Utstein* was half the size of most British submarines, yet there was still room for an incredible amount of highly sophisticated equipment. The exercises we were doing were basically the same as I had seen on *Gladiator*, except that we were attacking from underwater. I began to doubt the efficiency of our anti-submarine equipment while sitting at periscope depth watching five helicopters and a frigate all within a thousand yards trying to detect us without success.

We eventually returned to Portland at 1900 hours where we berthed alongside *HMS Daring* after quite an impressive manoeuvre by *Utstein's* Captain. This ended my visit, which, although brief, was highly interesting.

M. W. Johnson



# Flight Cadets in the Far East

A twenty four hour flight in a British Eagle International Airways Britannia marked the beginning of a two week detachment for six Flight Cadets to the Far East Air Force Helicopter Wing. This rather monotonous flight was relieved by stops at Istanbul and Bombay. At Istanbul two Flight Cadets set out to explore the airport, which appeared deserted. Both were pleasantly surprised when an apparently deserted souvenir shop was suddenly repopulated by bleary-eyed girls who had been sleeping behind the counters. This pleasure was short-lived, however, as almost immediately afterwards the departure of the Britannia was announced. We alighted from the airport at Singapore's Paya Lebar Airport just before dawn on 19th September and were met there by our escort officers. We then boarded a coach and drove to RAF Seletar which we reached as dawn was breaking, having experienced the lunatic driving of Singapore citizens and the pungent smell of the tanneries, during the journey.

During the detachment several visits to other bases were arranged. The day after arriving two Flight Cadets left for Chukai where they were to spend the next three days being shown all about the jungle by the Army and returned the Friday afterwards carrying the insect bites and stings to prove it. For the Flight Cadets who remained at RAF Seletar the visit started in earnest on the Wednesday when they flew with the helicopter squadrons. To each of the three squadrons of helicopters based at RAF Seletar two Flight Cadets were attached. In practice, however, this system was flexible and all six Flight Cadets flew with all three squadrons during the course of the visit. Before the helicopter flying on the Wednesday, the Flight Cadets attended a series of lectures, and films on helicopter and Army operations in the jungle. These proved valuable during flying and gave the party at least a glimmering of the problems involved in the Far East.

For the Flight Cadets who remained at RAF Seletar, an experience was in store for them, on the Thursday. At 0900 hours they set off in an Air-Sea Rescue launch from RAF Changi to practise dinghy drill for an air sea

rescue. Some way out from Singapore the four Flight Cadets were 'dinked in the oggy' and spent the next half hour in rubber dinghies rolling and pitching in the wake of the air sea rescue launch which was attempting to simulate a choppy sea. However, this was no great hardship owing to the warmth of the water, and in any case they were soon picked up by a SAR Whirlwind of No 103 Squadron. A rapid return journey to RAF Seletar followed and this in turn was followed by an even more rapid lunch after which the party left Seletar Yacht Club in the Club's launch 'Silver Dollar' for an afternoon's water skiing. This was great fun and it was almost as enjoyable to watch the spectacular mistakes of the other Flight Cadets as it was to experience the equally spectacular results of one's own mistakes. Thursday evening witnessed the arrival of the party, suitably escorted by officers, to Bugis Street in Singapore City. An amusing evening was spent there, for, as anyone who has been to Singapore will know, Bugis Street is notorious for its general lack of morality and more specifically for its beautiful women, who are not always what they seem to be.

The Friday was taken up with a number of visits to other units based at RAF Seletar. In the morning the Flight Cadets visited one of the two huge maintenance units based at RAF Seletar. Of the two maintenance units 289 MU and 390 MU, 390 MU is responsible for the servicing of equipment and 289 MU deals with the administration side. It was 390 MU that the Flight Cadets visited and the visit was interesting and informative and gave the party an idea of the problems involved in servicing aircraft in a difficult climate. In the afternoon the Flight Cadets visited No 65 Squadron which operates the Bloodhound II system and is responsible for the surface-to-air missile defence of Singapore. During the visit each Flight Cadet was able to operate the missile control simulator and interceptions on it were practised. A request from one Flight Cadet to do a practice simulated interception on a real control set was immediately rejected, perhaps not without good reason.

Immediately before leaving England, the party had been given a programme for the visit, a paragraph of which stated ominously 'Saturday 23rd September and Sunday 24th September: Jungle Survival Exercise.' For the Flight Cadets who had thought that camping exercises for 1967 had finished with King Rock, this was not good news. So, on the 23rd, all six Flight Cadets were dropped into the jungle by two No 110 Squadron Whirlwinds and spent the next two and a half hours marching through the jungle. After this two and a half hours we had reached a clearing from which the party was picked up and then flown to the island of Pulau Sibul where we made camp. Pulau Sibul is adjacent to Pulau Tingi which featured in the film 'South Pacific' as the island of 'Bally Hai'. It was in these idyllic surroundings suitably provided with beer from an ice box and the excellent company of the helicopter crews that we proceeded to 'survive' for the remainder of the week-end arriving back at RAD Seletar at 1800 hours on Sunday. Enjoyable though Pulau Sibul was, the jungle marching phase was by far the most useful giving the party a good idea of the fighting conditions in this type of terrain.

Our programme had assigned most of the next week to a visit to Kuching, in Borneo, where helicopter detachments were based. Unfortunately, owing to a lack of seats on the flight going to Kuching, the visit had to be abandoned. A supplementary programme was prepared, to fill in the gap left by the failure of the Kuching visit, which included a considerable amount of flying. The flying was not restricted to helicopters alone but with all of the other squadrons based at RAF Seletar including No 34 Squadron (Beverley), No 52 Squadron (Andover) and No 209 Squadron (Pioneer and Twin Pioneer). During the second week also, two Flight Cadets were detached to RAAF Butterworth and discovered the unusual drinking habits of the Australians based there. This part of the visit was undoubtedly the period during which the largest amount of flying was done, some of the Flight Cadets achieving a total of twenty five hours in six types of aircraft. During this period it became clear that the RAAF is concerned specifically with support of the Army in the Far East and this applied especially to the helicopter wing.

On Thursday the 28th September time was taken off flying to visit other units based at RAF Seletar. RAF Seletar, it should be mentioned, contains a great number of and variety of units including, three helicopter squadrons, two tactical transport and one communications squadrons, an RAF Regiment Field Squadron an SAM squadron, two maintenance units, a regiment of the Royal Corps of Signals and the Far East School of Joint Warfare. During the morning of the 28th the Flight Cadets visited 289 MU, 9x site which looks something like a Maginot Line fortress system with its concrete bunkers, wire fence and watch towers. 9x site is the ammunition arsenal for the Far East and covers a large area of Seletar — with its storehouses, bunkers and to our surprise unprotected 1000 lb. bombs. We were assured, however, that it would take a lot to ignite them. In the afternoon we visited the Far East School of Joint Warfare (FESJW) and were shown various aircraft mock ups which were used to practise loading and unloading with the Army and also a film on US helicopter operations in Vietnam. Both visits were interesting and useful.

After our first taste of water skiing, we were all keen to continue and we took full advantage of the free day that we were given on our last Friday in Singapore. This we did and enjoyed a very pleasant day in and on top of the water. The party was equally determined to have a night to remember in Singapore before we left, early Saturday morning. Consequently all six Flight Cadets arrived back at RAF Seletar in time for the early breakfast which had been prepared for us. From RAF Seletar we left for Paya Lebar only to be presented by the biggest anti-climax of the detachment ; an eighteen hour delay for the flight.

The journey back was uneventful and the reception at London predictable ; a cold damp night. The visit was not only enjoyable but gave each member of the party invaluable experience and also succeeded in producing several helicopter enthusiasts. Undoubtedly this was a very worthwhile visit from every point of view.

A. B. Vallance.





## SPORTS and ACTIVITIES

### EDITORIAL

Among the more apprehensive of cadets at the beginning of the Summer term were surely some of the sports captains. The old colours who remained were few, and with 91 Entry due to graduate in mid-season, many must have envisaged severe team problems. However, the junior entries responded to the call for new talent, and when considering the successes of this season, the large junior element in most of the teams must be borne in mind.

The outstanding achievements were beyond doubt those of the Swimming and Water Polo teams. The swimmers won every one of their fourteen matches, and provided the winner of every event in the triangular match against Sandhurst and Dartmouth. In this same match the Water Polo team scored 25 goals to crush both of our sister Colleges. After a good start, the Athletics

team found it difficult to match their early success, and finished second to Sandhurst in the triangular match. The cricketers enjoyed a memorable season, despite some inclement weather in May, and achieved some excellent victories ; the Rowing Club competed most successfully in the Royal Air Force Regatta and represented Flying Training Command in the Inter-Command championships. Other notable successes were those of the Fencing team, in winning the Cadet competition at the Royal Tournament, and of the Pentathlon team in becoming Royal Air Force champions.

Meanwhile cadet representation in Inter-Command and Inter-Service competitions has continued, notably in swimming and athletics ; in short, the College can look back on the Summer of 1967 with a great deal of satisfaction.

## ATHLETICS

This summer we have been unable to repeat the overall success of the 1966 season. By the end of May we had thought this possible having won all our six matches against thirteen teams, three of which, Leicester, Nottingham and Sheffield Universities, had been amongst the few who beat us last year. As a result, our hopes were high for the rest of the season.

At the end of May came the Graduation of 91 Entry, and we said good-bye to many good athletes. Since then we have won only one of our other eight matches. In fairness, it must be appreciated that of the ten teams who defeated us, four were schools, who have an advantage of lighter weights in field events, one was a full Signals Command team, and another was Hull University.

In the inter-college triangular match, Sandhurst were much too strong for us this year and had no great difficulty in beating us into second place by thirty six points. The results: RMA Sandhurst 150 pts., RAFC Cranwell 114 pts. and BRNC Dartmouth 70 pts. Despite this disappointing result there

were some outstanding winning performances by Carter in the Long Jump, Bowden in the One Mile, Pilgrim-Morris in the Triple Jump and Lawrence in the Pole Vault. We achieved our usual success in the Flying Training Command Championships, winning the team prize and gaining five firsts and ten seconds. Pilgrim-Morris went on to finish third in the RAF Championships in the Triple Jump. He has, along with Lawrence, Whitear, Appleton, Bowden, Carter, Wolsely and Stewart, competed for RAF representative teams this season.

Our thanks are due to Wilf Paish, the Northern Counties Area National Coach for his two visits, once to direct early season training and once just before the triangular match. Ten cadets spent a week at Crystal Palace in preparation for the RAF Championships.

No records have been broken this term but the record for the 120 yds. Hurdles (15.5 secs.) was equalled by Pilgrim-Morris. Colours have been awarded to Lawrence, Carter, Elliott, Marcus and Wakely.



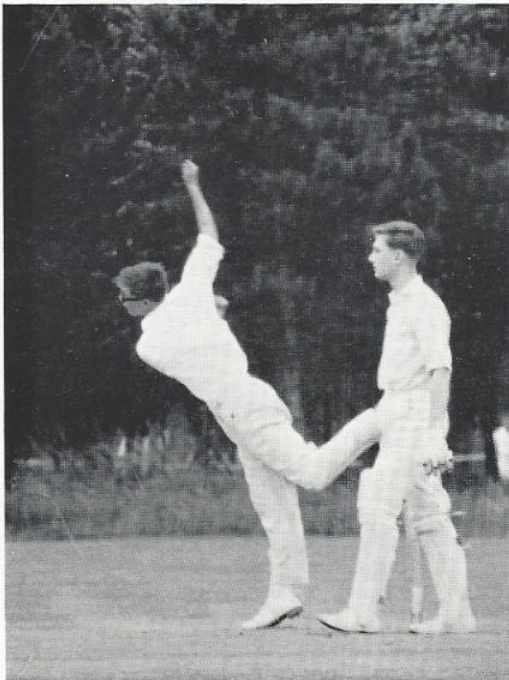


## CRICKET

At the beginning of the season prospects were not too bright. The College had lost all its old colours, and only three members of the side had any appreciable first-team experience. Our only proven batsman was due to leave in May, and the fixture list, much stronger than in previous seasons, added to our apprehension.

However, the side has every reason to look back on this year with satisfaction, because of 19 matches played, 8 were won, 7 lost and 4 drawn ; this despite a poor start which can be blamed largely on the abysmal May weather. This commendable record can be attributed to a number of factors — constant practice, improvisation, team spirit and not least the early-season visits to the indoor nets at Trent Bridge, which gave the side an invaluable taste of cricket in the draughty days of April.

One notable point has been the high proportion of exciting finishes. Most memorable were those against the Adastrians and Fighter Command. The former was lost by



one wicket, with the Adastrians' last wicket pair putting on 40 runs. We nearly suffered an identical defeat against Fighter Command, but this time we finally won by one run. Other fine victories were scored against MCC, the Lincolnshire Gentlemen and the Stowe Templars, the latter in an unforgettable two-day match in which over 800 runs were scored. Dartmouth were soundly beaten though it took an inspired spell of bowling by Ball to break through their middle order, while at Sandhurst our hosts must have been very relieved to see the rain when the match was washed out with their score at 88 for 8.

The batting, which was the main worry early in the season, made tremendous strides. The bulk of the runs were made by the opening pair, Goodall and Butt, who both had excellent seasons and totalled 1250 runs between them. Goodall's finest spell came in June, with a purple patch amounting to two centuries and a 92 in a week. Butt, who had batted at number ten the previous season fully justified his promotion. The rest of the order improved as time went on. Walpita began to bat really well as the wickets got harder, and Spink confirmed his promise with a match-winning 57 against MCC. Waterfall should score a lot of runs next year, as should Bates, who came into the side late and made rapid progress. His saving knock against Flying Training Command showed surprising maturity. Benford, Ball and Primrose failed to realise their full potential, but they all contributed valuable runs on at least one occasion. Clark's batting provided a great deal of amusement !

The most notable point about the bowling was its depth. Burns opened the bowling throughout the season and secured some vital wickets. At the other end we had the problem of two left-handers — Butt and Ball. Both started the season poorly, but Butt found his length and direction in mid-season and enjoyed some success. Ball finally came into his own after Dartmouth, bowling with true hostility. Waterfall's leg breaks proved an invaluable acquisition, and had he not injured his shoulder in July he would most probably have reaped a harvest of wickets on the hard pitches. Walpita bowled

well at all times and was really unlucky, while Clark worked tremendously hard, bowling 253 overs of cutters and fully deserving his 35 wickets.

The fielding was poor initially, but improved noticeably later on, reaching brilliant proportions at times. Finally, and most important of all, Burns' captaincy; his contribution this year has been outstanding. His handling of the side was of the highest order, and his fielding was an inspiration at all times. He held 16 catches, some of them barely half-chances, and did not miss a chance throughout the season. This leadership by example has been perhaps the greatest single factor of the side's success. A word of thanks, too, to Squadron Leader Allerton, whose tireless enthusiasm and patience has done so much to revitalise College cricket and make it so enjoyable — for enjoyment has been the key-note of the 1967 season.

Colours were awarded to Burns, Goodall, Butt, Ball, Walpita and Clark.

### **The Second and Third XI**

The second XI had an indifferent season, with three wins, four defeats and six draws. Much of the blame can be laid on the fact that the toss was won on only one occasion! There were very few good batting performances, with only three individual scores of over 40. The 56 of Harris, who took over the captaincy from Jones after half-term, was the best performance. The bowling was unreliable, though Derbyshire bowled well towards the end of the season, as did Page, who also proved the most reliable batsman in the side. The third team, under Ford and Brunton, won half their matches, and really enjoyed their forays. Outstanding were Monk, who bowled well throughout the season, and Brunton, who scored 83 in his first match as captain.

## **GOLF**

The appointments at the start of the season under the guidance of Squadron Leader J. Price were: Captain, Semple and Secretary Condon. During the course of the season Condon became Captain and Scott Secretary.

The season started on a rather gusty day with a match against Leicester University. Leicester soon managed to adapt themselves to the conditions and played the 'long low ball' with good control. The College was easily beaten 3-0 by a side which included the British Youth Captain. After this match two members of the team graduated from the College but were ably replaced by two very enthusiastic members from the Junior Entry.

The next match was against Sandhurst and a great deal of time was spent practising under the guidance of the Sleaford professional for this "needle" match. Even so the Hindhead course and its narrow fairways,

combined with the steady golf of our opponents easily defeated us. Hunt was the only one who managed to gain a half in a match which ended with him sinking a 25ft. putt on the 18th green.

The Dartmouth match was the success of the season, when we won 7-2 at Rauceby. In the morning all 3 foursomes were won with ease whilst in the afternoon, 3 singles were won, one was halved and 1 lost. Scott hit his form in his match and won 9 of the 10 holes.

Now that the season is over the task of building a stronger and more successful team ensues. Fortunately there is no lack of enthusiasm from certain golfers of 96 Entry and with additions from 97 and 98 Entries I am sure that a competent team, worthy of the College, will be fielded next season.



## SWIMMING AND WATER POLO

In 1967 College swimming and water polo had probably its best ever year. With a very full fixture list, the swimming team won all 14 of its matches and many College records were broken throughout the season. The water polo team won 14 of 19 matches played, scoring 121 goals and conceding 57.

The whole squad trained extremely hard before the triangular match at Dartmouth and were at the peak of fitness for the contest. This hard work was rewarded with the College taking first and second places in every event bar one. In the other event we could only manage first and fourth! The water polo produced the season's biggest wins, with Sandhurst going under by 16-1, Dartmouth offering slightly better resistance at 9-0.

In the Flying Training Command Championships, College swimmers took 11 first and second places and consequently Webster, Bennee, Ross, Cuthill, Dow, Norris, Hunter, Wilson, Shewry, Anderson and Clovis were selected to represent the Command in the RAF Championships, held at Cranwell.

Once again, the cadet element was decisive in Flying Training Command's victories in both the swimming and water polo.

In these Championships Flight Cadets won no fewer than 25 first and second place prizes, including relays and water polo.

As a result of the RAF Championships, Webster, Bennee, Cuthill, Norris, Dow, Wilson and Hunter were selected to swim for the Royal Air Force in the Inter Services Championships, in September.

In an outstanding season one performance is worthy of special note. It was that of Hunter, who, while swimming for the RAF against the Civil Service, recorded a time of 2 mins. 45.5 secs. for 220 yards breaststroke, taking 13 seconds off the RAF record.

The year was marred by the loss, at the end of the season, of our guiding officer, Sqn Ldr G. A. W. Worsell. Without a doubt, he was the driving force behind the team, and his enthusiasm and inexhaustible energy will be missed by everyone who was ever accused of "wasting away." We wish Sqn Ldr Worsell and his family the very best of luck in his new posting at Colorado Springs. Another loss to the team is the departure of Sgt Terry Eyre. He spent many hours of his spare time, giving the teams the benefit of his considerable experience and coaching skills. He, also, will be sadly missed next season.

## RIDING

At first sight the achievements of the riding team this term seem to be minimal. On reflection, however, it can be seen that for a team which had only two members with any competition experience at all at the beginning of the term we have been reasonably successful.

The first event of the term was the Inter-University Championships at Melton Mowbray. A team of two cadets was entered in the Services section, coming third overall and taking one third individual place.

A month then passed before we entered a series of events. A match against Imperial College Phoenix team from London was lost by a mere three points but more heart-breaking results were to come. After an unsuccessful day at the East Midlands Championships held at Osburton, the team were beaten by Oxford University the following week by one point. Against Leicester our luck was not so good and we lost fairly heavily.

Then came what was to have been our big day, the RAF Equitation Association Championships, held at Cranwell on 21st May 1967. Unfortunately all four cadet competitors were eliminated, although the Station Team finished third in the RAF Section. We can only hope for better luck next year.

By next term we should have moved into the new Equitation Centre being built at West Site and with the added facilities we hope to be able to attract more cadets to riding. To relieve the strain on the horses the RAFEA have bought us a four year old bay gelding, Lincolnshire Poacher. As he grows older and his manners improve he could prove to be quite a sound investment.

Looking back on the term, it has been a very busy one indeed, with many self-help projects being run to try and ease the club's financial problems. If riders are willing to put as much effort into riding as they have done this term we can look forward to success in the future.

## FENCING

The fencing team has had a quick but rewarding term. Since the season had almost finished at the beginning of term, most of the time was spent training for the Birch Shield and Royal Tournament Championships.

This was the first time we had entered the Birch Shield Trophy, an individual competition in all three weapons, open to all members of Royal Air Force except RAF Blues and past winners. In the foil Wylie came second and in the epee Sears was the individual winner. Overall, Wylie finished second, Fishwick fifth and Sears sixth, which holds well for the College to provide the winner next season. Shortly after this success the team represented Flying Training Command in the RAF Inter Unit Championship. Unfortunately we were just beaten by

RAF St. Athan, who eventually won the inter-Service phase of the competition.

More success followed in the Royal Tournament fencing competition for young officers and officer cadets. For the first time ever the College provided all three individual winners. Locke did very well to retain the epee championship from last year, in the foil Wylie was the winner and in the sabre the College took the first three places with Wylie first, Sears second and Wildman third. Sears and Wylie later represented the Royal Air Force in the Magrini Cup, an Amateur Fencing Association Contest in the sabre.

These good results reflect on the excellent training and encouragement of Sgt Cooney, himself a RAF Blue, who has devoted much of his time and effort to give the team a successful term.



## TENNIS

The cadets' first tennis team had a most successful season. A greater number and variety of opponents were encountered than in previous seasons and the team could boast far greater strength in depth. The team was fortunate in having a hard core of 1966 season players including Dyer-Ball, Woods, McTeer and Smith and was further strengthened by Harding, Williams, Joyner and Neo from the Junior Entries.

The first team played 18 matches, won 9, lost 8 and drew 1. A more impressive results card could have been achieved had the team been able to draw on its full potential for every match. Towards the end of the season in particular, other commitments prevented the consistent fielding of the strongest side. Nevertheless, among the more notable successes were victories against Jesus College Cambridge, University College London, Loughborough University, Sheffield College of Education and Rugby School. In the inter Cadet College matches at RMA Sandhurst play was abandoned because of rain and against BRNC Dartmouth the team received its heaviest defeat of the season, losing 8-1. While the team deserved to lose this match, the score should have been more even and in fact typifies the pattern of success and failure set by the team throughout the season. The tennis, at times brilliant, could reach low standards not only from match to match but even from set to set. It

was to gain a greater degree of consistency that the team secured the services of a coach, Roy Taylor. Whilst certain members of the first and second teams seemed set in their ways and refused to learn new tricks, the coaching was beneficial and convinced many of the errors of their ways.

Throughout the season the team was well led by the Captain, Dyer-Ball and Vice-Captain, Woods, and credit must be given to the versatile, ubiquitous player secretary, Smith, who was responsible for arrangement and efficient organisation of the fixtures of both first and second teams.

If one judges the second team's performance on results alone, played 17, lost 12, won 5, it would appear that it had a disappointing season. This, however, would be an unfair judgement as in many cases the opposition would have extended the first team, and many matches were lost by a narrow margin. Under the captaincy of Pollington, the second team has played some enjoyable tennis and served to test some of next season's players, who developed greatly in ability this season, notably Stoner and Tew.

Next season the standard of tennis at the College should be even higher when the team, led by McTeer, can call on six members of this season's team.

## MODERN PENTATHLON

The season started in the knowledge that no member of either the Pentathlon or the Tetrathlon team had more than six months experience of doing all the sports together (the sports being swimming, fencing, cross-country, pistol shooting, and riding, which is omitted in tetrathlon). Also those who had competed had done so in only two competitions. This lack of experience and competition technique meant that we started with a distinct disadvantage,

However, throughout the four competitions leading up to the Sandhurst/Dart-

mouth, match performances improved and the St. Athan team beat us by only 89 points out of totals of 8,000 to win the Royal Air Force Tetrathlon Championships.

The triangular competition against Sandhurst and Dartmouth was held at Sandhurst this year. From start to finish it was a very close fight for first place between ourselves and Sandhurst. The last event was the cross-country, over a very stiff course which must have contained every hindrance possible, except wind. This final event decided the result in Sandhurst's favour by a very narrow



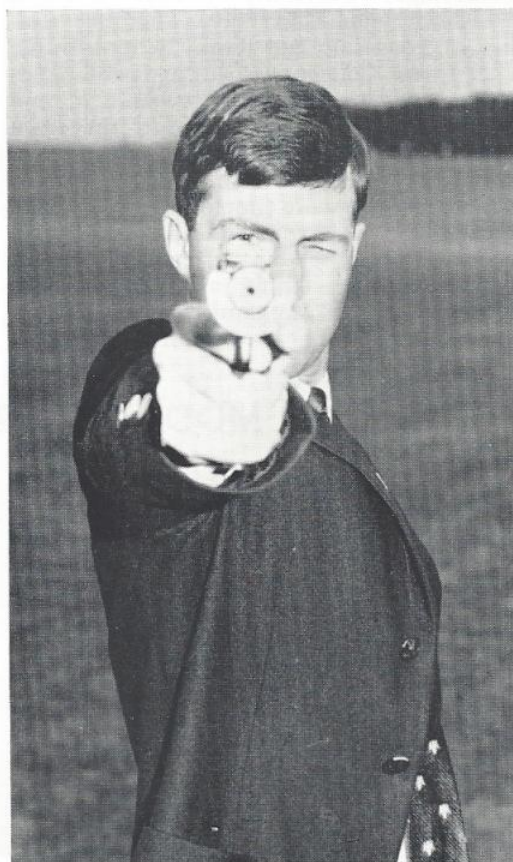
margin. Sandhurst scored 11,084 points to Cranwell's 10,987.

Following the Sandhurst / Dartmouth match came the Royal Air Force Pentathlon Championships at Halton. As in the Tetrathlon Championships the competition was a struggle between Cranwell and St. Athan. Again, it was the final event, this time the riding, which decided the match. The riding course was one of the best we had seen but unfortunately the horses had not been schooled on the course and were as strange to it as the competitors. The riders without much experience found this very difficult and scores were often low if not non-existent. However, our team managed to score enough points to bring us victory over St. Athan by a margin of 93 points. Also in the Championships, Webb came third overall in the Royal Air Force and won the swimming event.

Locke won the Trader Horn Trophy for the highest individual score in the Tetrathlon events and also the fencing event.

This transpired to be our last competition as we were unable to compete in the Royal Naval Championships (because it was a four day match starting on Monday) and examinations clashed with Webb's intentions of competing in the Junior World Championships to which he had been invited.

However, winning the Royal Air Force Pentathlon Championship was a fitting end to the season and it is to be hoped that similar success can be achieved next year. But to do this several new pentathletes will have to be found as only two members of the present team will still be here after next March.



## ROWING

Despite losing many of the more experienced oarsmen with the graduation of 90 and 91 Entries, the club had a busy Summer season with some successes.

The first major event was the Royal Air Force Annual Regatta held at Peterborough on 13th May 1967, which, as in 1966 was a highly successful day for the College, with wins in the Open VIII's, Senior, Junior, and Novice 'A' and 'B' IV's and Veteran Sculls. The College also retained the Scott Payne Trophy for the Inter-Station Championships.

On the following day, the Senior and Junior IV's became Flying Training Command 'A' and 'B' respectively for the Inter-Command Championships. The 'A' crew was eliminated by Bomber Command 'B' having first been beaten by Bomber Command 'A', the winners of the final by half a length.

The four most experienced members of the club formed a crew to compete in the Visitors Cup event at Henley Royal Regatta, but they were beaten in the preliminary rounds by the Fitzwilliam College crew which did quite well in the actual event.

Novice IV's entered Regattas at York, Peterborough, Durham, Newark, St. Neots and St. Ives.

At the beginning of July, the Novice 'A' crew realized its shortcomings and re-organised. Green was brought in at stroke and a 'crash' training programme undertaken under the guidance of Marlow. The crew, now rowing as Juniors because of Green's status, lost to the winners at Loughborough, Bewdley and Bridgnorth, in the semi-final at the second two. It was a bitter disappointment to be disqualified in the final at Stourport after a clash of blades in rather doubtful circumstances while leading by half a length.

In the Royal Air Force Bumping Races at Faradon on 26th July 1967, Wittering were dislodged from their leading position and the final placings of the College crews were 1st, 2nd, 4th, 7th and 9th.

Colours were awarded to Walliker, Cope, D. A. Martin and W. A. Martin.

The season's work was once again based on a winter training programme and plans are being made for a development of this, during Winter 1967/68, to cater for the large amount of novice potential in the club.

Our thanks are extended to Flight Lieutenant H. Bashaarat for the work he did as Guiding Officer. We welcome Wing Commander K. Ellis into the club as his successor and we are confident that with his support we can look forward to a successful 1968 season.

## WATER SKIING

After a hard season last year, including some rough water operations, the club's boat, Valkyrie, needed a great deal of attention before it could be considered fit for another summer's skiing. It was not until April that College skiing recommenced on the cold waters of the Trent just south of Newark.

As the water warmed up, enthusiasm grew and many hard Wednesday afternoons and weekends were spent improving existing skills and learning others. We also had some newcomers to the sport, one or two of whom

are showing great promise. Unfortunately much time was lost owing to necessary boat renovation, as the good ship had the nasty habit of leaking.

The Club has a new guiding officer and there are many plans afoot for skiing weekends and courses next year. With 92 Entry's graduation we shall be on the lookout for new members to join us. The Society would like to extend its thanks to Major Tadman, our last guiding officer, who gave us much support and advice.



## FULLBORE SHOOTING

Once more the rifle team had to make its annual migration from the fire in the indoor range clubroom to the wind and rain of Beckingham Range. This year we were unfortunate in being unable to obtain our usual frequent bookings at Beckingham and were forced to use Hallington Range at Louth. On those days when neither range was available our time was spent on the outdoor 25 yd. range, trying to improve our performance with the sub-machine gun and revolver.

The season suffered from the usual difficulties attendant in organising fullbore matches but those that were shot proved very enjoyable. A mixed SR(a)/SR(b) match against the RAF Apprentices, Halton, at Grafham Range, was won by the College. We suffered a severe defeat at Bisley (in the pouring rain), in a standing and kneeling match against United Hospitals Rifle Club and the RMA Sandhurst. This defeat was avenged when we held what we believe to be the first inter-college SR(b) match against Sandhurst, at the Royal Military Academy. The weather for this shoot was as bad as it had been previously at Bisley, but the Col-

lege were convincing winners over Sandhurst. Our annual match against Oundle School was also won.

Next year we hope to use the 7.62 mm SLR as our primary weapon since the No 4 Lee-Enfield seems to have spent its last season with us. The conditions of the Inter-Squadron Chimay competition were changed in anticipation of this. (The match this year was SR(a) and consisted of Rapid, Snap and Fire with Movement practices. The winners were 'B' Squadron).

Colours were awarded to Northey, Hockley and Mott. Mott and Hardie also gained Command Colours. Both represented the Command in the Short-Range match, and Hardie was in the Long-Range Team (900 yards) when he produced the top score.

Finally we should like to thank our guiding officer, Flt Lt Bennett, for his assistance and work throughout the season and to wish him good luck and good shooting in his new posting.

## DINGHY SAILING

The emphasis this term has been on training a new team, since four members of the original team graduated with 91 Entry. Their last match was the Inter-College Competition at Bembridge, Isle of Wight, where they finished second to Dartmouth.

Apart from team training, much time and effort has been given to training novices to helm. Judging from the great interest shown by the Junior Entries this was welcome and almost every member of the club can now helm satisfactorily.

Our six Fireflies, which have been with us for many years, will shortly be joined by a seventh: a new Mk 2 Firefly. We look forward to seeing the gradual replacement of our old fleet by newer boats in the near future.





## LONG DISTANCE WALKING

The season started off on the 2nd of April with the Louth-Skegness-Louth, 50 mile walk. The College entered a team of 5 cadets for this event, of whom four finished. The walk took place under quite good walking conditions and about 412 people left Louth on the road for Skegness. Although the College had a mobile support team they were used only as a means of judging the team's speed into Skegness. On the way back to Louth the four walkers split up into two groups. McKay and Withers arrived back at the finish in  $9\frac{1}{2}$  hours, and the two Dillons finished in  $10\frac{1}{2}$  hours.

The next walk was the 50 mile Ermine Street Walk from the village of South Ferriby on the Humber to the College. The field of walkers was much larger than for any previous Ermine Street. The walk took place on the 29th April with about 55 cadets leaving in groups of four at three minute intervals. Unfortunately one or two cadets took the wrong route at Scampton — no doubt they will know better next time! The weather this time was very warm which made the efforts of the mobile support wagon

much more appreciated. Although this walk is not a race, Tydeman and O'Connor finished in very good times. Thirty-nine cadets finished the walk, and it is hoped that the support for the next one will be as good as this.

During the Whitsun break 12 cadets were persuaded that the best thing they could do with their leave was to go to Dartmoor and walk 60 miles. This year the two teams were very unlucky in experiencing the worst weather conditions in which the Expedition has been held. The low cloud came right down to ground level, making it necessary for them to walk the whole way on compass. The teams arrived at Dartmoor on Friday 26th May after a night stop at RAF Lyneham. The support party of five did most of the base camp work to allow the teams to get some rest for the following morning. The start took place at 0700 on Saturday in pouring rain which was not much of a morale booster. On the first day approximately half of the field of 2,000 withdrew from the walk. Unfortunately this included one of the College teams. The other team,

Kilminster, Hodgson, Womphrey, Bottery, Minter and Hemsley, continued walking and were not seen by the support group until 1300 hours on the Sunday. At this point it did not look as though the team had very much chance of finishing, but having come this far they decided to carry on. When they had the finish in sight their spirits rose and they completed the course in great style. The team is to be congratulated for finishing a very difficult Expedition under very adverse conditions. Out of 60 teams entered for the Senior event only five finished, with the College team coming in third.

On Saturday 22nd July a party of three officers and 16 flight cadets left for Holland to take part in the Nijmegen Marches. The walks themselves took place from the Tuesday to the Friday, the distance covered being about 100 miles. All except one of the team completed the course, each receiving an individual medal and qualifying the team for a team medal. There were many sore feet in temperatures up to 85°F in the shade, with lack of sleep and little food contributing to make the Marches that much more arduous. However, after singing their way round they all agreed "It was worth it, let's go back again!"

## MOUNTAINEERING

The Mountaineering section had a successful summer term. The main reason for this was the recognition of mountaineering as an official Wednesday afternoon sport so that every week a group from Cranwell went climbing at Stanage.

The practice so gained has meant that members who were competent at the beginning of the term are now able to climb the more serious routes up to Very Severe standard. Similarly, those who were novices are now well able to tackle the more moderate climbs with safety. New members are trained to a standard so that they can follow their own plans without supervision.

The Section has climbed mainly on Stanage Edge, in Derbyshire, and in the Llanberis Pass in North Wales, although three members climbed the sea cliffs of Swanage during the mid-term break. Stanage offers both the best and the widest variety of climbs in the Peak District and we have used it for all our training. Our more serious routes are found on the various cliffs in the Llanberis Pass. Members have climbed on some of the more famous ones such as Main Wall on Cyn Las where the interest lies in exposure as well as the technical difficulty.

In Wales the accommodation problem has been solved by O'Connor's links with the Harrow Mountaineering Club which has

introduced us to a barn fitted out with bunks and one cold tap. Now, therefore, for a small payment, all the difficulties of setting up camp at midnight are overcome.

Membership at the beginning of the term was small but dedicated. It stayed so until just after half term when more strength was added from 95 Entry. The numerous meets have led to the formation of several regular climbing pairs in the Section. This has been particularly advantageous in North Wales where it is important that a pair setting off up a difficult route should know exactly what their combined capabilities are.

On the whole, we have been very fortunate with weather conditions this term, especially at Stanage. However, winter is traditionally the off season for climbing and we cannot expect our good fortune to continue. Apart from weekend expeditions then, meetings will probably take the form of afternoon trips to the nearer outcrops in private cars. For instance, there are some new routes in Leicestershire Quarries which should be worth visiting.

In conclusion we must thank the PT staff for their co-operation in meeting our equipment demands and also the Mess staff for providing excellent rations for all our expeditions.



## SUB-AQUA

The Sub-Aqua Club has been very active this term and has gained new members from 96 and 95 Entries.

Training has been concentrated, with expeditions to both Stoney Cove and Anglesey. The climax of the training was an inter-station competition for the Wallis Trophy. Six clubs entered and the Cadet team won the competition outright.

During the mid-term break a major expedition was carried out at Oban in Scotland. Here the club stayed in caravans, but was otherwise independent, providing some of their own food from lobsters and scallops. Two days were spent looking for the wreck of a merchant ship and although this proved unsuccessful, valuable experience was gained in deep water, with dives down to about a hundred feet.

The club recently spent a weekend in Pembroke in order to find new waters. On

this expedition, the team spent the week-end under canvas and were completely self-contained. This proved successful so that a return trip is planned to dive on a wreck found near Milford Haven.

The Sub-Aqua Club mounted two expeditions during the summer leave ; one to Anglesey, which was enjoyed by all, and the other to Pembroke. Unfortunately, the second expedition was ruined by stormy conditions.

## FIELD SHOOTING

Owing to rising costs of cartridges and technical difficulties with our trap, rather less clay pigeon shooting has been done than we would have liked.

Nonetheless interest has not waned too much ; several members of the Section have been doing their utmost to shatter those small black clay discs most Wednesday afternoons. The annual match against the officers of Cranwell Shoot is in the offing and arrangements are under way for a visit to the Skeet range at RAF Alconbury in the near future.

Postings have unfortunately cost the section two of its keenest helpers in Flight Sergeant Scaife and its guiding officer, Squadron Leader Giddens. The vacancy of Guiding Officer has been ably filled by Squadron Leader le Brocq — though the departure of Flight Sergeant Scaife and his dog, Buck, will not be fully felt until the shooting season proper begins again.

At the end of last season a representative of Moss Bros brought several examples of the fine old British art of gun-making, plus a whole host of valuable tips and information on all aspects of shooting, guns and cartridges. Moss Bros also presented the Section with a cup for which a recipient will soon be found.

It is hoped that the lack of heavy rain over the summer months, when the young game-birds are most vulnerable, bodes well for a good show of birds in the coming season. Barkston Heath airfield will, we trust, prove no exception.

## GLIDING

Since our last report in March the weather has been kind to us and we have been able to glide on most week-ends. Members have gained many gliding qualifications including eight 'Bronze' and two 'C' badges. These are for soaring flights of half an hour and fifteen minutes respectively. We have had several cross-country flights, two of which were long enough to qualify for the 'Silver C' distance of over 31 miles. Seven cadets have been sent solo to gain their A and B's and we had one flight to over 6,000 feet to qualify for 'Silver C' height. Two cadets visited RAF Spitalgate for a week's Instructor's Course and gained their ATC 'C' instructor rating.

We have had two successful gliding camps at RAF Swinderby and one very enjoyable weekend at Camphill ridge site. As well as gaining gliding qualifications members have flown many of the high performance sailplanes from the Royal Air Force Gliding and Soaring Association Club at Swinderby.

Unfortunately during the second camp our own sailplane, the Olympia, was having its annual C of A test, but is now back and serviceable.

The club is entering a team with the College Olympia for the RAF Junior Gliding Championships at Bicester in August and is also competing in a local cross-country competition at Swinderby. Members are planning to go to the RAFGSA Centre for soaring during the Summer break and we hope to take the Olympia to Scotland for wave soaring during the Winter months.

Our equipment is in excellent condition and the Grunau we have just bought is very useful. Our only shortage is the lack of instructors qualified to run the gliding line. We have only managed to fly so much because of the hard work of four instructors and we would like to thank them and our two tug pilots for making our soaring season so successful.

## SPORT PARACHUTING

During the Summer term most of the time was devoted to parasailing, a relatively inexpensive aspect of sport parachuting. After trouble over an insurance policy had been settled in May, we were able to go out to Barkston Heath almost every weekend. The weather remained, on the whole, decent and heights up to an estimated 1000 feet were reached, using a long launch line of 1500 feet. During the term a new 'short line' of 250 feet was obtained so that novices and experts alike were able to practise canopy control at the lower levels, around 50 feet. Over 200 launches have been made and the activity in the club has aroused much interest although membership has had to be restricted to 25.

Under certain circumstances 'kiting' has been possible and it has been necessary for the towing vehicle to reverse in order to help

the 'parasailor' descend. Not many have the opportunity to sunbathe at 800 feet!

The club gave a demonstration of parasailing on the 'Civic Day' to an audience of county councillors. Indeed, whenever we are operating, weekend motorists tend to be attracted and invariably stop to observe the action. During our weekends out at Barkston Heath we have had various interested visitors including an Army youth team, a glider pilot who ran out of height and reporters from the 'Grantham Journal' and 'Sleaford Standard' who wrote full length articles on the club's activities. The Grantham aeromodelling club also find us useful for spotting their lost gliders.

We hope to visit RAF Weston-on-the-Green a little more frequently in order to carry out free-fall parachuting under the expert guidance of the 'Falcons,' the RAF free-fall demonstration team.

## OCEAN SAILING

The activities of the ocean sailing section this season have been most successful. The highlight was an excellent trip from Hamble to St. Malo and back, via the Channel Islands, during the half term break. Four cadets and two officers took part. Their stories of gentle breezes and beautiful sunshine turned envious compatriots green, a violent contrast to their own golden sun tans.

Three cadets have been for weekend expeditions in Wing Commander Phipps's own Macwester. It is hoped that many more budding 'Ocean Sailors' will be able to make use of his generous offer.

This summer another seven day trip has been arranged in 'Lady Corinne,' destination as yet unknown. We hope that on this expedition we will not have to make too much use of the new oilskins which the club has just purchased. However, weather apart, there are always more applicants for places on board than the club can accommodate.

## FINE ARTS

With the graduation of 91 Entry during the summer term we had the misfortune to lose Senior Flight Cadet Pearce as Cadet Secretary of Fine Arts. We wish him a successful career in the engineering branch of the RAF.

The activities of the group, clashing as they do with outdoor and more energetic pastimes, have this term been limited. Noteworthy, however, was the work done for the decoration for the graduation ball of 91 Entry in May.

In July, a party visited the Reed Paper Group in London and was shown an exhibition of the techniques of commercial design and associated problems in printing and publishing.

Next term similar visits are planned. It is hoped, too, that pottery classes will begin again. A much larger cadet attendance is expected, especially from the more junior entries, where there is evidently some natural talent.

## AEROMODELLING

The club has been fairly active this season with a wide variety of types being built. The predominant interests seem to lie in Radio Control and Control Line, many examples having been built and flown successfully.

Building 109 has now been better equipped with more tables and two large building boards, thus easing the problem of large model construction. More interest is now being taken in larger and more complex models since materials and equipment can be bought through the club at a considerable discount.

In the coming term it is intended to hold some rallies and competitions within the College and, using the experience gained, to enter more outside competitions. Some of the more ambitious projects include an R/C, ducted fan model of the Swedish Viggen, large scale all working C/L models of the Hawker Typhoon and Curtiss Hawk and a fully aerobatic R/C model. With the continued support of the Junior Mess the club is thriving and promises to have a very active season next year.

## CHORAL

Since our production of the 'Gondoliers' last February, we have had to say farewell to Ford, Secretary of the Section, who graduated with 91 Entry, and to Sqn Ldr Gilbert, the Section's Guiding Officer, who is succeeded by Sqn Ldr Eburn. We wish them every success in the future, and thank them for the constructive work they have done for the Section.

Throughout the latter part of the Summer term we have been involved in choosing a suitable operatic work for our production capabilities.

We shall soon be well under way with the rehearsals of the chosen work 'Iolanthe' and we look forward to entertaining you towards the end of February

The Section also has plans for the performance of a concert in November, and a Christmas Carol Service.

## HOVERCRAFT

Having gained the first group membership of the Hoverclub of Great Britain, the section has pressed forward with work on CH2.

A scale model for wind-tunnel testing is nearing completion in the Aerodynamics Department workshop at Trenchard Hall. Constructed of glass-fibre, the structure is designed to permit changes dictated by the wind-tunnel tests. It is intended that the data accruing from these tests will enable CH2 to exceed the hump speed.

A growing awareness in industry of the advanced nature of CH2 has been characterised by offers of materials and data, including sealants for the nearby completed flotation modules and a heavy-duty clutch from BMC. This together with a modified vehicle differential, will form the transmission system from the Rover Gas turbine to the lift fan.

A lightweight skirt of advanced design is to be fitted to CH 1b. This will act as a flying test bed before the skirt is incorporated on CH2. The section is liaising with Dunlop on the selection of a suitably wear-resistant skirt material for final use on CH2.

Members of the section visited the Hovercraft Rally at Apethorpe during mid-term break, and gained an insight into the problems encountered in manoeuvring and maintaining a hovercraft in trying conditions.

## FRENCH CIRCLE

Since the Summer is usually a relatively quiet period for such an essentially indoor society as the French Circle, those activities which are undertaken tend to be more interesting than usual.

A visit to the Nottingham Film Theatre, where a special week of French films had been organised, was made in April and proved to be a great success. During the mid-term break a party of six cadets spent several days in Paris. Some of them had never been before and passed many happy hours discovering the city's delights; before leaving they went to the Air Show which was,

by all accounts, extremely interesting and exciting. Although no form of celebration was organised for the 14th July at the College this year, several cadets took weekend passes and joined in the 'revelry' in London.

Two separate visits to France are proposed for September. There will be five cadets in each party, one of which will go to Annecy in the Savoy Mountains, the others to Brou, near Chartres. These visits, which are made every summer, are always greatly enjoyed and prove invaluable to the cadets who sit Civil Service Commission linguist and interpreter examinations.

The coming term promises greater activity in the French Circle including visits to plays and films in London and Nottingham, weekend courses in Nottingham in preparation for CSC examinations, and informal meetings with Dr Jolivet — the French Lecturer at Nottingham University — and his colleagues.

## CHRISTIAN UNION

This Summer term has proved an active, enjoyable but exhausting time for members of the Union. Efforts have not gone unrewarded however; numbers at meetings now average twenty and the discussions become very lively.

The regular weekly meetings consist of a mixture of Bible study, films, discussions and talks, aimed mainly at young Christians. In addition, we have welcomed three guest speakers from very different backgrounds: the Services, the Church and University, each communicating some important aspect of the Christian faith.

Fortnightly visits to Rauceby Hospital have continued; and they are really appreciated by the patients.

In addition to the normal weekly meetings a visit was arranged to the Billy Graham television relay on 26th June. Over fifty young people from Cranwell went to Nottingham for the Crusade. Enthusiasm for Dr Graham's message was so great that two further visits were made during the week. As a result, there are several new members enjoying the lively and informal atmosphere of meetings.

# OLD CRANWELLIAN NOTES

## HONOURS AND AWARDS

The *Journal* offers its congratulations to Old Cranwellians who received Honours and Awards on the Queen's Birthday. Air Vice-Marshal W. D. Disbrey (31-33B) was made a Companion of the Order of the Bath. Squadron Leader R. I. Stuart-Paul (67C) was made a Member of the Order of the British Empire. The Air Force Cross was awarded to Wing Commander D. A. Arnott (50A), Wing Commander G. R. K. Fletcher (46B), Squadron Leader R. D. Bates (62A) and Squadron Leader M. C. Ginn (68B). The Queen's Commendation for Valuable Services in the Air was awarded to Flight Lieutenant A. R. P. Phipps (77A).

## PROMOTIONS

The *Journal* congratulates the following Old Cranwellians on their promotions on 1st July :

Air Commodores J. O. Barnard (36 - 38A) and A. D. Panton (36 - 37B) ; Group Captains T. L. Kennedy (46B) and J. R. Rogers (49C) ; Wing Commanders G. H. Burleigh (56B), D. A. Cooper (54B), L. R. Davis (57C) R. Dyson (49B), M. D. Fenner (49D), P. J. Goodall (58A), B. Huxley (57A), L. A. Jones (60A), S. E. King (59A), A. B. McGuire (49D), J. A. Mansell (50B), N. R. C. Price (55A) and J. F. H. Tetley (58C) ; Squadron Leaders J. C. K. Baerselman (69C), R. J. Barrett (75B), A. B. E. Caiger (69C), F. W. Daley (67C), R. H. Farley (54D), J. B. Gratton (60B), J. R. Harper (57A), W. J. Hodgkinson (58D), D. C. L. Holman (58D), N. G. Lea (64A), J. F. H. Marriott (65C), R. W. Millward (63A), D. W. Molesworth (59A), R. G. Morgan (68C), J. J. Parker (55C), P. D. Penfold (64B), J. N. Puckering (74A), M. J. T. Shaw (75C), P. P. W. Taylor (73B), I. F. Weston (57B), and J. F. Willis (73C).

Congratulations also to Squadron Leader D. V. Duval (70B) on his January promotion, inadvertently omitted from the list in our last issue.

The *Journal* offers congratulations to Air Vice-Marshal J. F. Powell, O.B.E., M.A., on his promotion and appointment as Director of Educational Services. Air Vice-Marshal Powell is an Associate Member of the Old Cranwellian Association.

Air Marshal Powell has had a long association with Cranwell, arriving in September, 1946 as one of the group planning the re-opening of the College. In 1948 he moved into the Humanities staff and for a period edited the *Journal*. He left in January 1950 to attend Staff College and returned in March 1953 as Senior Tutor Humanities, a post which he filled until March, 1959.

## ANNUAL REUNION — SECRETARY'S REPORT

The reunion was held on the weekend of 17th - 18th June and for the second year running it was blessed with wonderful weather, which does make such a difference to the general enjoyment of all concerned. 118 Old Cranwellians attended the reunion dinner and with the 19 guests the number that sat down amounted to 137. This was about the average attendance and it makes a good number for everyone to get round and have a chat with their friends. It is interesting to note that every commissioned rank in the Royal Air Force was represented from Pilot Officer to Marshal of the Royal Air Force, and this is as it should be. One heard from both senior and junior ranks that this reunion seemed to be one at which the older and younger generations mixed together far more than in the past. This reflects the true spirit of the Association and one is



glad to have acknowledgement of this fact. Perhaps it was due to the larger number than usual of senior officers ; no less than ten were of the rank of Air Marshal and above.

A number of Old Cranwellians wrote saying that they regretted they could not attend, one of whom was Air Marshal Sir George Beamish. A letter also came from Padre Mc Hardy (Padre Mac), an Associate Member, a Scottish rugger international and a tremendous character. He sent his good wishes to everyone and although he is now 77, his letter showed that he still possesses that vigour and charm that endeared him to all who knew him. He now lives in Edinburgh. The names of others who were unable to attend were : Air Chief Marshals Sir Wallace Kyle and Sir Augustus Walker, Air Marshal Sir Maurice Heath, Air Commodore A. C. Deere, Wing Commanders F. C. T. Rowe and W. J. Randall, Squadron Leaders C. A. Herbert and R. A. C. Goldring, Flying Officer R. Northcote.

The sporting fixtures, apart from cricket, squash and golf, were rather sparsely attended by Old Cranwellians. The cricket was won yet again by the Old Cranwellians with a score of 165 for 7. Squadron Leader V. J. W. M. Lawrence (76 runs) once more showed his class as a batsman and with Squadron Leader R. H. B. Le Brocq (43 runs) defied the College team. One must here mention and congratulate Flight Cadet P. C. Butt, who took 6 out of the 7 Old Cranwellian wickets for an average of 5.33 runs. The squash was also won by the Old Cranwellians who had rather a hot team, by 4 matches to 2. Sailing, tennis and golf were contested and played in a more relaxed manner and more as a pipe opener to get into trim for the dinner. Golf is very popular with Old Cranwellians : we are delighted to note that the College now has its own 9-hole course.

The Annual General Meeting with the Commandant, Air Vice-Marshal T. N. Stack in the chair, produced no outstanding decisions and it was steadily steered by the Commandant to a smooth conclusion at 2000 hours precisely, when, as is their wont, Old Cranwellians made excellent use of the

free drinks session in the half hour before dinner.

Sir Robert Cockburn, K.B.E., C.B., Ph.D., M.Sc., Director of the Royal Aircraft Establishment, Farnborough, was the guest of honour at the reunion dinner, and one of the more distinguished of our many guests was the Right Reverend Lord Bishop of Lichfield. After the loyal toast, the Commandant gave a concise and comprehensive review of College events in the past year and what was proposed for the twelve months that lay ahead. He was congratulated by Air Chief Marshal Lord Bandon on the perspicuity of his speech. Lord Bandon then introduced Sir Robert Cockburn to the assembly. Sir Robert commenced by saying that anyone introduced by Lord Bandon had 'an assisted take-off' and he then proceeded to delight us all by a most informative and amusing speech on many aspects of present day aviation. He sat down to a tumult of applause. Marshal of the Royal Air Force Sir Dermot Boyle thanked Sir Robert on behalf of all present for his splendid speech. It was obvious from the twinkle in his eye that Sir Dermot was not going to disappoint his expectant audience and true to form a story of the twice bereaved soldier and a somewhat unimaginative Sergeant Major was unfolded. When the laughter had died away he presented Sir Robert with the Old Cranwellian tie, which in accordance with custom makes him an honorary Old Cranwellian.

On Sunday, Old Cranwellians attended the Church Parade. The sermon was given by the Lord Bishop of Lichfield. At the march past, the salute was taken by Marshal of the Royal Air Force Sir Dermot Boyle. Following sherry in the College, and lunch, the Old Cranwellians departed.

Once more the sincere and grateful thanks of Old Cranwellians go to Flight Lieutenant Sellers, the College Mess Secretary, and the College civilian staff for all their assistance and hard work in making the reunion such a comfortable, happy and pleasant one.

Group Captain F. E. Nuttall.

## AIR MARSHAL SIR GEORGE BEAMISH

The Journal reports with deep regret the death at his home, in Castlerock, Northern Ireland, on 13th November 1967 of one of our most distinguished and well-loved Old Cranwellians, Air Marshal Sir George Robert Beamish, K.C.B., C.B.E., at the age of 62.

An outstanding flight cadet, George Beamish was awarded the Sword of Honour at the passing out parade in December 1924. A quarter of a century later, in 1949, he was to return to the College as the second Old Cranwellian to become Commandant, an appointment in which he was especially happy since he so enjoyed the company of the younger generation.

The war brought his first command: the R.A.F. in Crete in 1941. Other posts during the war included Senior Air Staff Officer in the Desert Air Force, Senior Air Staff Officer in No 1 Tactical Air Force and Air Officer Commanding No 44 Group. After the war he became president of the R.A.F. Selection Board, then Director of Weapons at Air Ministry before returning as Commandant to Cranwell. Later he served as Air Officer Commanding, Iraq, and then as Director-General of Personnel back at the Air Ministry. He became Air Officer Commanding-in-Chief, Transport Command in 1954; his final appointment before retirement in 1958 being as Air Officer Commanding -in-Chief, Technical Training Command.

With his three Royal Air Force brothers the Air Marshal had a considerable reputation as an all-round sportsman. As a flight cadet, he represented the College at soccer, cricket, hockey and athletics, besides captaining the rugby XV. He won the R.A.F. Golf Championship in 1925 and the R.A.F. heavyweight boxing championship in 1929. But the rugby field brought him his greatest sporting success, including 26 caps for Ireland and the captaincy on several occasions.

He was a founder-member and mainspring of the Old Cranwellian Association, serving on the first committee, and until his retirement keeping in close touch with its affairs. Since 1958 he had lived quietly in Ireland, and, although recently he had been somewhat unwell, his death was entirely unexpected.

He will be sadly missed by his many friends and all those who served with him for, in spite of his formidable and impressive size he was basically a modest, rather shy and very approachable person.

We extend our deepest sympathy to his relatives.

---

*The following letter to the Editor was received from an old friend of Air Marshal Sir George Beamish.*

The Editor,  
Royal Air Force College Journal,  
Cranwell,  
Lincs.

Dear Sir,

The sad news of the death of Air Marshal Sir George Beamish will no doubt bring many tributes to his memory and I expect you will be writing something yourself for the next issue of the College Journal. Accordingly, you might like to have a few notes about him from one who knew him throughout his Service career.

I joined the College as a Flying Instructor when he was an Under Officer and, later, came to know him more intimately when, in 1930, we worked together on the Officers' Engineering Course at Henlow and, afterwards, did a short tour there as "E" Officers. A firm friendship developed then and endured throughout the subsequent years, during which time I was often privileged to be his confidant in many matters affecting his Service and his private life.

No words of mine are needed to enlarge upon his well known prowess in sport. Suffice it to say that his early distinctions as a heavyweight boxer and a rigger forward extended to virtually every British sport, in which he not merely participated but excelled. This ability was the keynote of his character. Whatever he undertook he did it with utter dedication and with all the physical and mental powers at his command.

He embodied to the full all those attributes of character and outlook which Lord Trenchard aimed to develop when he formed the Royal Air Force Cadet College. In consequence, the College has now lost one of its truest sons and, possibly, the most noble and courageous character it may ever produce.

In his Service career his achievements were the result of solid application to hard work, in which he never spared himself. He had the ability to solve the most difficult of problems and to do so with an almost uncanny perception of every implication. Not least, his decisions invariably revealed a deep and sympathetic understanding of all the human and moral factors involved.

In all the 43 years I knew him, I never heard him speak ill of any man or ever countenance

any kind of unfair advantage. Indeed, his standards of fair play and personal integrity were the highest I have ever known in anyone. So much so, that I came to regard him as the embodiment of all that Saint Ignatius, the warrior Saint, had in his mind when he composed what is, perhaps, the finest of all Christian prayers. For myself, whenever I hear that prayer a vision of George Beamish will come into my mind. To any who may not be familiar with its words, I would commend them to read the Prayer Card in your College Church and to take inspiration from the fine example set by George Beamish

Yours sincerely

(E. C. Dearth)

25th November 1967

## MINERVA SOCIETY NOTES

The 1967 Annual Reunion was held at the R.A.F. Staff College, Bracknell on 30th September. The President, Air Commodore J. R. Morgan O.B.E., Wing Commanders H. Probert and J. W. Price and sixty full members attended. The surroundings of the Officers' Mess were ideal and it is hoped that the reunion may be held there in future years.

At the Annual General Meeting the committee were authorised to approach the R.A.F. College Commandant and offer to endow a prize, to be known as the Minerva Society Prize, to be awarded at an appropriate stage in the training of engineering cadets.

To enable members to keep in touch with each other it is proposed to compile annually a list of members and their addresses and to send this list to all members. Please keep the Secretary informed of changes in address.

The new Secretary is Squadron Leader B. R. L. Easton whose address is 5, Mitchley View, Sanderstead, Surrey.

The following members of the Society are congratulated on their recent promotion : Squadron Leaders R. L. Doorne (1), M. H. McM. Hely (3), R. Loveday (3), I. M. Scoggins (3), P. E. Newton (3), M. S. P. H. Mercer (3), J. B. Andrews (4), C. L. Barnfather (4), P. E. Gunns (4), D. G. Harrington (4), A. J. Lowrey (4), N. P. Ram (4).

# BOOK REVIEWS

## CANOE SKILLS AND EXPEDITION TECHNIQUE FOR TEACHERS AND LEADERS

Squadron Leader P. F. WILLIAMS

*Callam*

25/-

The author has for many years been directly associated with the teaching of canoeing in the Royal Air Force. His experience in this field is reflected in the layout of the Basic and Advanced Skills. Each stroke is analysed and the common faults listed.

The chapters on Doubles and Expedition Techniques are unique and of great value. These aspects have been neglected in the past and this book will prove most helpful to expedition leaders and Club canoeists.

In all the book contains a wealth of useful information for the coach and novice canoeists alike.

J.C.

## HANDLING THE BIG JETS

D. P. DAVIES

*ARB, Cheltenham*

30/-

Although D. P. Davies assumes his reader is a fairly senior transport pilot his book 'Handling the Big Jets' is nevertheless a useful handbook for the pilot of light aircraft about to graduate to heavier types. The emphasis throughout, however, is on the significant differences an operator of the 'traditional' aeroplane would find on converting to jet transport types.

The chapter on the handling technique of jet engines is basic stuff, but there is an interesting presentation of noise abatement technique which must surely affect the operation of Royal Air Force aircraft in urban Britain before very long. The most significant problems posed for pilots formerly devoted to flying piston engined aircraft are those created by the greater weights and higher speeds of the new generation of jet transports; the momentum of these aircraft is six to seven times higher than that of some of their predecessors, and Davies deals at the greatest length with the problems, for the pilot, of flying faster and those associated with the take-off and landing. It may come as a jolt to the military trainee pilot who spends much of his flying training time 'bashing the circuit' to read that circuit philosophy is far removed from modern air traffic control methods; the difficulties for the pilot, however, of the long straight-in visual approach without the monitoring aid of ILS, PAR, or simple VASIs are underlined, though I believe every airfield which handles, or might have to handle, the big jets has at least LIS and VASIs.

Low speed handling is well covered and the section on stalling includes an interesting review of the stall qualities of post-war transport aircraft and an explanation of current UK Stall Requirements. Despite the probability, supported by flight recorder information, that stall speed is reached only once in about 100,000 flights the requirements

still are these: 'stall warning unmistakable stall identification and a substantially straight nose drop at the stall.' Stalling, of course, is a subject on which pilots hold utterly opposed views; the author presents the certification pilot's viewpoint. This interesting section also deals with the super-stall and the locked-in-stall and he sums up his advice with a laconic 'whatever you do, don't stall.' The chapter on flight through severe weather is worth reading, particularly the section devoted to 'recovery from upsets.' It is interesting to note in his conclusion, which is an informal debrief to airline pilot and training captain, that he calls for fully aerobatic training aircraft in which pilots can practise real flying manoeuvres, and recoveries from unusual positions. To be able to operate an aeroplane is not enough. Skill, on which safety depends, demands frequent flying practice.

P.B.C.

## THE LUFTWAFFE : A HISTORY

JOHN KILLEN

*Muller*

42/-

It was Thomas Hardy who said 'War makes rattling good history; but peace is poor reading.' In this very absorbing book which deals with two world wars and the intervening 'peaceful' years Mr Killen does nothing to contradict the first part of Hardy's statement and if one considers the inter war years peaceful his book is an obvious exception to the second part. This narrative is a study of German air power between the years 1915 and 1945, from the gallantry of the air aces of the First World War to the more destructive if less gallant Luftwaffe of the Third Reich. Yet this history while dealing with the development of German aviation from the biplane and dirigible to the first jet aircraft is more than just a book about aircraft. It describes German air force personalities of the first World War period and those who later were responsible for forging and directing the Luftwaffe in a scene set against the backcloth of Germany's history during this period. The book reveals not only the flaws in the German strategic direction in the second World War but also the misdirection of airpower and mistakes in aircraft selection and use during this period. The part played by the Luftwaffe in the Spanish Civil War, in adding to the reputation of German military strength during the nineteen thirties and in German military actions from 1939 to 1945, from the invasion of Poland to the final defence of Berlin in all the German theatres of war, is well documented in this very readable book.

With this historical documentation is also traced the change in magnitude of conventional warfare between 1939 and 1945, the full appreciation of which surely holds some lessons for us today. As the author points out in his penultimate paragraph: 'The contemplation of a nuclear war now seems so horrifying that the thoughts of another war restricted to so-called conventional weapons has become more bearable, almost acceptable. But this is an illusion. Total war in 1939 did not have the same meaning as total war in 1945; the razing of Warsaw and Rotter-

# ASSURANCE

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Our advice is without obligation, and we never accept fees. We consider our task is not complete when a Policy has been arranged. We expect to advise on its future use, as circumstances change.

If you would like this advice, please let us know your date of birth, expected date of commissioning, the gross amount of any private income, and roughly how much you are prepared to consider devoting to Life Assurance yearly or monthly.

All the information we receive is of course treated as confidential. We have 19 years specialised experience in Life Assurance, and we are NOT tied to any Company, but try to select the best for each individual case.

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dam served as the death sentence on Hamburg, Berlin and Dresden. When the first gun opens fire, and the first bomb begins to fall, human suffering extends its boundaries; agony finds endless possibilities; pain refuses to be administered by the spoonful, like a bitter machine.'

Mr Killen deserves praise for being able to compress forty years of German air power into three hundred and three very interesting, absorbing pages.

D.F.B.

## HIGH FREQUENCY COMMUNICATIONS

J. A. BETTS

## LOW NOISE ELECTRONICS

W. P. JOLLEY

E.U.P.

25/-

The two books under review are included in a series of 'Introductory Science Texts' published by the English Universities Press Ltd. and are complementary to each other in the sense that they survey current trends in Electronics from two points of view: The first book adopts what is essentially a 'Systems' presentation in studying both the methods and the limitations of Communications whilst the second book considers an appreciable number of the state-of-the-art devices available to communication systems with particular emphasis on the high frequency end of the spectrum.

That two such volumes have emerged simultaneously in this way must be gratifying to those whose studies require a broad comprehension of the principles and processes involved but who may otherwise be deterred by both diversity and complexity of other sources of information. Both books are eminently 'readable' with minimum recourse to analytical mathematics or supporting reference texts, though appropriate references are given for those who wish to find deeper levels, whilst statements of 'classical formulae' are supported by adequate discussion of the implications.

Inevitably there are minor quibbles of the order of those raised by any teacher considering a text in the context of his own interests; thus in 'High Frequency Communications' there remains a feeling that no such study is complete without initial and formal emphasis on the nature of the information to be communicated and the criteria against which different systems may be compared. In defence of the book it is noted that this is, in part, attempted but never appears as a primary tool of the communications engineer; this is also one area in which background knowledge could have been presented either as an early chapter or an appendix. In a somewhat similar way 'Low Noise Electronics' would have been well served by an introductory chapter outlining the objectives and indicating the significant impact low noise devices have made and will make in the 'philosophies' of radar and communications.

The interest stimulated by these books does, however, outweigh any minor irritations experienced whilst reading them and both books are to be commended for making useful contribution in an increasingly complex environment.

K.E.

## THE UNITED STATES AIR FORCE

General MONRO MAC CLOSKEY

*Praeger New York*

This volume is one of a dozen in the *Praeger library of United States Government departments and agencies*. The publisher states that the purpose of these volumes is to ' . . . provide both the general reader and the high school or college student seeking career information with a detailed yet interestingly written and unpedantic picture.' In the case of this volume, the goal, such as it is, has been met.

General Mac Closkey has divided his treatise into three distinct areas of study. The first third of the book deals with the history of the USAF, and it is with this section that I must be most critical. General Mac Closkey discusses too much in too short a span. We are rushed from the gas balloons of the American Civil War, to the Wright Brothers of the early Twentieth Century, to the Eighth Army Air Force bombing Germany, and finally to the missile age of the fifties. There is too much gloss here and too little objective analysis. A previous volume by Col. Carroll Glines, covers this same period in a much more interesting and thoughtful manner. General Mac Closkey would have made a greater contribution had he covered less with more detail.

In the second third of the book Mac Closkey discusses the organization and mission of the various Air Force Commands. Here his research has been sketchy and incomplete, and except for his discussions of strategic and tactical air commands, his words read with the dullness of the elementary training manuals. His research is sketchy because he is not sure of the length, for instance, of basic training for women in the air force, or exactly where the USAF Chaplains' School is located. Granted these are minor flaws but adequate research would have corrected them. However it is only fair to state that the description of Strategic Command is vivid, interesting, up-to-date, and well done.

The last third of the book has a great deal of merit. General Mac Closkey is obviously quite interested in recent developments and controversies. This is witnessed by his statements concerning research and development in terms of new weapons systems. Mac Closkey feels strongly also about the bomber controversy and defends official USAF pronouncements that too much reliance should not be placed upon the missile systems. Mac Closkey holds hope for a new strategic bomber something of the XB-70 concept rather than one of the F-111 variety. Nevertheless Mac Closkey is a realist and closes his last chapter with this comment ' . . . USAF forces in 1976 will probably consist essentially of aircraft, missiles, weapons systems, and equipment designed and developed from technology, some of which dates back as far as the early 1950s.'

The book is ended with an essay by Lt Col Walter Vancleave who discusses "Aerospace Doctrine in Modern Conflict". This a lucid, objective analysis of modern air power in guerilla, limited and general warfare. Here the US flexibility policy is evaluated in terms of Air Force posture, with the thought, "The guiding principle in pursuing national objectives is

to limit military force to those systems and intensities appropriate for the specific issues at stake.'

To conclude, this book meets the publisher's requirements, but the scope as chosen by the author is overextended and this detracts from its overall value.

T. M. K.

### HEROES OF THE POLAR SKIES

JOHN GRIERSON

*Heinemann*

21/-

In this age of 'celebrities' and the anti-hero, a book with a title like this would seem to start off at a disadvantage. Mr Grierson is conscious of the way in which the word 'hero' has been debased. 'My meaning,' he says, 'is the antique one, being the name given to men of superhuman strength, courage or ability, and favoured by the gods.'

For those who like their heroes in the antique mould this book has much to commend it, and is excellent winter evening fireside reading. John Grierson — himself a test pilot and polar aviator — writes entertainingly and with respect of seven men who explored both polar caps by air. His heroes range from Salomon Andree, who in 1897 with two companions attempted to fly over the North Pole in a balloon (their remains were only discovered in 1930), to Hubert Wilkins, who flew over and attempted to submarine under the North Pole, and whose ashes were scattered at the North Pole when he died in 1958.

It comes as a surprise to discover that Roald Amundsen, best known for his victorious dash to the South Pole in 1911, did much aerial exploration over the Poles and incredibly survived for 25 days after disaster in the North Polar regions in 1925.

Amundsen was in many ways typical of those who lived in the days before technology took the heroism out of exploration, and it comes as no surprise to learn that 'despite his mastery of the technique of polar travel in a ship or with dogs, Amundsen never seemed quite to grasp the fundamentals of going with aeroplanes.'

Symbolic of the new post-heroic age is that Wilkins' ashes, which were scattered at the North Pole, were carried there by a nuclear-powered submarine.

A.C.R.

### THE COMPLETE AIR NAVIGATOR

D. C. T. BENNETT

*Pitman*

45/-

'Air Navigation is neither an art nor a science but a very interesting and rather complex mixture of both.' The author makes this statement and sets out to prove it. This he does admirably. If a book is written to cover all the many aspects of air navigation it must inevitably contain a vast amount of theory. 'The Complete Air Navigator' is no exception but the reader is never allowed to forget the practical side of navigation. The welding of the theory with the practical application is carried out in a subtle but effective manner.

The book is aimed at assisting a student to study for the Flight Navigation Licence. The approach is logical. The reader is given a solid background consisting of a comprehensive revision of mathematics leading into map projection, magnetism, compasses and instruments. This is followed by a summary of meteorology tides (introducing a nautical flavour) and signals.

Observational methods are discussed with particular emphasis upon visual and astronomical observation, and the theory behind radio and radar equipment used in present day aircraft.

Part III of the book deals with applied navigation. The explanations are clear and concise and these, combined with the diagrams, make the while problem of navigation seem rather simple.

The author assumes that the reader has some knowledge of the problems associated with air navigation. Because of this I have doubts as to the book's usefulness to the ab initio student. However those wishing to study for the Flight Navigator's Licence and indeed for any professional flier 'The Complete Air Navigator' offers itself as a sound and comprehensive manual and is well worth reading.

J.N.S.O.

### STATISTICAL METHODS AND FORMULAE

C. E. LAMBE

*E.U.P.*

27/6

In his preface to this very useful book Professor Lambe defines his aim as that of providing, in compact form, the principal statistical formulae currently employed. Anyone who has attempted to recall where, scattered among standard works of reference, a particular method or formula could be found will immediately recognise the value of such a book and wonder why one has not appeared earlier — while being grateful that one has appeared at all!

The text provides a systematic review following the orthodox path from data reduction, frequency distributions, probability and probability models to sampling distributions, significance testing and the  $t$ ,  $F$  and  $\chi^2$  statistics. Then follow curvilinear and multiple regression, correlation and the analysis of variance. The rest of the book treats the more applied aspects such as quality control, sampling inspection, profit analysis, index numbers and time series. In use, reference is first made to the right hand page of the appropriate chapter where the formulae and definitions are set out. The corresponding left hand page gives a brief explanation together with examples while critical values etc. may be found from the Lanchester Short Statistical Tables which are included. For those requiring fuller information a list of references to standard works is appended and related to particular chapters.

Although catering principally for the engineer/scientist category the book could well be extremely useful to a wider class including, for example, economists. Additionally it will probably prove to be a boon to that growing band of lecturers called upon to teach statistics, at a variety of levels, on rather shaky foundations. Having grasped the main form-

ulae and applications from this book they could then progress to the weightier tomes to appreciate the theoretical structure.

J. S. N.

### PROBLEMS IN MATHEMATICS AND SCIENCE FOR PART II MECHANICAL TECHNICIANS

G. D. KENDRICK, R. H. MELLOR, W. T. VAUGHAN  
*E.U.P.*

16/-

This book provides a collection of problems designed primarily for students preparing for the Part II examinations of the City and Guilds Mechanical Engineering Technician Courses. The problems are grouped under fifteen headings and have been graded from simple cases dealing with basic principles to practical examples of examination standard. The practical nature of the more difficult problems in each topic should appeal to the student and sustain his interest in the subject. Answers are given to all problems and are included with the problems themselves thus relieving the student of the need to refer to collected answers elsewhere in the book.

Each chapter begins with a useful summary giving standard results and outlining methods appropriate to the problems of that chapter. As with all summaries certain elements have to be omitted but one might question the omission of an explanatory note on transposition in a chapter with 'Transposition' as its title particularly when one considers the difficulty experienced by many students in carrying out this process. Again, in the chapter on 'Frameworks' one would expect to find a reference to resolution of forces and moment of a force. The book might well have had a wider appeal had more detailed explanations been given together perhaps with carefully chosen method examples to illustrate methods. However, the material is well-presented, diagrams are simple and clear, and care has been taken to use standard units.

The book will serve as a useful source of problems for teachers and as a useful reference for students and so should achieve its aim. It may also appeal to more advanced students who wish to revise earlier work without recourse to standard textbooks which give a more detailed treatment of the topics required.

T.C.

### HYDROFOILS

(Without Formulae Series)

CHRISTOPHER HOOK and A. C. KERMODE  
*Pitman*

32/6

Most people in this country know that a Hydrofoil is 'some kind of boat,' based on vaguely aerodynamic principles, and very little else. Until now it has been difficult even for those few particularly interested to get much more information than this. Bearing this in mind the publisher has brought together the two authors, the first an enthusiast, with a vast amount of practical research and development experience with this form of water transport, the second with experience of a different kind, namely that of aerodynamics, and authorship of several notable works on that subject. This intention has been two-fold; first to create an atmosphere of interest in

the Hydrofoil as a means of transport, and having done this to provide some technical background covering the principles involved, the problems experienced, current methods of overcoming these problems, and possible future developments. The book is one of the 'without formulae' series, so that it employs no mathematics in its formulation principles, and to the expert the quantitative treatment occasionally becomes a little tedious.

However the book in general succeeds admirably in its aims and makes easy and interesting reading.

The layout is somewhat novel, in that it is not divided into chapters, but into a large number of sections each dealing with a particular aspect, the sequence of sections preserving logical continuity.

The subject matter may be Hook's; the style is undoubtedly that of Kermode. The book is highly recommended both as interesting general reading, and to those interested in this particular form of engineering problem and its solutions.

A.W.

### KARATE

Teach Yourself Series

E. DOMINY  
*E.U.P.*

8/6

The 'Teach Yourself Series' has undoubtedly made useful contributions to personal individual tuition and in those subjects requiring purely mental application has largely been successful. However, when the subject dealt with requires not only a mental appreciation but also a physical application then the book can be forgiven for not fully achieving its objective. Such a book is 'Teach Yourself Karate' which for a novice would have only a limited value. Karate moves are explained, though not always in a systematic fashion, and the beginner will gain a good idea of what is involved in the subject. However there is a wide gulf between explanation and application in a sport where timing and physical reactions are all important. Though of limited value to a beginner the book is extremely useful to an instructor in the subject, or one fairly accomplished in its arts, for revision of holds and moves. Such experts already have the physical ability and can apply the theory in practice.

R.M.

### AIR SURVEY IN ECONOMIC DEVELOPMENT

ROLT HAMMOND  
*Muller*

64/-

The title of this book suggests that the author's objective is to analyse economic development in the light of past and present air survey techniques. In fact, the book consists of a series of isolated — yet comprehensive — discussions of current air survey methods, applications and equipment with frequent, but shallow, references to the requirements for social progress. The first chapter, 'The Scope of Air Survey,' seeks to make these requirements the basis for the book's subsequent development; however, it rapidly becomes involved in a general explanation of survey methods.



Subsequent chapters on Air Survey techniques, instruments, cameras and plotting equipment, and aircraft are concisely written and satisfactorily illustrated. The experienced amateur would find these to be excellent sources for initial reference, but they are neither simple enough nor sufficiently comprehensive for the beginner. Practical examples of Surveys, which appear at frequent intervals and to which the last chapter is devoted, always succeed in stimulating the interest.

This book is difficult to read for interest's sake alone; there is far too much inconsequential detail and the underlying development lacks cohesion.

C.P.M.

## AEROSPACE POWER

### A Pictorial Guide

CHARLES COOMBS

*G. Bell and Sons Ltd.*

42/-

On reading through this book, one might be excused for thinking that every valuable contribution to the present age of Aerospace was American, for there is little acknowledgement of any contribution at any stage from elsewhere. What the author discusses is American Aerospace Power and it is rather a pity that some indication of this is not included in the title. However, the author has attempted to

provide a guide to this rapidly expanding field by assembling a collection of photographs which covers each and every phase, and in spite of this minor criticism he meets with considerable success.

Each chapter deals with a particular phase, starting with a detailed description of what is meant by aerospace, then dealing separately with power plant, the various broad divisions of aircraft types in private, commercial, military, and special purpose types like helicopters, V/STOLS, guided missiles, and satellites and space probes, ending with chapters on Man in Space, and an indication of the directions future developments are likely to take.

Each chapter is introduced through a brief summary followed by a series of photographs generally in chronological order and linked together with captions which make the book an easily readable continuum.

In general there is not really enough detail to see easily why the process of development leads from say one aircraft to another, and the reader needs some technical background to gain full benefit in this way. However the author has set out to be non-technical and it is difficult to see how this particular failing could be remedied without being so.

From a general interest point of view the book makes absorbing reading. In addition, for the more specialised reader the book may well prove to be a useful work of reference. A.W.

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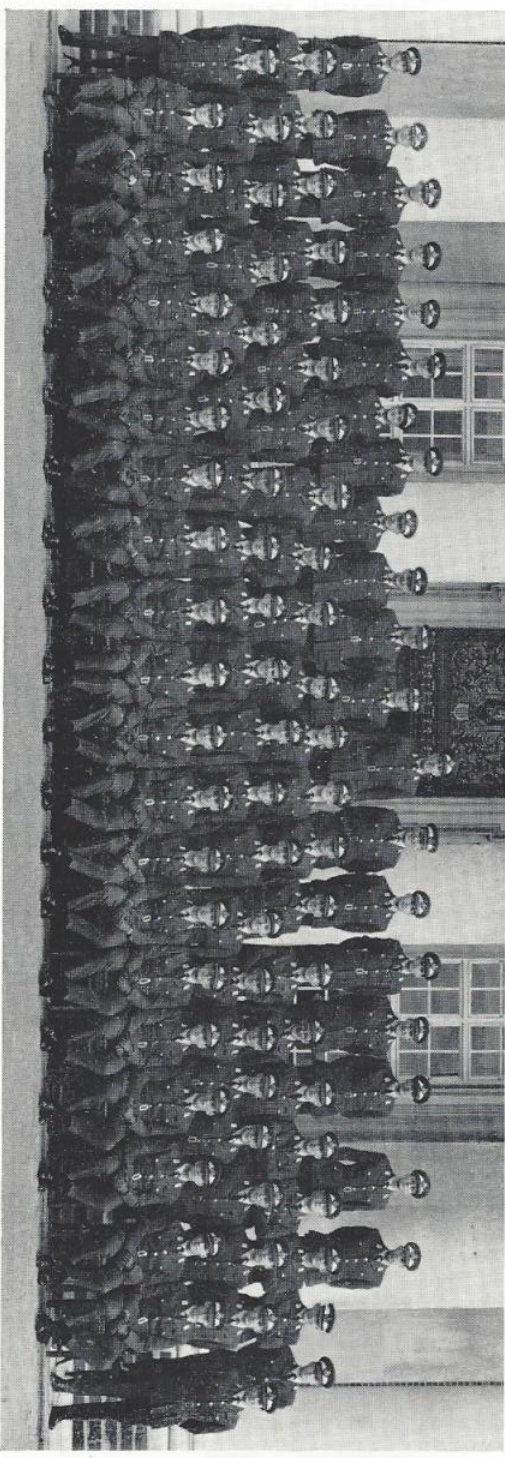
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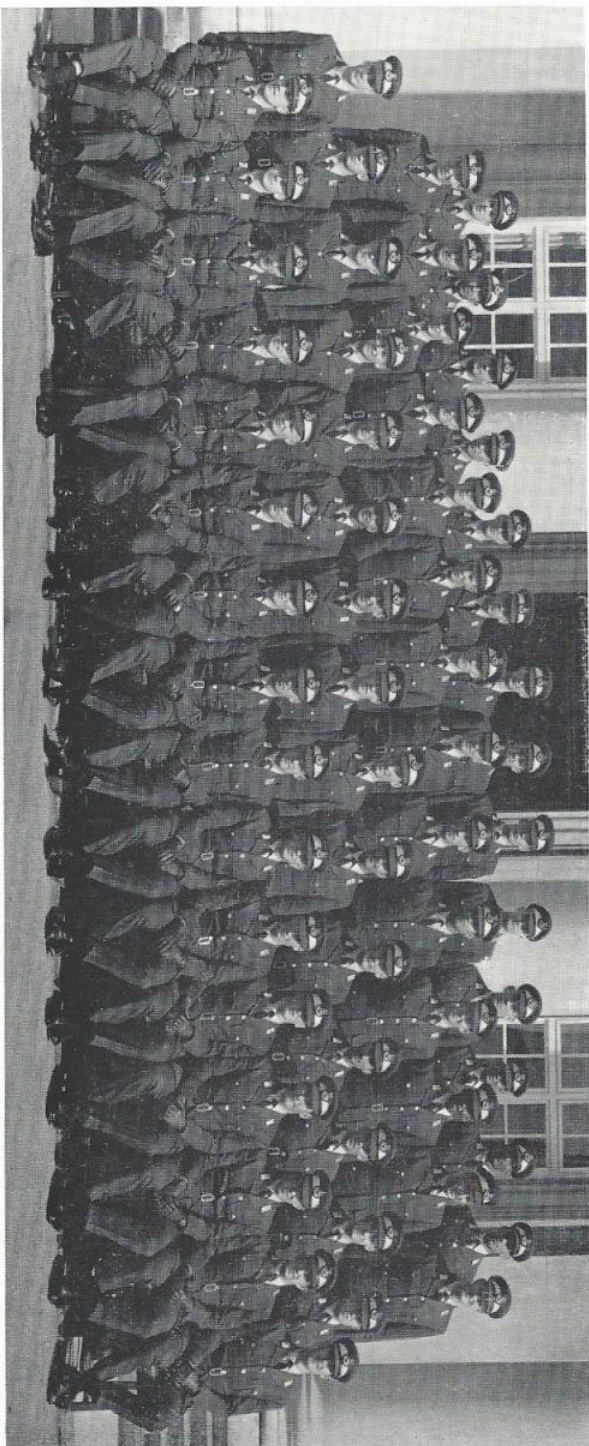
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Third Row :

Senior Flight Cadets J. B. Dodd, A. M. Roberts, J. D. Snell, T. T. Buckland, M. V. D. Sparrow, K. G. Grumbley, G. J. Pilgrim-Morris, P. R. M. Smith, A. K. Bryon, Faisal Abdullah, I. C. Ross, A. M. Mardi, J. K. Roberts, D. R. Stanley.

Second Row :

Senior Flight Cadets D. P. Booth, S. D. Wakely, J. G. Ogilvie, N. B. Spiller, D. A. Green, N. S. Niaz, C. J. Abrann, J. C. Webster, R. F. King, M. Abdullah, P. N. Keeble, M. Saad, J. R. Pugh, M. Swann-Price, D. C. Williams.

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Under Officers W. T. J. Lawrence, D. A. Diprose, J. G. Hartley, A. F. Jones, I. R. Miskelly, G. W. F. Wright, C. N. Hubbard, Senior Under Officers I. P. Leckenby, K. M. Rees, L. J. Marshall, P. A. A. Woods, Under Officers M. S. Dyer-Ball, P. R. Jeffers, C. S. Burns, K. S. Middleton, D. A. G. Bremner.

- M. V. SMITH, *Senior Flight Cadet (Pilot)*: Modern Pentathlon; Golf; Squash; Rock-climbing (Captain); Debating.
- P. J. SMITH, *Senior Flight Cadet (Engineer)*: Hockey; Sailing; Slalom; Swimming; Photography.
- J. W. STEWART, *Senior Flight Cadet (Engineer)*: Rugby; Athletics.
- M. J. STOKES, *Senior Flight Cadet (Pilot)*: Squash (Captain, Colours); Cricket; Tennis; Skiing; Canoeing; Choir; Orchestra; Choral.
- C. R. STUBINGTON, *Senior Flight Cadet (Pilot)*: Rugby; Sub Aqua; Mountaineering; Drama.
- P. F. TURLEY, *Senior Flight Cadet (Pilot)*: Walking; Choral; Music; Printing.
- M. J. WARD, *Senior Flight Cadet (Engineer)*: The Ministry of Defence Prize for Higher National Diploma Studies; Archery; Squash.
- C. L. WHITAKER, *Senior Flight Cadet (Pilot)*: Soccer; Squash; Swimming; Sub Aqua; Motor Club; Sailing.
- R. L. WILSON, *Senior Flight Cadet (Engineer)*: Swimming; Squash.
- C. G. WINSLAND, *Senior Flight Cadet (Secretarial)*: Cross-country (Colours); Athletics; Angling (Captain); Chess (Captain); Bridge; Long Distance Walking.
- A. F. WITHERS, *Senior Flight Cadet (Navigator)*: Shooting; Dramatic; Choral; Field Shooting.
- P. WRAY, *Senior Flight Cadet (Engineer)*: Soccer (Colours); Athletics; Skiing; Ocean Sailing; Sub Aqua; Photography.

## COMMISSIONING LIST No 92 ENTRY

- I. P. LECKENBY, *Senior Under Officer (Pilot)*: Judo; Rugby; Water Polo; Basketball; Shooting; Pot-holing; Water-Skiing.
- L. J. MARSHALL, *Senior Under Officer (Pilot)*: The Sword of Honour; Basketball; Cricket; Bridge; Angling; Dramatic; Fine Arts.
- K. M. REES, *Senior Under Officer (Equipment)*: The Ministry of Defence Prize for Equipment Studies; The Alastair Black Memorial Award; Rugby; Water Skiing (Captain); Walking; Nijmegen Marches (Captain).
- P. A. A. WOODS, *Senior Under Officer (Equipment)*: Tennis; Squash; Choral; Skiing.
- D. A. G. BREMNER, *Under Officer (R.A.F. Regiment)*: Hockey; Athletics; Sandhurst Ethiopian Expedition.
- C. S. BURNS, *Under Officer (Navigator)*: Cricket (Captain, Colours); Soccer (Colours).
- D. A. DIPROSE, *Under Officer (Pilot)*: The Queen's Medal; Cross-country; Athletics; Modern Pentathlon; Chess; Bridge; Hovercraft.
- M. S. DYER-BALL, *Under Officer (Pilot)*: Hockey (Colours); Tennis (Captain, Colours); Skiing (Captain); Golf; Cross-country; Squash; Dramatic.
- I. G. HARTLEY, *Under Officer (Pilot)*: Shooting; Soccer; Fine Arts.
- C. N. HUBBARD, *Under Officer (Pilot)*: The Kinkead Trophy; The Dickson Trophy and Michael Hill Memorial Prize; Cross-country; Soccer; Squash; Canoeing; Gliding.
- P. R. JEFFERS, *Under Officer (Pilot)*: Rugby; Squash; Golf; Parachuting; Shooting; Sailing.
- A. F. JONES, *Under Officer (Pilot)*: The Philip Sassoon Memorial Prize.
- W. T. J. LAWRENCE, *Under Officer (Equipment)*: Athletics (Colours, Flying Training Command, R.A.F.); Rugby; Basketball; Music; Photography.
- K. S. MIDDLETON, *Under Officer (Secretarial)*: The Ministry of Defence Prize for Secretarial Studies; Rugby; Golf; Squash; Dramatic.

- I. R. MISKELLY, *Under Officer (Navigator): Sailing (Captain, Colours); Rugby; Shooting.*
- G. W. F. WRIGHT, *Under Officer (Pilot): Rugby; Motor Club.*
- M. ABDULLAH, *Senior Flight Cadet (Pilot).*
- C. J. ABRAM, *Senior Flight Cadet (Pilot).*
- A. ASHATRY, *Senior Flight Cadet, (Pilot).*
- M. J. BENNEE, *Senior Flight Cadet (Pilot): Swimming; Water Polo (Captain, Colours); Basketball (Colours); Tennis; Motor.*
- D. P. BOOTH, *Senior Flight Cadet (Equipment): Athletics; Badminton; Hockey.*
- E. J. BOYLE, *Senior Flight Cadet (Navigator): Soccer; Canoeing; Climbing.*
- I. A. J. BRUNTON, *Senior Flight Cadet (Pilot): Cricket; Fencing.*
- A. K. BRYAN, *Senior Flight Cadet (Pilot): The Hicks Memorial Trophy; Shooting; Squash; Swimming; Gliding; Dramatic.*
- T. T. BUCKLAND, *Senior Flight Cadet (Pilot).*
- J. L. BUCKLER, *Senior Flight Cadet (Pilot): Rugby; Swimming; Water Polo; Squash; Parachuting (Captain); Sailing; Shooting.*
- B. P. CLUCAS, *Senior Flight Cadet (Equipment).*
- R. CONDON, *Senior Flight Cadet (Secretarial): Golf (Captain); Rowing; Cross-country; Athletics.*
- A. R. H. DAOUD, *Senior Flight Cadet (Pilot): Soccer; Badminton; Chess; Bridge.*
- J. B. DODD, *Senior Flight Cadet (Pilot): The Abdy Gerrard Fellowes Memorial Prize; Rowing; Printing; Chess; Photography; Swimming.*
- A. FAISAL, *Senior Flight Cadet (Pilot): Soccer; Swimming; Basketball.*
- B. FAISAL, *Senior Flight Cadet (Pilot).*
- R. J. FISHWICK, *Senior Flight Cadet (R.A.F. Regiment): Fencing (Captain, Colours, Flying Training Command, R.A.F.); Sailing; Motor Club.*
- C. C. FUNNEL-BAILEY, *Senior Flight Cadet (Pilot); Basketball; Canoeing; Skiing; Parachuting; Climbing.*
- D. A. GREEN, *Senior Flight Cadet (Equipment): Cross-country; Rugby; Golf; Skiing; Gliding.*
- K. G. GRUMBLEY, *Senior Flight Cadet (Pilot): Hockey; Tennis; Squash; Climbing; Shooting.*
- K. G. IVELL, *Senior Flight Cadet (Pilot): The Battle of Britain Trophy.*
- P. N. KEEBLE, *Senior Flight Cadet (Pilot): Sailing; Rowing; Fencing.*
- S. K. KHAN, *Senior Flight Cadet (Pilot): Hockey; Gliding; Sailing.*
- R. F. KING, *Senior Flight Cadet (Pilot): Fencing.*
- A. M. MARDI, *Senior Flight Cadet (Pilot).*
- K. M. McBURNEY, *Senior Flight Cadet (Navigator): Athletics; Rugby; Canoeing.*
- N. S. NIAZ, *Senior Flight Cadet (Pilot): Hockey; Cricket; Gliding; Sailing (Captain).*
- J. G. OGILVIE, *Senior Flight Cadet (Pilot).*
- B. V. PERRY, *Senior Flight Cadet (Navigator): Rugby; German; Walking.*
- G. J. PILGRIM-MORRIS, *Senior Flight Cadet (Secretarial): B.Sc. (Econ.); Athletics; (Captain); Gymnastics; Cross-country; Judo; Hockey; Natural History.*
- J. R. PUGH, *Senior Flight Cadet (Pilot).*
- A. M. ROBERTS, *Senior Flight Cadet (Pilot): Rugby; Cricket; Rowing; Parachuting; Skiing; Sailing; Shooting; Dramatic.*
- J. K. ROBERTS, *Senior Flight Cadet (Pilot): Rugby; Cricket; Golf; Sub Aqua; Mountaineering.*
- I. C. ROSS, *Senior Flight Cadet (Pilot): Water Polo (Colours); Basketball; Cricket; Shooting; Sub Aqua; Water Skiing.*
- M. SAAD, *Senior Flight Cadet (Pilot): Fencing; Swimming; Cross-country; Falconry; Shooting.*
- P. R. M. SMITH, *Senior Flight Cadet (Pilot): Cricket; Shooting; Rowing; Walking.*
- J. D. SNELL, *Senior Flight Cadet (Pilot): Rowing (Colours); Sailing; Squash; Basketball; Shooting.*
- M. V. D. SPARROW, *Senior Flight Cadet (Pilot): L'Ecole de l'Air Trophy for French Studies.*
- N. B. SPILLER, *Senior Flight Cadet (Pilot): Ministry of Defence and Royal New Zealand Air Force Trophy for War Studies and Humanities; Rowing; Canoeing; Athletics.*
- D. R. STANLEY, *Senior Flight Cadet (Pilot): Basketball; Athletics; Walking.*
- M. SWANN-PRICE, *Senior Flight Cadet (Pilot): Shooting; Potholing; Canoeing.*
- S. D. WAKELY, *Senior Flight Cadet (Pilot): Hockey; Rugby; Basketball; Water Polo; Swimming; Athletics; Cricket; German; Parachuting.*
- J. C. WEBSTER, *Senior Flight Cadet (Pilot): Swimming (Captain, Colours); Water Polo (Colours); Canoeing.*
- D. C. WILLIAMS, *Senior Flight Cadet (Navigator): Tennis (Colours); Golf; Squash; Institute of Navigation Trophy and the Ministry of Defence Prize for Navigators.*

# COLLEGE DIARY

(A record of some of the events during the Summer term 1967)

## MARCH

**28th.** Start of Summer term. No 96 Flight Cadet Entry started training.

## APRIL

**1st.** A ceremonial parade was held to mark the 49th anniversary of the formation of the R.A.F. The Queen's Colour was paraded.

**3rd.** Colonel Y. Offer, Israeli Air Attache, visited the College to see Israeli Student Officers.

**6th — 7th.** A group of University staff and undergraduates visited the College.

**9th.** The visiting preacher at St. Michael's was the Reverend T. Goss, M.A., Q.H.C., Senior Chaplain at R.A.F. Halton.

**10th.** Dr W. Blaylock, Scientific Advisor to Air Defence Command, U.S.A.F. and Mr R. W. Bevan, Command Research Officer, Fighter Command visited the College.

**11th.** 15 Air Officers and 50 other civilian and service personnel visited the College to attend the formal presentation of the Project Study of No 9 Advanced Weapons Course.

**12th.** 3 members of the Central Engineering Establishment, National Coal Board, visited the College.

**12th — 14th.** Professor Oscar Grusky, University of California, visited the College in connection with a research project into armed forces career patterns.

**13th.** A group of Saudi-Arabian cadets from the R.A.F. School of Education visited the College.

**14th — 18th.** Flight Cadets of No 93 Entry took part in an expedition training exercise in Hereford.

**15th.** 250 members of the Kesteven Blind Society held their annual rally at the College. Among the day's events was a concert in the Whittle Hall given by the College Band.

**18th.** 20 members of the Air Force Department Society visited the College.

**19th — 20th.** Captain P. A. Watson, of H.M.S. Collingwood, R.N. Electrical, Weapons and Radio Engineering School visited the College.

Wing Commander J. L. Wallace, O.B.E., Organising Director of Music, Flight Lieutenant J. M. Martindale, Director of Music, R.A.F. School of Music and Flight Lieutenant L. A. Marsh, R.A.F. Regiment, visited the College for the Annual Inspection of the Band and the Competition for the Sir Felix Cassell Cup and Sims Cup.

**21st.** No 9 Advanced Weapons Course completed training.

No 44 Engineering (Non-M.O.D.) Course completed training.

**24th.** The Chairman, Secretary and ten members of the East Midlands Branch Lincolnshire Panel of the Institute of Mechanical Engineers visited the College to discuss requirements for admission to the Institute.

Professor J. A. J. Bennett of the College of Aeronautics, Cranfield visited the College to assess projects by No 11 Entry B.Sc. Honours Mechanical Engineering Course.

No 46 Engineer (non-M.O.D.) Officers Course started training.

No 19 Electrical and Instrument (non-M.O.D.) Course started training.

**25th.** St. Wulfram's Church, Grantham, Young Wives Group visited the College.

**27th — 28th.** 12 Headmasters and Youth Employment Officers visited the College.

**28th.** No 33 Applied Mechanical Engineering Course completed training.

**29th.** 1 Officer and 70 flight cadets took part in the 50 mile Ermine Street Walk.

**29th — 30th.** Flight cadets of No 93 Entry took part in a weekend exercise in Derbyshire.

**30th — 1st May.** Wing Commander G. A. Crabb, Royal Malaysian Air Force visited the College to see R.M.A.F. Student Officers.

## MAY

**1st.** No 35 Applied Electrical/Mechanical Engineering Main Course started training.

**2nd.** No 36 Applied Engineering Preparatory Course started training.

**3rd.** Professor A. H. Lefebvre, College of Aeronautics, Cranfield, and Professor R. L. Beurle, Nottingham University, visited the College to assess No 11 B.Sc. Honours Electrical/Mechanical Engineering Students' projects.

**3rd — 4th.** Wing Commander D. W. Hills and 4 officers from Ministry of Defence visited the College to lecture to Nos 10 A.W. and 9 S.W.S.S. Courses.

**4th.** Professor R. N. Cox, City University, London visited the College.

**4th — 5th.** Group Captain M. K. Abbasi and Wing Commander I. H. Quddusi of the Pakistani Air Force visited the College.



**5th.** Mr D. J. Johns, M.Sc. (Eng.), C.Eng., A.F.R.Ae.S., A.F.A.I.A.A., Loughborough University, visited the College to discuss students' projects.  
No 11 Engineer Officer Course completed training

**7th.** The Reverend A. B. Webster, B.D., preached the sermon in St. Michael's Church.

**7th — 9th.** The City of London C.C.F. held a Field Day at the College.

**9th.** No 6 Standard Engineering Preparatory Course started training.

Wing Commander R. A. Slater and 4 officers from the Ministry of Defence visited the College for the Flight Safety Presentation.

**11th.** Air Marshal Sir Reginald Emson, Inspector General R.A.F. visited the College for discussions.

**11th — 12th.** A group of university staff and undergraduates visited the College.

**17th.** Mr. Mackinnon, training manager of Westland Aircraft Ltd. visited the College.

**19th.** Mr D. Wakefield, General Manager, Kontak Ltd., visited the College.

**21st.** The R.A.F. Equitation Association Annual Championships were held at the College.

**25th.** Mr Hopfinger, Chief Engineer, National Coal Board, Arnold, Nottingham, visited the College.

18 flight cadets took part in the Ten Tors walking expedition on Dartmoor. The College team finished fourth from 76.

The presentation of Wings and Prizes to No 91 Entry by the Commandant, took place in Whittle Hall.

**26th.** Services of Dedication for No 91 Entry were held.

The Graduation Parade was reviewed by Air Chief Marshal Arjan Singh, D.F.C., Chief of the Air Staff, Indian Air Force.

**28th — June 3rd.** Mid-term break.

## JUNE

**7th.** No 17 G.W. Course and Directing Staff from the Royal Military College of Science, Shrivenham visited the College.

**8th — 9th.** 12 Headmasters and Youth Employment Officers visited the College.

**10th.** A Commandant's Parade was held to mark the occasion of the official birthday of Her Majesty the Queen.

**12th — 16th.** The Commandant, officers and cadets of the Royal Swedish Air Force College visited the College.

**14th.** A team of Flight Cadets won the Flying Training Command Athletics Championships, held in the Stadium.

**17th — 18th.** The annual reunion of the Old Cranwellians Association was held.

**19th — 26th.** A group of Empire Test Pilots visited the College for a short course.

**20th.** About 40 members of the Fulbeck Over-60 Club visited the College.

**20th — 21st.** Air Vice-Marshals Hunter-Tod, O.B.E., M.A., A.F.R.Ae.S., D.C.Ae., A.O.C. Designate No 24 Group visited the College.

**21st.** Group Captain W. J. P. Straker, A.F.C., Commandant of The Empire Test Pilots School, Farnborough, visited the Department of Engineering.

**23rd.** A master and 18 boys from Ashbourne Secondary Modern School visited the College.

**23rd — 24th.** The College acted as hosts in a triangular athletics match, to the R.M.A. Sandhurst and the Britannia R.N. College,

**23rd — 25th.** A party of officers and cadets visited the R.M.A. Sandhurst for a number of sports fixtures.

**25th — 27th.** Mr W. J. W. Stoddart and Mr W. Beattie from Reid Kerr College, Paisley, visited the College to study training techniques.

**30th — 2nd July.** The College Swimming and Water Polo teams visited B.R.N.C. Dartmouth.

**30th — 2nd July.** A team from the College came second to the R.M.A. in the triangular Pentathlon Match held at Sandhurst.

## JULY

**1st — 2nd.** Members of Nos 93 and 95 Entries carried out an exercise in Derbyshire.

**2nd.** The Reverend R. J. Richards, B.A., Assistant Chaplain-in-Chief Flying and Technical Training Commands, preached the sermon in St. Michael's Church.

**3rd — 4th.** Professor E. M. Goodger and Mr. D. S. C. Carton, Imperial College, London, visited the College.

**5th.** 20 members of the Downham Market R.A.F.A. made a general interest visit to the College.

**6th.** A group of students and directing staff from the R.A.F. School of Education, Upwood, visited the College.

**7th — 8th.** Officers and cadets from the Britannia R.N. College visited Cranwell to take part in the Inter-College cricket, tennis, sailing, golf and canoeing matches.

**10th — 17th.** Ten U.S.A.F. cadets made a general interest visit to the College.

**11th — 13th.** Senior C.E.N.T.O. officers visited the College. A guest night was held in their honour on the 12th.

**13th.** Bishop Anthony Oliver visited Trenchard Hall.

**14th.** Members of Oundle School C.C.F. visited the College.

**15th.** 114 members of the Kesteven County Council, East Kesteven Rural District Council and Sleaford Urban District Council were guests of the College. The day's events included a conducted tour, luncheon in No 2 Mess and a flying display.

**16th.** The Lord's Taverners Cricket Team played the R.A.F. on the College cricket ground. The match was held in aid of the Duke of Edinburgh's Playing Fields Fund. The Red Arrows gave an aerobatic display during a break in the play.

**16th.** Dr Noble Frankland D.F.C., came to the College.

**18th.** A group from Witham Hall School, Lincs., made a tour of the College.

**20th — 22nd.** Eight cadets attended the Royal Tournament to take part in the fencing event.

**20th — 21st.** Nine headmasters and Youth Employment Officers visited the College.

**21st — 22nd.** Sovereign's (B) Squadron won the Ferris Drill Competition.

**23rd — 29th.** A group of officers, N.C.O.s and cadets visited Holland to take part in the Nijmegen Marches for the third successive year.

**24th — 28th.** A group of officers and cadets from the Royal Norwegian Air Force Academy visited the College.

**25th.** 15 members of the National Association of Ladies Circles (Sleaford Branch) visited the College.

**26th — 27th.** The A.O.C.-in-C., Air Chief Marshal Sir John Davis, K.C.B., O.B.E., M.A., Sir Arnold Hall, F.R.S., M.A., F.R.Ae.S., and the Cranwell Advisory Board visited the College.

**29th — 30th.** Nine cadets from Nos 93 and 96 Entries attended an exercise in Derbyshire.

#### AUGUST

**1st.** The North Lincolnshire Scientific and Technical Society visited the Department of Engineering.

**4th.** The A.O.C. inspected the College.

**10th — 11th.** Nine University Staff and undergraduates made a general interest visit to the College.

**11th.** No. 34 Applied Electrical and Mechanical Engineering Course completed training.

**15th.** Air Vice Marshal B. A. Chacksfield, C.B., O.B.E., A.F.R.Ae.S., Commandant General of the R.A.F. Regiment, visited the College to attend a presentation by No 10 A.W. Course.

**17th.** The Wings and Prizes Ceremony for No 92 Entry was held.

**18th.** Services of Dedication for No 92 Entry were held.

The Graduation Parade was reviewed by General Lyman L. Lemnitzer, Supreme Allied Commander, Europe.

No 34 Applied Preparatory Course, No 6 Standard Preparatory Course and No 3 Maintenance Engineering Course completed training.

**19th.** Flight Cadets' Summer term ended.

**When you see  
this sign**

**Lyons Maid**

**Enjoy Lyons Maid  
Ice Cream**

**5th.** Mr D. J. Johns, M.Sc. (Eng.), C.Eng., A.F.R.Ae.S., A.F.A.I.A.A., Loughborough University, visited the College to discuss students' projects.  
No 11 Engineer Officer Course completed training

**7th.** The Reverend A. B. Webster, B.D., preached the sermon in St. Michael's Church.

**7th — 9th.** The City of London C.C.F. held a Field Day at the College.

**9th.** No 6 Standard Engineering Preparatory Course started training.

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