

CRANWELL

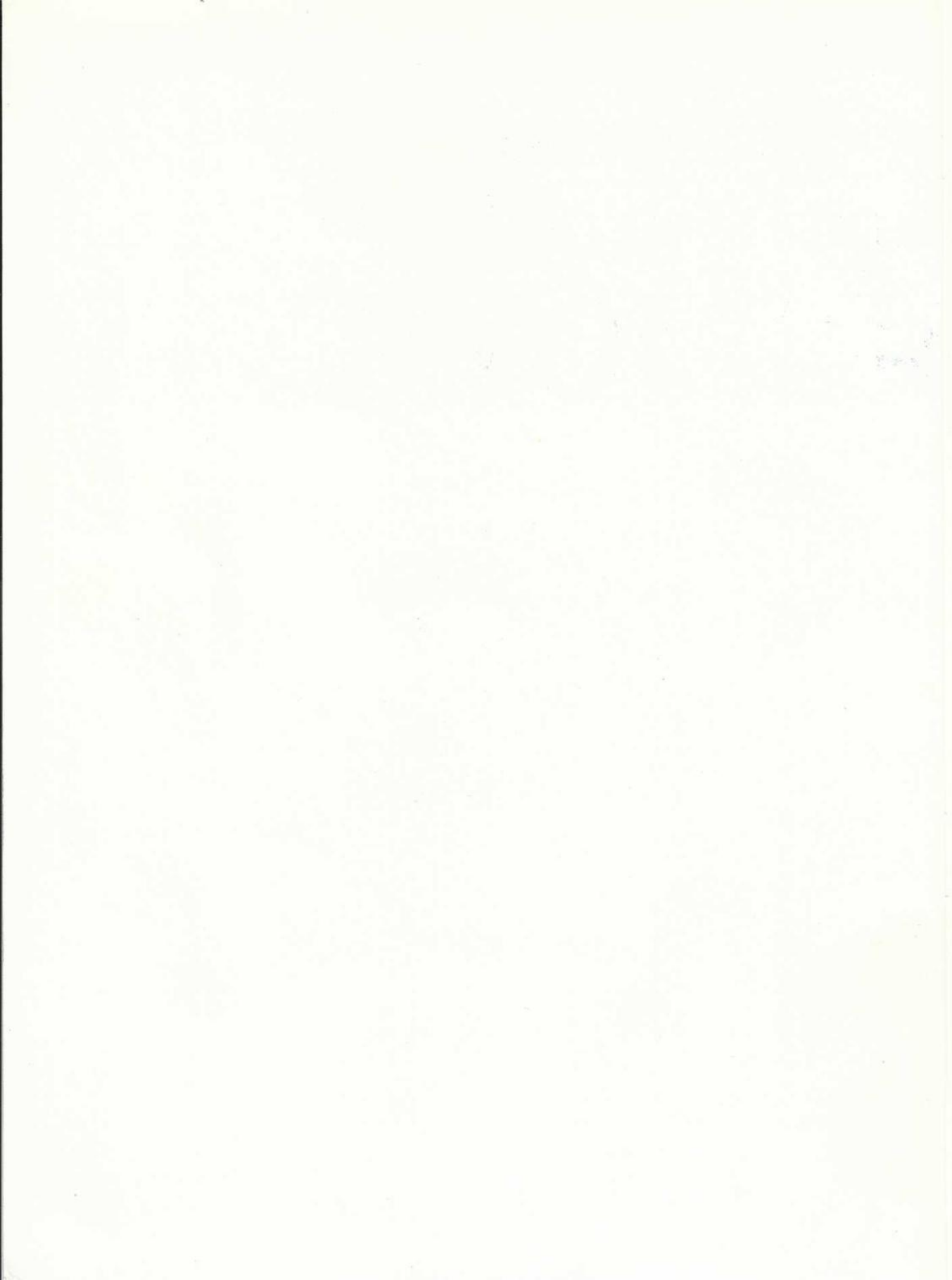
1975

THE ROYAL AIR FORCE



COLLEGE JOURNAL





THE
ROYAL AIR FORCE
COLLEGE



JOURNAL



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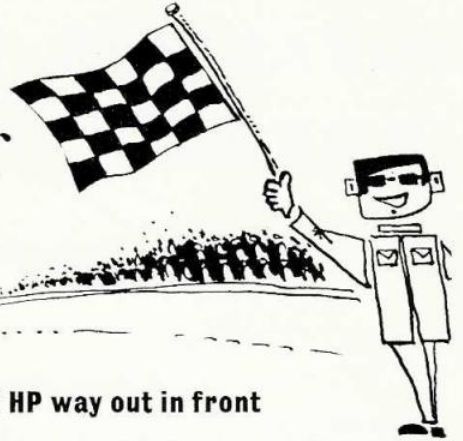
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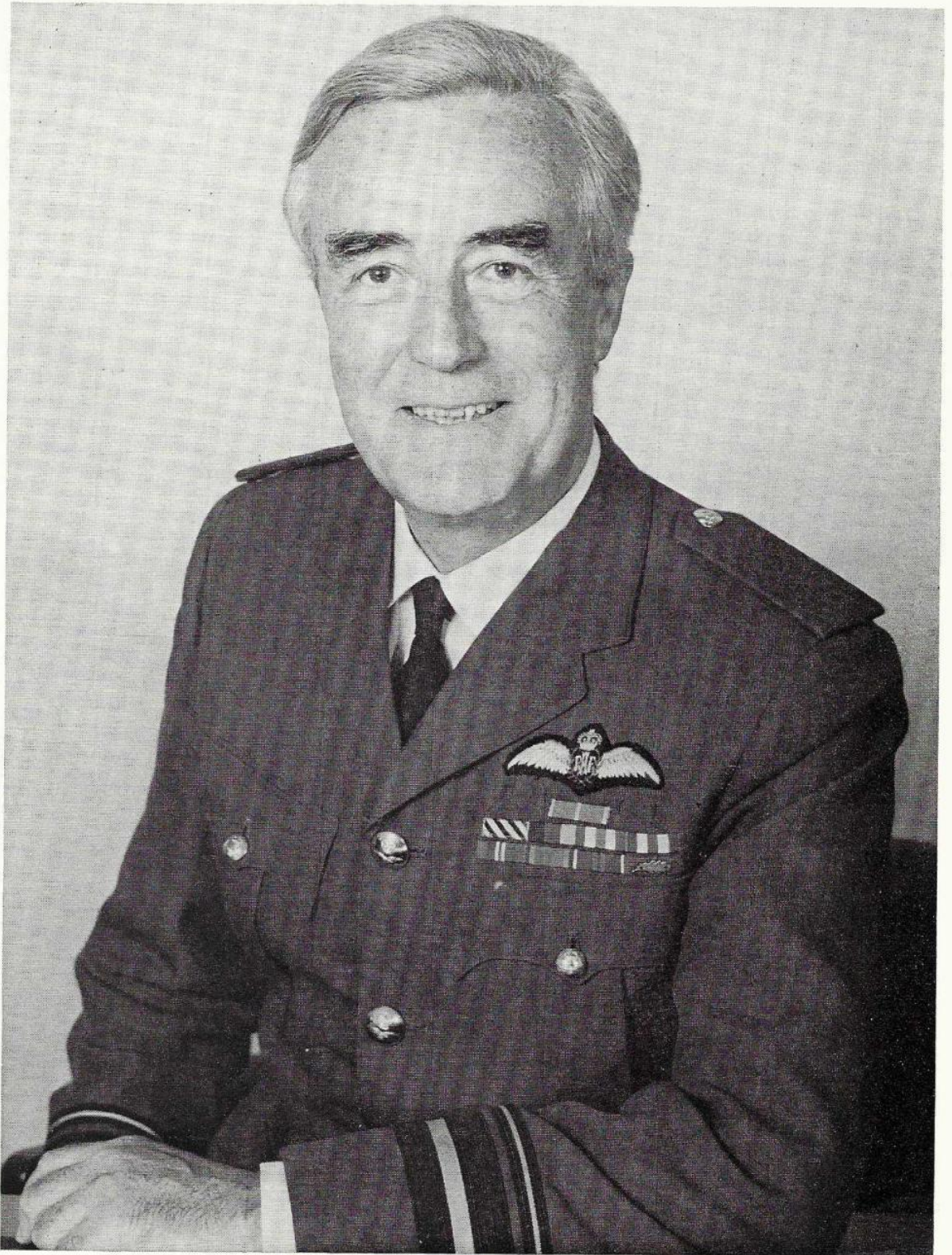
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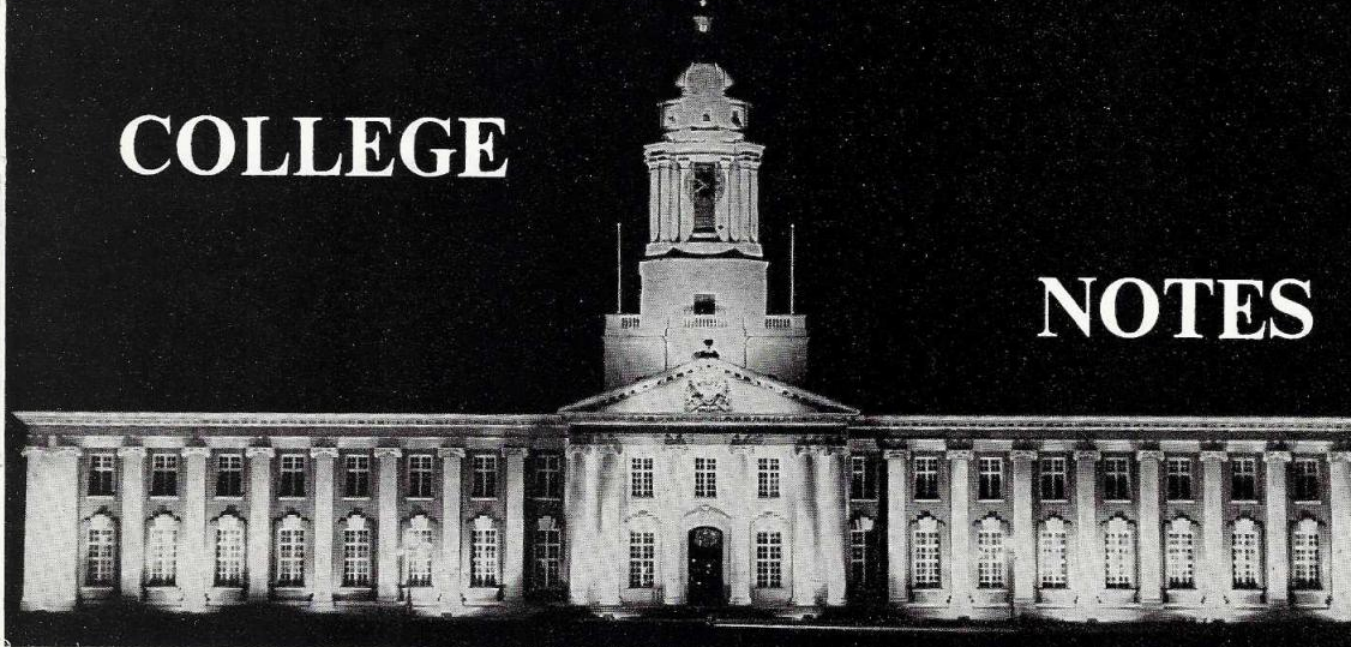
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All opinions Expressed in 'The Royal Air Force College Journal' are those of the Authors and do not necessarily represent official policy





NEW APPOINTMENTS

THE COMMANDANT AIR VICE-MARSHAL W E COLAHAN CBE DFC RAF

Air Vice-Marshal Edward Colahan became the Air Officer Commanding and Commandant of the Royal Air Force College Cranwell on 19th July 1975. The Air Vice-Marshal served in the Royal Air Force in Italy and France in World War II as a pilot seconded from the South African Air Force — he was born and brought up in South Africa. After the war he transferred to the Royal Air Force. He was a Cadet Wing Squadron Commander at Cranwell in 1958 and 59. Other previous Royal Air Force appointments include Staff Officer to Lord Mountbatten in the 1960s, Deputy Chief of the British Military Mission to the Soviet Commander-in-Chief in East Germany, Air Commander in Malta during the evacuation and return of British families in 1972, and Assistant Chief of the Air Staff (Operations) at the Ministry of Defence.

Air Vice-Marshal Colahan and his wife Anne, who was born in Berkshire, liked Lincolnshire very much during their first stay and bought Northbeck House in Scredington last year; they intend to retire there in due course. During the Colahans' first tour at Cranwell, the Air Vice-Marshal ran the Shoot and Mrs Colahan hunted occasionally with the Belvoir and the Blankney Hunts. They have a married daughter, Jeanette, who is a school teacher in Norfolk, and another, Deirdre, who is studying French at Lausanne University. Their 11 year old son, John Dermot, is at a prep school for Stoneyhurst.

The *Journal* extends a warm welcome to the new Commandant and his family.

AIR COMMODORE H F GLOVER
ASSISTANT COMMANDANT DEPARTMENT OF SPECIALIST
GROUND TRAINING



Air Commodore H F Glover was educated at Brigg Grammar School, Lincs and entered the Royal Air Force in 1939 as an Aircraft Apprentice. He was trained as an Aero-engine Fitter at No 1 School of Technical Training, Halton and in 1941, after some squadron service, was awarded a State Bursary in engineering and seconded to Loughborough College. After taking a First Class Honours Diploma in mechanical engineering he was commissioned in October 1943.

He attended the Royal Air Force Staff College Course at Bracknell in 1954 and this was followed by an Air Ministry tour as a Squadron Leader on engineering planning duties. After completing the Advanced Guided Weapons Course at the Royal Air Force Technical College, in July 1959 he was promoted to Wing Commander and became Senior Royal Air Force Officer in the Guided Weapons Department of the Royal Aircraft Establishment at Farnborough. He was in turn the Royal Air Force Project Officer for the 'Blue Streak' and 'Skybolt' ballistic missile projects.

In 1962 he attended the Joint Services Staff College Course at Latimer and this was followed by 3 years as OC Engineering Wing at Royal Air Force Finningley in Bomber Command. From 1966-68 he had a tour on the Directing Staff of the Royal Air Force Staff College, Andover, and was then posted to HQ Far East Air Force at Changi as Wing Commander Eng Plans. He was promoted in 1969 to become Command Mechanical Engineer at HQ FEAF.

He returned to the Ministry of Defence in 1971 and was a Deputy Director of Engineering in DG Eng (Royal Air Force) and CES (Royal Air Force) until April 1975. In these appointments he was responsible for the Royal Air Force range of aircraft Ground Support Equipment and ground test facilities.

He took over the post of Assistant Commandant for Specialist Ground Training in early May 1975. Air Commodore Glover is married and has two daughters.

GROUP CAPTAIN G McA BACON
OFFICER COMMANDING ROYAL AIR FORCE CRANWELL



Group Captain Bacon entered the Service as a Flight Cadet at the College in 1948 and created a precedent by receiving his wings and graduating on his own instead of with an Entry. After advanced flying training on Meteors he was posted as a 'creamed-off' QFI to Worksop, becoming the solo aerobatic display pilot in 1954.

In 1955 he joined 73 Sqn in Cyprus flying Venoms and followed up his aerobatic experience by leading the squadron aerobatic team. During this tour he was forced to eject from a Vampire with his AOC on a Friday the 13th and since then has insisted on becoming airborne on each such occasion. For a short time in 1957 he was a QFI with the Army on Austers in Cyprus. The following year he joined 64 Sqn at Duxford during which time he completed the Fighter Combat Leaders Course. He was appointed Schools Liaison Officer at Bristol in 1961, and returned to flying as CO of 20 Sqn in Singapore flying Hunters, being fully involved in operations in

Borneo and West Malaysia during the Confrontation campaign. In 1966 he completed the Army Staff College Course at Camberley and returned to Cranwell in 1967 as PSO to the AOC and Comdt. In 1968 after promotion to Wing Commander and refresher flying at CFS he became the Chief Instructor at Valley, flying Gnats and Hunters.

He attended the last Joint Services Staff College course at Latimer and then stayed on as member of the Directing Staff of the newly formed National Defence College from 1971 until late 1974, when he started his fourth period of flying refresher training prior to returning once again to Cranwell.

Group Captain Bacon and his wife Jean have two teenage children. He maintains a particular interest in gliding, having taken part in several National Gliding Championships. He says he is delighted to be back at Cranwell.

HONOURS AND COMMENDATIONS

SERVICE PERSONNEL

The *Journal* offers its congratulations to the following personnel who have received Awards and Commendations.

Companion of The Most Honourable Order of the Bath

Air Vice-Marshal R D Austen-Smith DFC

Officer of The Most Excellent Order of the British Empire

Group Captain C M King
Group Captain N Jackson
Wing Commander B E F Faulkner
Wing Commander C Sutcliffe

Member of The Most Excellent Order of the British Empire

Squadron Leader N R S Nesbitt
Squadron Leader N Sears
Squadron Leader R C McKinlay
Warrant Officer R A Jessup
Warrant Officer W A Ponsford

Air Force Cross

Wing Commander P C Vangucci
Wing Commander D J Seward

Queen's Commendation for Valuable Service in the Air

Squadron Leader J D Lunt
Squadron Leader A C R Ingoldby

Commendation by Air Officer Commanding-in-Chief

Warrant Officer L Romaines
Flight Sergeant A R Flower
Flight Sergeant J Larking
Chief Technician A G V Bevan
Chief Technician R D Carder
Chief Technician N Hetherington
Sergeant D M McGlashen
Corporal W H Chesser
Corporal J Radford

Commendation by the Air Officer Commanding and Commandant

Warrant Officer D Briggs
Sergeant N Dowling
Corporal A G Wilson
Corporal M Armstrong
Corporal A F J Mitchell
Senior Aircraftman J L Kennedy

CIVILIAN STAFF

The *Journal* is glad to announce the following Awards granted in the New Year's Honours List and in the Queen's Birthday Honours List.

Commendation by the Air Officer Commanding-in-Chief

Mr K O Hedley. Supply Squadron Royal Air Force College Unit.

Commendation by the Air Officer Commanding and Commandant

Mr A Butler. College Secretariat.
Mrs S M Lickley. Department of Specialist Ground Training.
Mr L Young. Engineering Wing Royal Air Force College Unit.
Mr H Brewster. Supply Squadron Royal Air Force College Unit.
Mrs C A Webber. University of London Air Squadron.

OCA Secretary Retires —

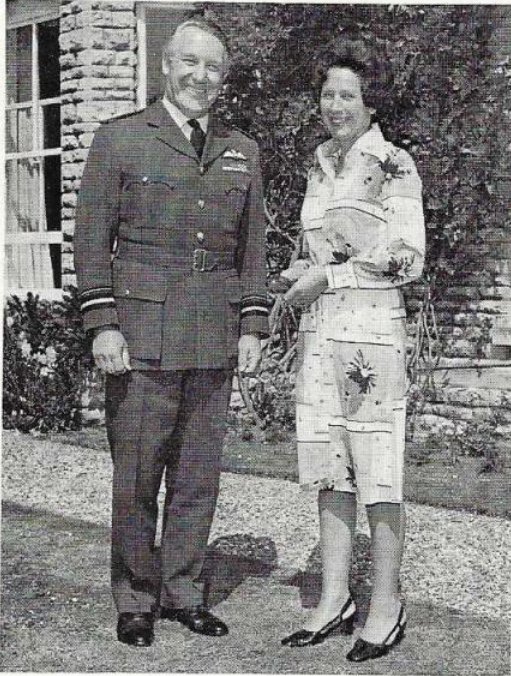
Air Commodore Nelson's Long Association with the College

It is with regret that we learn of the impending retirement of Air Commodore E D McK Nelson as Secretary of the Old Cranwellian Association. He will be succeeded by Wing Commander A Dufton who has recently been posted in to the College as Chief Instructor of the Supply and Secretarial Wing.

Air Commodore Nelson has been associated with the College since 1931 when he was a Flight Cadet and Under Officer of C Squadron, and he has held the posts of Assistant Commandant and Commandant. He has been the Secretary of the Association since April 1973 and it is hoped that he will remain in close contact with the Association Committee in an advisory capacity. The Committee of the Association should therefore be able to continue to benefit from Air Commodore Nelson's vast knowledge and experience of the College.

“FRESH FIELDS”

AIR VICE-MARSHAL R D AUSTEN-SMITH CB DFC



*Air Vice-Marshal and Mrs Austen-Smith,
in the grounds of the Lodge*

Air Vice-Marshal R D Austen-Smith CB DFC left Cranwell on 18 July and later in the year he will take up the appointment of Senior Air Staff Officer of the Near East Air Force.

His tour of two years and ten months saw the last of the Flight Cadet Entries graduate from the College and the formation of the Department of Air Warfare at Cranwell when the College of Air Warfare moved from Manby.

Conscious of the growing diversity of the College and his responsibilities to the 16 University Air Squadrons spread throughout the United Kingdom, Air Marshal Austen-Smith devoted much time and energy to ensure that each element of his Group felt that they belonged equally to it.

Undoubtedly the highlight of his tour as Commandant was the visit of Her Majesty The Queen to Cranwell on 30 May 1975 when Her Majesty presented the College with its third Colour.

We wish to congratulate the Air Marshal on his award of the CB in the Birthday Honours List and wish him and Mrs Austen-Smith a very enjoyable tour in Cyprus.

AIR COMMODORE W C TAYLOR OBE

Air Commodore W C Taylor retired in April as Assistant Commandant (Specialist Ground Training) and left the Air Force after 39 years of service.

The Air Commodore joined the Service in 1936 as a Halton Apprentice and was commissioned into the Technical Branch in 1942. As a junior engineer he saw service in the United Kingdom and throughout Europe until the end of hostilities.

After the war he spent some years with the Marine Experimental Establishment at Felixstowe. Overseas tours included the Canal Zone, Iraq, and Aden. The Chinese incursion in Northern India in 1962 resulted in a sudden posting to the British High Commission Staff in New Delhi, as Assistant Air Attache. Prior to his posting to Cranwell he had filled Command Mechanical Engineering posts at HQ Maintenance Command, and HQNEAF Cyprus.

Air Commodore and Mrs Taylor (Sigrid) entered actively into the social scene at Cranwell. His family have now taken up residence near Canterbury, while he, still thirsting for travel, has taken up an appointment with the British Aircraft Corporation in Saudi Arabia. The *Journal* extends best wishes for their future success and happiness.

PASSING OUT CEREMONIES

NUMBERS 14 & 15 GRADUATE ENTRIES

The Passing Out Ceremony of No 14 Graduate Entry (General Duties and Engineer Branch) and No 15 Graduate Entry (Secretarial Branch) took place on 16th August 1974. **The Reviewing Officer was Air Chief Marshal Sir John Davis GCB OBE MA RAF.**

PRIZE WINNERS

The Sword of Honour

Flying Officer R G A Westlake

The Philip Sassoon Memorial Prize

Flight Lieutenant J R McCaughey

The R M Groves Memorial Prize and Kinkead Trophy

Flying Officer E H Ball

The Dickson Trophy and Michael Hill Memorial Prize

Flying Officer M D Beech

The Chicksands Cup

Flying Officer M J Parker

LIST OF PASSING OUT OFFICERS

General Duties Branch (Pilots)

Flight Lieutenants P D Dye ; J R McCaughey; D Turbitt; D B Wildridge; Flying Officers E H Ball; M D Beech; S M Evans; R L Gould; R D Hutchinson; P S John; P K Keating; P J Lawrence; G B Milton; G W Unsworth; R G A Westlake; N J Wilcock.

Engineer Branch

Flying Officers C G Cooper; B D Harvey; M G Headland; P M Hoyes; C M Hubble; V R March; D J Palmer; M J Parker; M J Robertson; G M Watson.

Secretarial Branch

Flying Officers A J Greaves;
P F Tomlinson.



Fathers and sons from No 14 Graduate Entry

NUMBERS 15 & 17 GRADUATE ENTRIES

The Passing Out Ceremony of No 15 Graduate Entry (GD and Engineer Branches) and No 17 Graduate Entry (Supply Branch) took place on 1st November 1974. The Reviewing Officer was Air Chief Marshal Sir John Barraclough KCB CBE DFC AFC RAF.



PRIZE WINNERS

The Sword of Honour and R S May Memorial Prize

Flying Officer A G Willenbruch

The Philip Sassoon Memorial Prize

Flight Lieutenant R C Norriss

The R M Groves Memorial Prize and Kinhead Trophy

Flying Officer R A Barker

The Hicks Memorial Trophy

Flight Lieutenant D A Hamilton

The Dickson Trophy and Michael Hill Memorial Prize

Flight Lieutenant T L Evans

The Battle of Britain Trophy

Flight Lieutenant R C Norriss

The Chicksands Cup

Flight Officer A G Willenbruch

The Prize for Supply Studies

Flying Officer S P Murphy

LIST OF PASSING OUT OFFICERS

General Duties Branch (Pilots)

Flight Lieutenants T L Evans; J A Goddard; D A Hamilton; I A Maxwell; R C Norriss; N G Osborne; M Rank; P J Rogers; R Utley; Flying Officers R A Barker; G McG Dempsey; N L Digings; I C Mattimoe; M D Simpson.

Engineer Branch

Flying Officers R E M Bowes; A R Charlton; F J Clarke; D A Coleman; K J Curtis; P I Danks; C A Elkins; P J Jenkins; G B Sadler; A G Scott; D P Thow; A G Willenbruch; B M Wyn.

Supply Branch

Flying Officer S P Murphy; Pilot Officer T G Howson.

NUMBERS 16 & 17 GRADUATE ENTRIES

The Passing Out Ceremony of No 16 Graduate Entry (GD and Engineer Branches) and No 17 Graduate Entry (Secretarial Branch) took place on 17th January 1975. The Reviewing Officer was Air Chief Marshal Air Anthony Heward KCB OBE DFC AFC RAF.



PRIZE WINNERS

The Sword of Honour and R S May Memorial Prize

Flight Lieutenant I F Mackay

The Philip Sassoon Memorial Prize

Flight Lieutenant P W Underhill

The R M Groves Memorial Prize and Kinkead Trophy

Flight Lieutenant P W Grice

The Hicks Memorial Trophy

Flight Lieutenant G H Edge

The Dickson Trophy and Michael Hill Memorial Prize

Flight Lieutenant P W Grice

The Battle of Britain Trophy

Flight Lieutenant K P Oliver

The Chicksands Cup

Flight Lieutenant P W Underhill

The Prize for Secretarial Studies

Flying Officer M R Mackenzie

LIST OF PASSING OUT OFFICERS

General Duties Branch (Pilots)

Flight Lieutenants J D Babbington; R V Carter; G H Edge; G E Finch; P J Gill; P W Grice; R W Grundy; R W Lindo; I F Mackay; R C Muse; D M Old; K P Oliver; A F Vizoso; S P Wydra; Flying Officers R A Keech; C J Wilkins.

Engineer Branch

Flight Lieutenant P W Underhill. Flying Officers D A Carus; R J Farman; G Howson; J G Stevenson.

Secretarial Branch

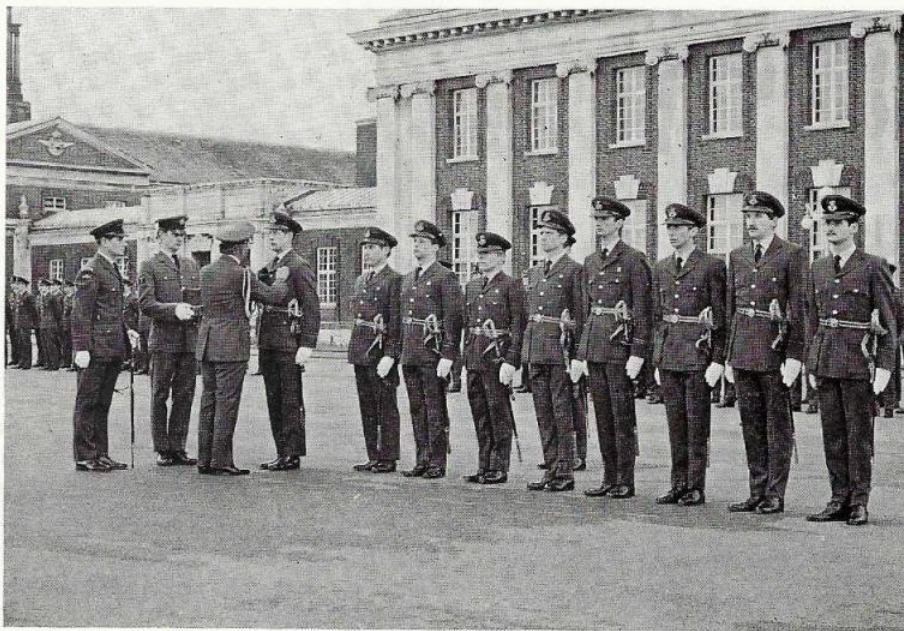
Flying Officers D K Gardner; R A McCulloch; M R Mackenzie.



The Queen's Medal for 1975 presented to Flying Officer R G A Westlake (14 GE) by General Toufanian on 27th March 1975

NUMBERS 17 & 18 GRADUATE ENTRIES

The Passing Out Ceremony of No 17 Graduate Entry (GD and Engineer Branches) and No 18 Graduate Entry (Supply Branch) took place on 27th March 1975. The Reviewing Officer was His Excellency General Hassan Toufanian, Vice Minister of War for The Imperial Iranian Government.



PRIZE WINNERS

The Sword of Honour and R S May Memorial Prize

Flight Lieutenant R McLellan

The Philip Sassoon Memorial Prize

Flight Lieutenant D W McCready

The R M Groves Memorial Prize and Kinhead Trophy

Flight Lieutenant R McLellan

The Hicks Memorial Trophy

Flight Lieutenant R McLellan

The Dickson Trophy and Michael Hill Memorial Prize

Flight Lieutenant R McLellan

The Battle of Britain Trophy

Flight Lieutenant R McLellan.

LIST OF PASSING OUT OFFICERS

General Duties Branch (Pilots)

Flight Lieutenants M C Kenrick; P J Lander; D W McCready; R McLellan; I Pallister; P R West; K J Horlock; A J Sumner.

Engineer Branch

Flying Officers J N Bennett; G A Straughan.

Supply Branch

Flying Officer R G Williams.

The address by His Excellency General Hassan Toufanian, Vice-Minister of War, Imperial Iranian Government.

I, as an old graduate pilot of Cranwell, am honoured and delighted to be your Reviewing Officer today.

Honoured because Her Britannic Majesty's Government has invited me and His Majesty's Government of Iran has accepted the invitation — and, by command of His Imperial Majesty the Shahanshah, my Supreme Commander, I flew more than two thousand miles to attend such an important event.

I am delighted because it has been 32 years since my first trip as a student to such an important College . . . I am here again but, this time, as one of the most senior officers of my Country and, yesterday, when I flew in the Tiger Moth, the first aircraft that I flew 40 years ago, I felt that I became young again.



15 GE Colour Party

I would like to point out to you as young officers and future military leaders, that hard study and work, and devotion to duty, will always be rewarding — and I want you to believe it.

Yesterday I received a short briefing on your new training system, and I must congratulate Nos 17 and 18 Graduate Entries on their achievement of the very high standards of the courses that they attended and from which they graduated.

I have also to congratulate and felicitate these young officers who have chosen such a heroic career — all of you pilots, engineers and administrative officers.

You all work for a common good and heroic and respectful aim to keep your aircraft in the air and this will help the continuation of that security and stability of your country's needs.

I need hardly draw your attention to the fact that you have graduated from a College that is the best of its kind in the world. In this College they give you many lectures: they have told you how to handle the men and people, how to utilise the time, how to look after the very expensive material that is in your hands, how wisely to utilise the country's money or, in other words, how best to utilise the country's resources with a sense of responsibility or, in short, they have shown you the correct way of management and leadership. But I want to tell you, as future leaders of your country that, from now on, all depends on yourselves. Your future is in your head — your heart — and your hands. You have to develop the sense of devotion to duty and responsibility in yourselves, a sense of confidence in your subordinates, and loyalty to your senior officers and — if you are always clean and correct — your future will be assured.

I pray to God to help you in fulfilling your duty towards your Queen and your Country and hope you have long life and success in your career.

INDOOR CEREMONIES

With the proliferation of initial and professional courses at Cranwell, the College has reverted to the previous tradition of holding prize-giving, End of Course and Wings ceremonies indoors. The following ceremonies were held during the past year.

No 1 Secretarial Officers' Course — 16 April 1975

Reviewing Officer:

Air Vice Marshal G J Kemp RAF.

Prize Winner:

Flying Officer A G Cure.

Course Members:

Flying Officers J W Edwards, M B Gould, A R N Gray, P A Harrop, S J Morris, G F Rogers, P D J Turner. Pilot Officers M R Coward, P S De-Camps, D J Pocock, N J Timms, C N Innes WRAF, A M Kelly WRAF. Captains J Dubu-Agyemang, P Sogboajor.

No 308 Initial Supply Course — 6 June 1975

Reviewing Officer:

Air Commodore H F Glover, C Eng, MRAs, RAF.

Prize Winner:

Flying Officer J E Corrin.

Course Members:

Flight Lieutenants D B Pace, J V Morgan. Flying Officers D G Halliday, R J Tripp, M G Wooldridge, R MacLeman. Pilot Officer J C Knights. Captains Naser Abdullah Al-Saif, Hamid Ali Al-Keraidis. Lieutenants Ahmed Ismail Bahkali, Mahir Jamil Hindi.

No 2 Secretarial Officers' Course — 20 June 1975

Reviewing Officer:

Group Captain G Taplin, BSc, DVS, C Eng, FIERE, RAF.

Prize Winner:

Flying Officer H M Storey WRAF.

Course Members:

Flight Lieutenants R F Craig, G F Mitchell, Flying Officers D B Dunsmuir, R I Relve, B W Squires. Pilot Officers R F Foster WRAF, J P Kendall WRAF, A P Knill, SE Slater WRAF, G Ware, C J C Westwood WRAF, B Withington, K S Kayombu, B Kundu.

No 18 Graduate Entry; Presentation of Wings 4 July 1975

Reviewing Officer:

Air Vice-Marshal R D Austen-Smith CB DFC RAF.



The Hicks Memorial Trophy:

Flying Officer P G Pynegar.

Officers Receiving Wings:

Flight Lieutenants S J E Legg, A D White. Flying Officers D R Causer, D J Harkin, M J Holland, W J Kirkpatrick, M Malone, J R Mann, J R Pope, P G Pynegar, J P Squelch, A D Sweetman, I B Walker, S Walker, P J Warren.

No 3 Secretarial Officers' Course — 4 July 1975

Reviewing Officer:

Air Commodore H F Glover, C Eng, MRAs, RAF.

Prize Winner:

Flying Officer A J White.

Course Members:

Flying Officer V Harbison. Pilot Officers R Elliott, R A M MacTaggart, J M Read WRAF, A P Rogers WRAF, A Spearpoint, S R Strannix, S C Wood. Lieutenant J E Y Ebiye, N M Odung.



**No 18 Initial Engineering Course —
11 July 1975**

Reviewing Officer:

Air Vice-Marshal G E Thirlwall B Eng
MSc C Eng FRAeS MBIM RAF.

The Beckwith Trophy:

Flying Officer S D Ottridge.

Course Members:

Electrical Specialisation :
Flight Lieutenant A F P
Newns. Flying Officers I D
Sweet, N F Plank, T P De
Souza, K A Clarke, I R F
Sloane, S D Ottridge, A E
Gowers, D R Rennison,
V R Driver.

Mechanical Specialisation :
Flight Lieutenant S B
Schofield. Flying Officers
N Bennett, S J Burry, S R
Daniels, A R Pritchard,
D J H Manderson, T R
Bonella.

*19 GE after the Commandant's
first Wings Ceremony*



*Air Commodore Robinson with Flying Officer
Barnwell, prize winner on 4 SOC*

**No 4 Secretarial Officers' Course —
15 August 1975**

Reviewing Officer:

Air Commodore M M J Robinson, RAF.

Prize Winner:

Flying Officer L M L Barnwell.

Course Members:

Pilot Officers C Allen, D A Mathias,
W M Pike, H K Robinson WRAF,
M A Sidebottom WRAF, S M Wilmshurst-
Smith. Captains B B S Ogutu. Lieutenant
J N Irungu.

**No 19 Graduate Entry: Presentation of Wings
22 August 1975**

Reviewing Officer:

Air Vice-Marshal W E Colahan CBE DFC
RAF.

The Hicks Memorial Trophy:

Flying Officer S Gunner.

Officers Receiving Wings:

Flight Lieutenant D A G Quick. Flying
Officers J G Baynton, R J L Carey, J D E
Dean, S Gunner, P L R Martin, P Roberts,
R A H Rogers, N P Storah, S J Wood.





VISIT OF HER MAJESTY THE QUEEN

The College was honoured when Her Majesty The Queen on Friday 30th May 1975 visited Cranwell to present the New Queen's Colour to the Royal Air Force College. Her Majesty presented her original Colour in 1960 and this has now been laid up in the College Church of St Michael and All Angels.

An Andover of The Queen's Flight brought Her Majesty to Cranwell, where she was welcomed by the Earl of Ancaster, Her Majesty's Lord Lieutenant for the County of Lincolnshire, Air Marshal Sir Neville Stack, Air Officer Commanding-in-Chief Training Command, Air Chief Marshal Sir Andrew Humphrey, Chief of the Air Staff, Air Marshal Sir Neil Cameron, Air Member for Personnel and Air Vice-Marshal R D Austen-Smith, the Air Officer Commanding and Commandant of the Royal Air Force College.

On arrival at the parade ground Her Majesty was greeted by a Royal Fanfare and a flypast of 16 Jet Provosts in a diamond formation. The parade, which consisted of Graduate Entry Officers forming the Colour

Escort and three supporting squadrons with one supporting squadron of Direct Entry Officers, was commanded by Flying Officer D J H Manderson of No 18 Graduate Entry. After the inspection, the Old Queen's Colour carried by Flight Lieutenant M R Howard was marched off, and the New Colour Party then marched out of College Hall. Following the Consecration of the New Colour, Her Majesty presented the Colour to Flying Officer A A Young. Her Majesty then made a short address to which the Commandant replied. The Parade marched past in review and finally advanced in review order for a Royal Salute before the Parade Commander ordered Three Cheers for Her Majesty. With the conclusion of the Parade, Her Majesty was escorted from the dais by the Commandant, and drove to a Reception in the Sergeants' Mess.

Having been welcomed by the Officer in charge of the Sergeants' Mess and the Chairman of the Mess Committee a number of Mess Members and their ladies were presented. There then followed a Reception in College



The Queen inspects the Parade





The "Walkabout" was a very popular event

Hall Officers' Mess, when Her Majesty met officers from the three Departments and the Station and their ladies. After luncheon, the Mess Manager, the Head Steward and the Head Chef were presented, and Her Majesty signed the Visitors Book.

The Afternoon Programme

With the formalities of the morning over, Her Majesty planted a lime tree in Queen's Avenue and watched a flying display by the Royal Air Force College aerobatic team The Poachers. The Queen then delighted the crowd by making one of her informal walkabouts, chatting to servicemen, civilians and their families. The Queen was invited to view a static aircraft display which traced the flying training of the Graduate Entry Officer by exhibiting the aircraft used by the University Air Squadrons and the front line squadrons of the Royal Air Force. Crews and engineering officers of recent Entries stood in support of their aircraft, and were presented to The Queen.

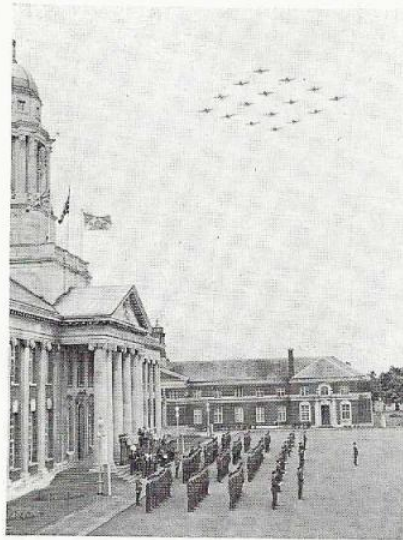
The final event of the day was a visit to a Recreational and Social Activities Display which portrayed the diverse leisure activities at the College ranging from sports, including sailing, horse-riding and go-karting, to Brownies, amateur dramatics, pottery and upholstery. The Queen met a representative gathering of all ranks and their families who participate in the College's recreational and social activities.

The visit ended with a final wave to the crowd by Her Majesty The Queen from the aircraft steps. Later that evening the Commandant received a telegram from Buckingham Palace which read as follows:

"Please congratulate all those who took part in the parade this morning. Their drill and appearance were both first class and I am sure that the new Colour will be in good hands. Please thank too those responsible for the most enjoyable programme this afternoon both in the air and on the ground. I was much impressed by what I saw today. Elizabeth R."



**THE VISIT OF
HER MAJESTY
THE QUEEN
30 MAY 1975**



*The Queen
speaks to the Brownies*

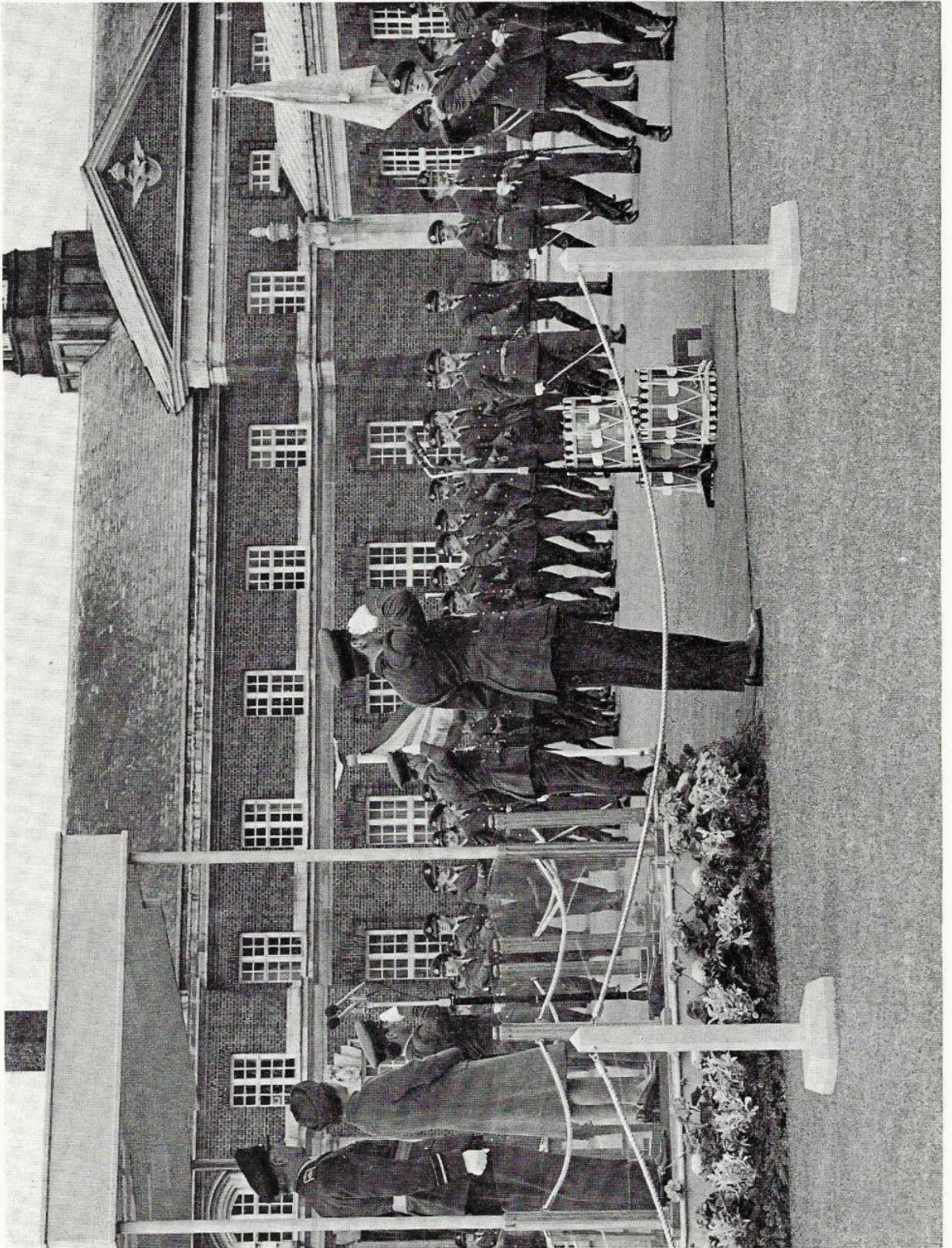
At the Flightline

The Parade and Flypast

*At the Management Flight
Exhibition*

The Equitation Society





**SPEECH BY HER MAJESTY THE QUEEN AT THE CEREMONY
FOR THE PRESENTATION OF THE THIRD COLOUR TO THE
ROYAL AIR FORCE COLLEGE — 30 MAY 1975**



The Queen presents Her New Colour

Student Officers of the Royal Air Force:

I am very pleased to be here at the Royal Air Force College today in order to present a new Queen's Colour. Although 15 years have passed since my last visit for this purpose, my recollection of that occasion is still fresh in my mind. Since then of course the family links which have so happily existed with the College have been strengthened by the attendance here of my son, culminating in the award of his Wings. It was a period of his life which I know he will remember as a happy one, and one which gave particular satisfaction to me as his mother and as your Commandant-in-Chief.

Cranwell has always held a special place among the military colleges of the world because it was the first of its kind. It now

becomes the first Royal Air Force unit to be presented with a third colour.

The Colour is given in recognition of great achievements compressed into a short space of time. Historically the Colour was a rallying point for those who fought under it, as well as a mark of distinction. Today it is an acknowledgement of devoted service and a symbol for those who serve their Country. It is a symbol for the future and a call for the highest standards of loyalty and steadfastness of skill and spirit. These are qualities which have already made the Royal Air Force famous and of which this country will always stand in need. I am confident that the trust I show by presenting this Colour will be upheld with the devotion, valour and skill which illuminate the whole history of your Service.



OTHER VISITS

JUNE 1974 — JUNE 1975

SEPTEMBER

5th: Lieutenant General Asa'ad Al-Zuhair
Commander-in-Chief, Royal Saudi Air Force.

9th: Officers of the Libyan Air Force.

12th: Air Marshal G B Singh, Air Officer in
Charge of Maintenance Command, Indian
Air Force.

18th: Dr Marcel Benoit—Principal, College
Militaire Royal de Saint Jean, Canada.

OCTOBER

1st: Flottillen Admiral Fiebig and Officers
of the Federal German Education Delegation.

24th: Officers of the Royal Norwegian Air
Force Academy.

NOVEMBER

12th: Staff and Cadet Officers of the Royal
Military College of Canada.

14th: Colonel Hiroshi Fukuda and Officers
of the Japanese Air Staff Defence Force.

DECEMBER

2nd: Colonel Dadghre and officers of the
Imperial Iranian Air Force.

7th: Right Reverend David Steel, Moder-
ator of the General Assembly of the Church of
Scotland.

FEBRUARY

28th: Reverend J Russell
Pope, President of the Method-
ist Conference.

MARCH

26th: His Excellency General
Hassan Toufanian, Vice
Minister of War for the Imperial
Iranian Government.

APRIL

21st: The Vice-President,
Staff officers and students from
the Bunderswehr Hochschule
der Luftwaffe, Neubiberg.

22nd: Colonel L Ohrt and
staff of the Air University
Institute for Professional
Development, Maxwell Air
Force Base, USA.



*All the family helped General Toufanian
to plant a tree in Queen's Avenue*

MAY

2nd: Brigadier General M F Doyle, staff
and students from the Canadian Force
National Defence Headquarters.



Officers of the Norwegian Air Force Academy



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75/4 9ct gold with diamond initials £68.00



75/10 9ct yellow gold £30.00
75/11 Silver £15.00



75/5 9ct gold with green enamel wreath £30.00
75/6 Silver with green enamel wreath £15.00

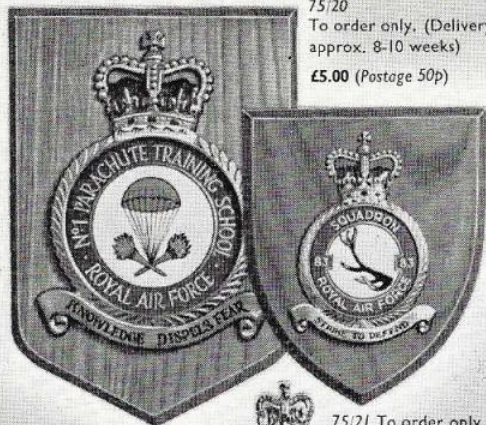


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EDITORIAL NOTES

Your editors continue to be concerned about the future of the *Journal*. They have in the past preferred to make economies which were small in each instance but which will accumulate to alter the *Journal's* quality in the long run. Those hidden economies have just about run out. The *Journal* has to be financed over such a long line of communication that future economies will be even more obtrusive. Your Editors will do their best to see that the quality of the *Journal* does not suffer.

The Lords Taverners came on 13 July for their biennial match on the Orange, bringing with them a fairground atmosphere and about six thousand visitors. The big attractions were the cartoonist Bill Tidy and the comedian Eric Morecombe. The visitors left lighter by a donation to the charity of £2,500.

Just a reminder, at the beginning of the new year, that the next Old Cranwellians Association Reunion will be held over the weekend 19 and 20 June 1976.



Morecombe and Wizzard



Receiving their mementoes of the Lords Taverners Day are members of the free fall parachute team, The Falcons

The Central Flying School Moves to Cranwell

1976 will see a further expansion of the College when units of the Central Flying School move from Little Rissington to Cranwell. The move will take place in April 1976 when CFS Headquarters, Examining Wing and the CFS Jet Provost Sqn settle into their new home on the first floor of the Old Junior Cadets Mess. To permit this the current occupants, the Dominie Sqn, will be moved to the Old Accounts Building. The Royal Air Force College and CFS Jet Provosts will be run as one fleet. This move will bring a second Queen's Colour to Cranwell. CFS will join the Department of Air Warfare in the York House Mess.

THE COLLEGE PRIZES

by MR. W. R. M. HENSBY

THE DICKSON TROPHY AND MICHAEL HILL MEMORIAL PRIZE

The Dickson Trophy and Michael Hill Memorial Prize are jointly awarded to the Graduate Entrant Officer of each entry who shows most proficiency in applied flying. The value of the prize is determined by dividing the annual income from a trust by the number of awards made during the year.

The Dickson Trophy, a beautiful silver cup with wings on the cover, is the oldest of the awards and is in fact the Tours Schneider Cup won by Capt Bertram Dickson of the Royal Horse Artillery in 1910. The engraving on the cup cover reads 'Coupe Jacques Schneider', on the cup is 'Semaine D'Aviation de Tours, 1910. Bertram Dickson, 266 Km 960m'. Engraved on the base is 'The Bertram Dickson Memorial Challenge Cup presented to the Royal Air Force College Cranwell October 1946 in memory of Captain Bertram Dickson, RHA FRGS by his sister Mrs Will Gordon FRGS, Chevalier de La Legion D'Honneur, to commemorate his intrepid pioneer work to develop British Military Aviation', with the quotation 'No danger found him hesitant, no suffering found him feeble.'

In 1951 Mr H R Hill offered to provide a trust for an annual prize to be known as the Michael Hill Prize, in memory of the donor's son, Squadron Leader Michael Hill who was killed in World War II whilst serving with No 19 Squadron. In 1955 the Air Ministry agreed to having the Dickson Trophy associated with the Michael Hill memorial Prize, and that the combined prize should be awarded to the cadet of each entry who was most proficient in instrument flying.

Towards the end of 1962 the wording of the requirements of the prize was again amended to read 'proficiency in applied flying' and this has been maintained to the present day.

In January 1972 the Secretary of State for Education and Science approved the rewording of the original trust to enable the Prize to be available for the Graduate Entrant Officers when the Flight Cadet system finished.

THE BATTLE OF BRITAIN TROPHY

In 1963, Air Commodore A C Deere DSO OBE DFC RAF (Ret'd) at that time Assistant Commandant of the Royal Air Force College, noted that there was no tangible reward for the winner of the aerobatics competition. With the approval of the Commandant he wrote to the chairman of the Battle of Britain Fighter Pilots Association and proposed that the Association should denote a trophy to the College to be awarded for aerobatics to perpetuate the Battle of Britain in association with the College where so many of the pilots who lost their lives in the Battle had been trained.

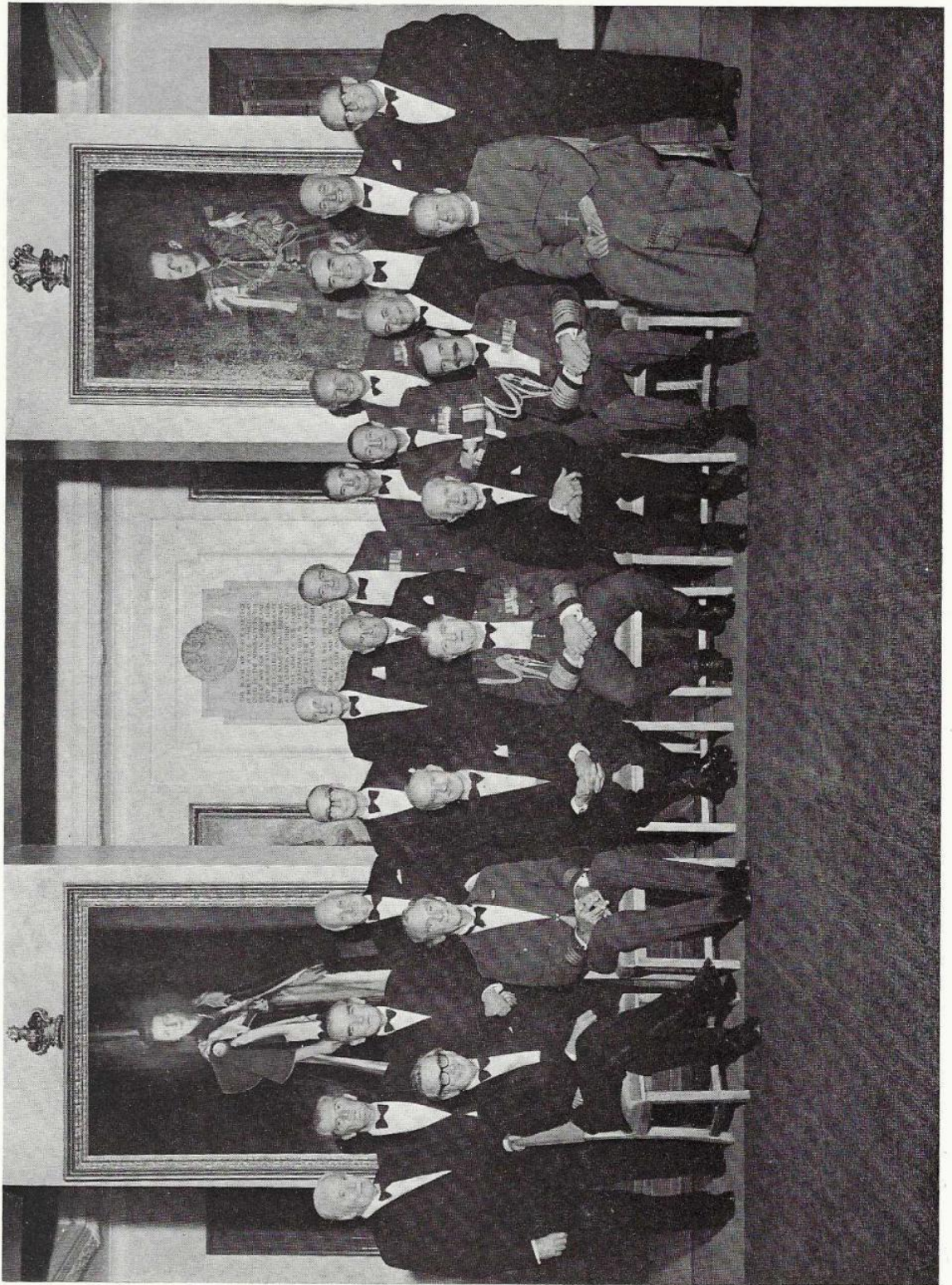
The trophy was originally awarded to the flight cadet of the Senior Entry judged to be the best aerobic pilot. On the introduction of the Graduate Entrant Scheme the graduate entrant officers were permitted to compete for the trophy and the terms of the award were that the trophy should be awarded to a graduate officer in each entry who was adjudged to be the best aerobic pilot of his entry.

GUEST NIGHT FOR AIR CHIEF MARSHAL SIR NEIL WHEELER

The photograph opposite was taken at a guest night held in College Hall on 5 September 1975 in honour of Sir Neil Wheeler. It was also the occasion of the final meeting of the Cranwell Advisory Board.

Back Row l to r: Group Captain J N D Anderson, Air Marshal Sir Geoffrey Tuttle, Air Chief Marshal Sir Walter Merton, Air Chief Marshal Sir David Lee, Group Captain J R Jenkins, Group Captain F E Nuttall, Mr V Carolan, Air Commodore J R Forsythe, Air Marshal Sir Charles Pringle, Air Vice-Marshal F B Sowrey, Air Marshal Sir Neville Stack, Professor A D Young, Air Vice-Marshal W E Colahan, Air Commodore L D Levis, Group Captain R Duckett.

Front Row l to r: Sir Morien Morgan, Group Captain H J Pringle, Air Marshal Sir Leslie Mavor, Air Chief Marshal Sir Neil Wheeler, Air Chief Marshal Sir Hugh Pughe Lloyd, Marshal of the Royal Air Force Sir Denis Spotswood, Right Reverend L J Ashton.



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There are many Insurance Companies, and the differences between them are wide in many respects. For example, only a very few are interested in insuring motor cars in Germany or insuring the personal effects of members of the Armed Forces: certain 'mushroom' motor insurance Companies have failed. For Life Assurance, premium rates and the scale and system of bonuses vary widely, as do the treatment of policies if it is desired to cease premiums.

For these and many other reasons, it is unwise for anyone to deal direct with any Insurance Company, however famous, and far wiser to allow an insurance Broker to advise as to type of policy and choice of Company. This is particularly true of Life Assurance, where the outlay over the years is great and the planning of overall Life Assurance for good profit, flexibility and adequate protection of dependants calls for specialised knowledge.

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He should advise you on all points, including Estate Duty, Loan facilities, Income Tax relief and prospective profit on Life Policies. After a policy has been arranged, he should continue to advise you about it, negotiate claims and arrange changes as desirable from time to time.

He should NEVER ACCEPT ANY FEES FROM YOU, as he is paid commission by Companies on each policy. If you do not accept his advice, he should still make no charge.

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THE DEPARTMENT OF SPECIALIST GROUND TRAINING

The Era of Higher National Engineering Training in the Royal Air Force

The passing out of No 11 Standard Engineering Diploma Course on 22nd March 1973 marks the end of an era of 23 years of Higher National Diploma Training in the Royal Air Force.

Courses for the Higher National Diploma began in 1952 when the first entry of Technical Cadets began their training at the Royal Air Force College, Henlow. Until 1962 all Technical Cadets studied for the HND in parallel with their engineering studies. After this date, when the Diploma in Technology Courses subsequently to be superseded by CNAAC Degree Courses were introduced, the HND training still continued for Technical Cadets as an alternative qualification until 1971.

The first Standard Engineering course was introduced in 1962, to attract the more mature student who was too old for cadet training. This course has continued very successfully for the last thirteen years. However, since nowadays more degrees are being awarded, and rationalization is taking place in civilian education which will eventually lead to the discontinuation of the Higher National Diploma Examinations, the Royal Air Force Course has now been discontinued.

Since 1955, when the first Higher National Diploma Engineers trained by the Royal Air Force completed training, 196 Mechanical and 226 Electrical Diplomas have been awarded. The recipients of these diplomas, taken together with diploma-holders directly recruited, form approximately 20% of the full career cadre of the Engineer Branch.

No 11 Standard Engineering Diploma Course, the last course, completed training on 21 March 1975. Although small in number its efforts both academically and socially whilst at the college have been commendable. Flying Officer P D Rawson who obtained no less than 4 distinctions in his final diploma examinations was awarded, in competition

with candidates in the whole of England and Wales, the HND prize in Mechanical Engineering of the Institution of Mechanical Engineers.

In his address after presenting the prizes the Commandant congratulated the diploma holders, pointing out that future career success depended on both individual and team effort as engineers and managers in post. Modern hardware including operational squadrons of Phantoms, Jaguars, Harriers, Pumas, Gazelle, and Nimrods already in being, and further aircraft in the pipeline, set both opportunity and challenge for the engineer. The efficiency of any fighting service is heavily reliant on the way it utilizes its resources, the aircrew on how they operate the aircraft, and the engineers for the way in which they generate the aircraft for the aircrew to fly. The Commandant closed wishing No 11 Course on behalf of the Royal Air Force College good fortune and happiness in the future.

On the passing of the Higher National Diploma era the *Journal* adds its best wishes to members of No 11 Course and all other engineer officers who gained their HND qualifications within the Royal Air Force during the last 23 years.



*Flight Lieutenant P T Coleman
receiving his diploma*

THE HIGHER NATIONAL DIPLOMA

No 11 STANDARD ENGINEERING DIPLOMA COURSE

ELECTRICAL

Flight Lieutenant P T COLEMAN
Flight Lieutenant R T DIXON

Flight Lieutenant J C HAY

MECHANICAL

Flight Lieutenant J CONNORTON
Flying Officer J S ALTON
Flying Officer C C CLARKE
Flying Officer P M CLARKE

Flying Officer S T DEANE
Flying Officer P D RAWSON
Flying Officer D J ROBINSON
Flying Officer ABU BAKAR SUHAD

PRIZES

The Higher National Diploma Prize in Mechanical Engineering — 1974 : Flying Officer P D RAWSON.

The Mechanical Engineering Studies Prize : Flying Officer P D RAWSON.

The Electrical Engineering Studies Prize : Flight Lieutenant P T COLEMAN.

The Mathematics Prize : Flight Lieutenant P T COLEMAN.

The General Studies Prize : Flight Lieutenant P T COLEMAN.

The Minerva Prize : Flying Officer P D RAWSON.

The Nightscale Award : Flying Officer D J ROBINSON.



Flying Officer P D Rawson receiving his Diploma from the Commandant

**MAINTENANCE ENGINEERING
COURSE
PRESENTATIONS**

No 11 Maintenance Engineering Course, of one years duration, completed training in July 1975. At the prize-giving, all 4 awards were gained by 2 of the students. Monetary prizes were also awarded to the winner and runner up of the Halahan Trophy, under arrangements made by Miss Halahan.

Halahan Trophy (Winner): Fg Off F M DENTON-POWELL.

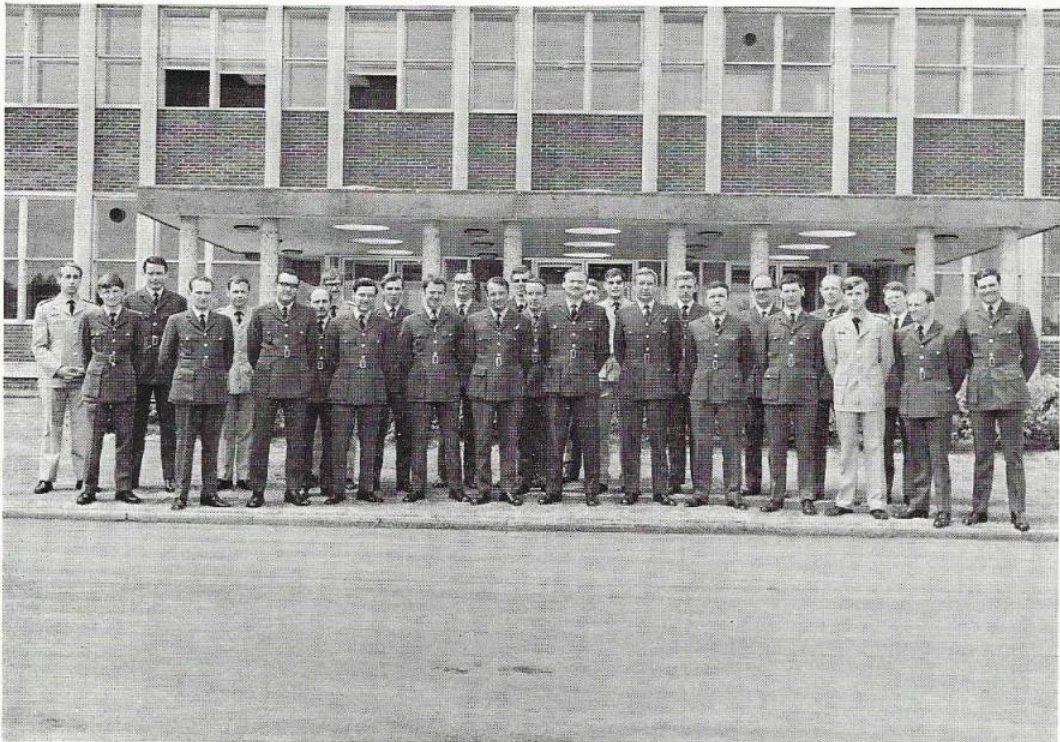
Halahan Trophy (Runner-up): Fg Off D C J DIMES.

Royal New Zealand Air Force Prize (Electrical): Fg Off D C J DIMES.

Royal New Zealand Air Force Prize (Mechanical): Fg Off F M DENTON-POWELL.



*The Halahan Trophy Winner,
Flying Officer F M Denton-Powell*



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No 8 Aerosystems Engineering Course

VISIT TO L'ECOLE DE L'AIR, SALON 1975

The annual meeting of Royal Air Force College Cranwell and the L'Ecole de L'Air is not only a sporting fixture but also a demonstration of mutual goodwill. This year it was our turn to visit the French at Salon on 15 April 1975.

Transport to and from Salon was provided by a Royal Air Force Britannia which more than adequately gave a comfortable ride for the Commandant and Mrs Austen-Smith, the rugby and fencing teams, members of staff and supporters.

When we arrived, Salon was bathed in sunshine with only a wisp of wind moving across the airfield; this was typical of the weather all week-end. Of course like most British travellers we had all taken along with us our raincoats which turned out to serve no other purpose than to make the aircraft heavier.

After a swift welcoming ceremony we were shown around the French Academy and its airfield which was full of activity. Jet, light piston and glider aircraft all operated simultaneously from different runways within the confines of one aerodrome.

Even though movements were frequent a piston aircraft happily carried out an aerobatic sequence, perhaps for our benefit, in the airfield "overhead". The pilot quite blissfully performed spin and flick manoeuvres in this aircraft despite being positioned only one to two thousand feet above other traffic. Perhaps he felt that the aircraft taking off and landing below him were no more than a distraction from his aerobatics!

The buildings and surrounds at Salon carry a bleached look that one usually associates with the appearance of a Foreign Legion outpost. The grass was already, by the middle of April, starting to lose its green and the soil was becoming dry. Still, once inside the buildings, coupled with a long drink gratefully accepted from the French cadets, a welcome and cool respite was found from the late afternoon sun.

The following day, Saturday, the two sporting fixtures, rugby and fencing, took place. By our performance in both events it was obvious that the French efforts the night before to get the sportsmen intoxicated on local wine had not been successful. Not only were the players on form but also the supporters. At the rugby match it was not long before the French spectators in the stand were rattled by raucous cheering of certain high-ranking Royal Air Force College supporters. Such supporters would have been proudly accepted into the terraces of any good rugby league ground.

The only injury of the day was suffered by a member of the fencing team. His finger was cut although not while fencing as you might imagine. He received his injury in a very different competition during the formal meal in the evening. Engaged in a "boat-race" with wine he smashed his glass down on the table at the end of his effort. Wine glasses not being as strong as a good British pint mug, the result was a minor cut inflicted on the user. The French reacted most hospitably by insisting that their guest should be rushed off to the medical centre. Perhaps they thought on seeing blood that the vessel that had been damaged was not the wine-glass alone. A plaster dressing was all that was necessary as it turned out.

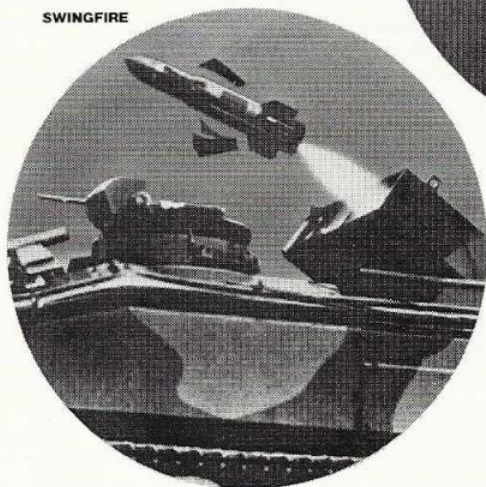
Our last look at the South of France was spent in Aix-en-Provence on Sunday morning. A lot of us had managed to see Aix and its night life some time during the previous two evenings. The place still exhibited the same holiday atmosphere at day as at night — girls and bistros were both in abundance. Still recovering from the night before most of us simply strolled between the town's attractions stopping every now and then to buy souvenirs of our visit.

That afternoon we departed for home. Our final thoughts as we left Salon? The French are certainly hospitable; and why can we not have a summer like the ones they enjoy in the South of France?

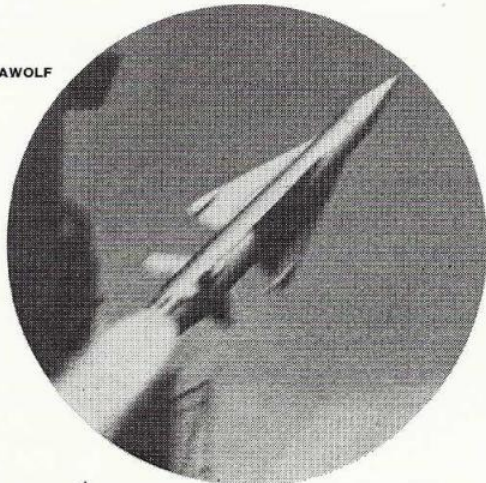
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BRITISH AIRCRAFT CORPORATION

GWMS

Guided Weapons Division, Stevenage, Herts, England.

Oxford University Air Squadron Jubilee

50 YEARS OF A LOST CAUSE ?

By 1925 the tranquility of the sky over the 'City of Lost Causes' had been invaded by noisy, smelly and exciting aerial machines. On one occasion an airship had been forced down by bad weather on to a college playing field, held down by some willing undergraduates while the pilot went in search of more motor spirit and departed gracefully when the cloud lifted. On another occasion an aeroplane landed in a field just outside the city bounds and offered passenger flights to undergraduates. The university authorities, in the form of proctors and their bowler-hatted henchmen, the Bulldogs, intervened and forbade the students to fly. In October 1925, however, the University Air Squadron was formed and those undergraduates who risked arrest for attempting a flight without proctorial permission were now allowed to indulge in the thrill of flying, albeit only during the vacation. One wonders how many would join the squadron today with the prospect of only 2 weeks flying per year. The ban was lifted for those students who, by being members of the air squadron, had "satisfied the authorities that they were taking aviation seriously". The ordinary undergraduate was still forbidden to fly.

But how did the Oxford undergraduate of 1926 view membership of the Squadron? He was up at Oxford to continue his education, which meant enjoying and experiencing as much of life at university as possible whilst doing enough work to obtain a degree. There was a tremendous interest in flying and in all things technical. Flying had the combination of being something daring, thrilling and just a bit difficult and the Squadron was exclusive enough to make it smart to join. On becoming a member a 1926 undergraduate found himself in company with 25 others like him who were given instruction by Sergeant J B Acres in the arts of airmanship, rigging, engine maintenance, photography and gunnery. Lectures by this founder staff instructor must have been extremely good to keep his students "air minded" for 9 months without flying an aircraft.



An Avro 504 over Margate

Opportunities for flying did not come until the summer vacation when the Squadron left for its annual camp at Manston where early on the morning of 7 July 1926, the Squadron paraded in its full dress uniform "which, for the benefit of the uninitiated, consists of overalls of various delicate shades and a dark blue armlet, embroidered in white with the letters OUAS to obviate the possibility of anyone being mistaken for an air commodore or aircraftsman". Commanded then by the Sub Rector of Exeter College, H R Raikes, who was made an "honorary" Wing Commander, the Squadron's flying was organised by the CFI, Squadron Leader A G Weir. Remembering the proctorial ban this was of course the first time the members had flown.

Flying at camp was in Royal Air Force Avro 504's lent to the Squadron with instructors for the duration of the camp. These aircraft, to quote an undergraduate report, "were a type of machine which, although likened by some to a performing elephant, is extremely manoeuvrable and has no unasked-for tricks in its repertoire. After a couple of

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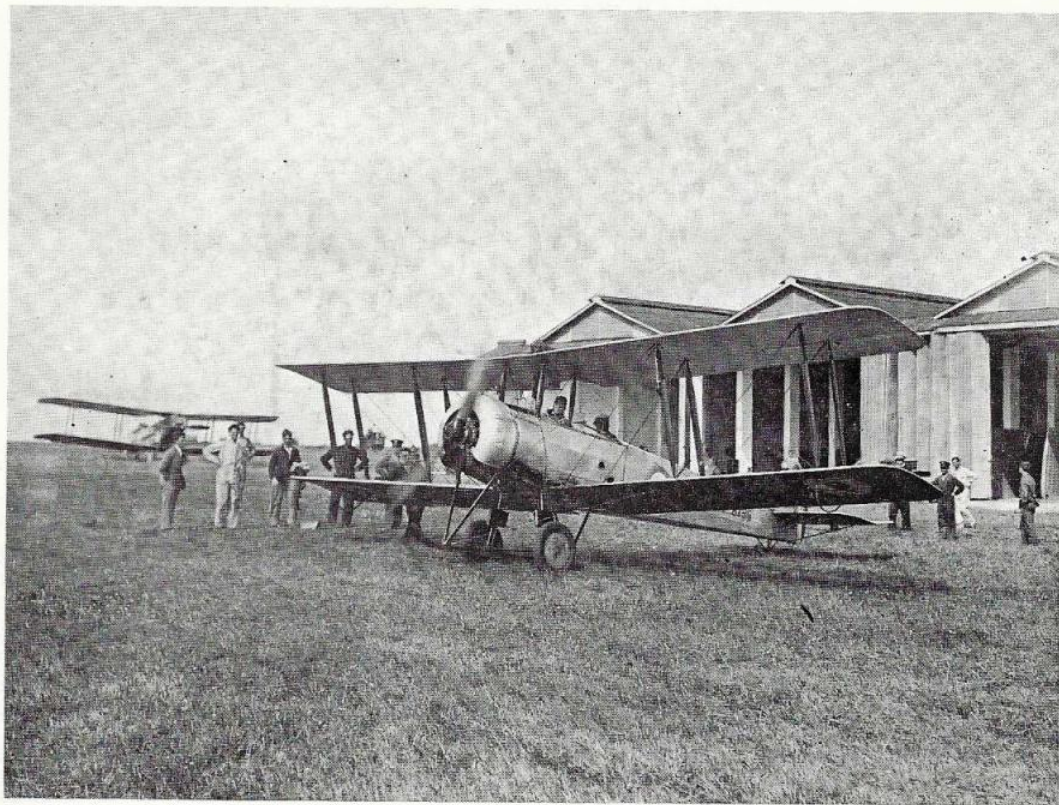
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hours or so of dual, everyone had attained some familiarity with the elements of airmanship, although most novices (known affectionately in the service by such designations as ham-handed horrors) are apt to find an aeroplane, like some human beings, is extremely averse to going straight. However after a period of dual varying with the individual from 5 to 8 hours, a pupil is usually fit to fly solo. This however, is a joy too great to be tasted in a single fortnight's flying, and it will not be till next year that members can hope to be entrusted alone with His Majesty's property". After flying from 6 am to 3 pm members went to play sport until dinner. Then "intellectual and assorted games of strength and skill took place until an early hour". Instructors had "a sporting tendency to do a very much longer day's work than all the enactments of Royal Air Force law required them".

Let us compare an undergraduate in the jubilee year of the Squadron. He is more likely to be a science man reading physics or engineering and to think of flying as a further qualification for a licence or entry to a profession. On joining he will find university cadetship officers alongside him in the squadron dedicated or "hooked" to the Royal Air Force and taking a professional interest in flying. Amongst his fellow ordinary members he will find fewer who are romantically experiencing the thrill of flying and many who are applying their scientific minds to solving the intricate problem of operating two radios and a propeller pitch control in the Bulldog. Nevertheless he will go away with the Squadron to the annual camp at Manston where he will have as much fun as his predecessor and the instructors will, no doubt, still have a sporting tendency to overwork. The Bulldogs are less like performing elephants and, basic

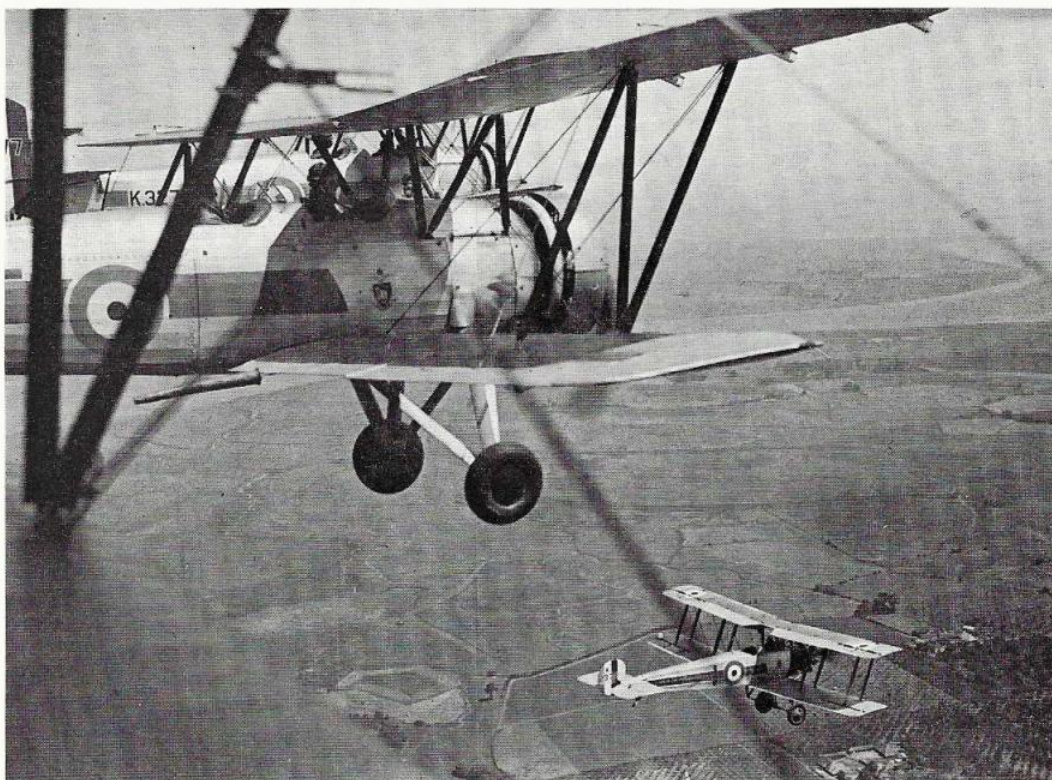


Avro 504s Running Up at OUAS Summer Camp, Manston

skills apart, the members will be expected to do more in the air than in 1926. In those days the cross-country was the exercise to be aimed for and aerobatics were thought of as dangerous. One of the reasons for banning flying over the city of Oxford was that "members might indulge in dangerous aerial gymnastics". Now however, only the advanced members are given navigation training and aerobatics are introduced early in the syllabus to give the newer pilots confidence and an opportunity to fly the aircraft to its limits. More emphasis is placed on the safe operation of all the aircraft systems which are more complicated on the Bulldog than on the 504. The greatly increased congestion, the advent of radio for all military aircraft and the more complicated air traffic procedures have made airmanship more difficult. On the ground members will take part in summer sports and there will be equally testing activities after dinner. What has changed however is the nature of the organisation of the Squadron.

In 1926 the commanding officer was a militarised don and the squadron had a distinctly civilian flavour, with members having no allegiance whatsoever to the service. There was then no commitment to the Volunteer Reserve and the Squadron was thought of as a flying club. Today however about a quarter of the flying members are university cadetship officers and the ordinary members are looked at carefully on joining as potential officers in the regular air force. Additionally, with the high capital cost of aircraft, every effort is made to ensure those few who are chosen from the mass of undergraduate applicants are those with the finest flying skills — a difficult task when they have not flown before. Summer camp is invariably a testing time when ordinary members have to show how good they are.

We like to think the standard of piloting today is higher, possibly because of the extra complications, and we often forget that the



OUAS from Manston over the Isle of Sheppey

basic principles remain the same. In 1975 as in 1926 the method of flying an aircraft straight is basically the same and it proves to be easier now because of the better stability of the aircraft itself. Teaching is little different even if it is no longer accepted practice to refer to keeping the aircraft straight by ensuring that the slipstream always blows directly into your face. However, the original squadron took on as many members as it could all of whom lasted the course because there was no need to define the standard which they were expected to attain, apart from the ever present one of "going solo". It was sufficient to make an undergraduate air minded to achieve the main aim of the Squadron; he was therefore flown as much as possible at summer camp. Such an attitude is thought of as wasteful today when more returns are expected for the enormous outlay in men and equipment. To save on cost, fewer hours are flown but the ordinary member is expected to reach a higher standard than in the past.

OUAS

On 22 October 1975 the Squadron held an annual dinner to celebrate the fiftieth anniversary of the founding of the squadron. The toast to the guests was proposed by Squadron Leader W A Bell, the Squadron's Commanding Officer, and was replied to by the Chief of the Air Staff, Air Chief Marshal Sir Andrew Humphrey. The health of the Squadron was proposed by the Warden of Rhodes House, Sir Edgar Williams, and replied to by Cadet Pilot J M Fletcher (Brasenose College). A second dinner was held on 29 October 1975 as a reunion for past members. An attractive booklet outlining the history of the Squadron so far and illustrated with photographs from the Squadron's archives has been produced to mark the occasion.

Throughout October an exhibition of photographs and equipment was on display at the town headquarters, Manor Road, Oxford.

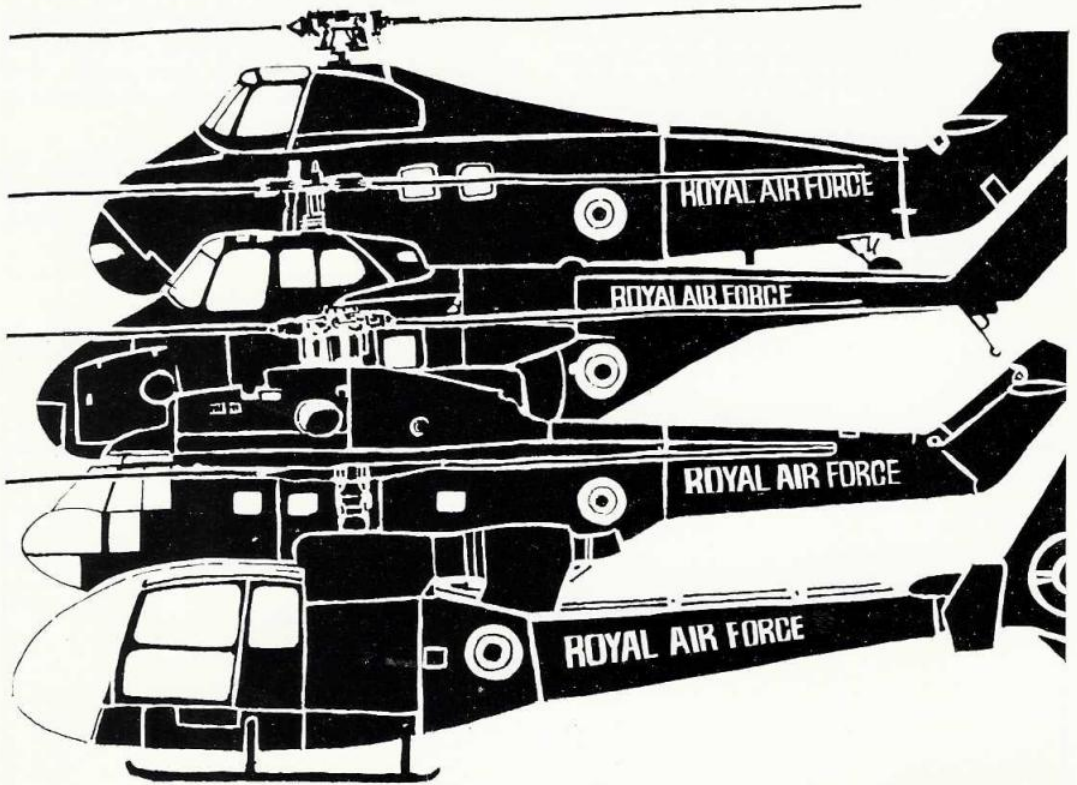
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Visit to the Luftkriegskolen Trondheim by the RAF College Cranwell

BY FLIGHT LIEUTENANT J D BABBINGTON

In December 1974, a reciprocal visit to the Royal Norwegian Air Force College was made by 3 students from Cranwell. I was fortunate enough to be included in the visit to the College, along with Flight Lieutenant Ian MacKay and Pilot Officer Jonathan Baynton.

We travelled to the College at Trondheim in a *Dominie* of the Department of Air Warfare (Captained by Flying Officer Dave Attwood). Our route took us out over a dull grey inhospitable North Sea to the Norwegian coast near Stavenger where we joined airways for our route along the coast, past Bergen to Trondheim. The weather was still very good and at 37,000 feet, with a low wintery sun behind us, we had a superb view of the Norwegian Fjords. From the cockpit we were able to see the rugged coast stretching some 100 kilometers ahead of us, but sadly cloud inland obscured any scenes of the mainland.

Soon after the start of the descent, Trondheim could be easily seen by the plume of smoke wafting skywards from what later proved to be the local paper mill. With such good visibility, we were able to easily map read our way to Vaernes, Trondheim's airfield situated at the head of the fjord some 23 kilometers from the town. We landed at 1430 local, some 2 hours 30 minutes after our departure from Cranwell, and in the fading light of the wintery Norwegian day.

At Vaernes, we were met by 3 cadets from the College who were to be our hosts for the following 5 days. The *Dominie* was hangered by the crew whilst we exchanged preliminary formalities with our hosts. We were all then taken by bus to the College in Trondheim. In the rapidly-fading light, we were able to see some of the fine villages and beautiful woods and farm-houses which frequent the narrow fertile strip between the forested hills and the fjord.

On arrival at the College, we were quickly shown our rooms before being taken the few steps to the Mess for "Beer Call", the Norwegian equivalent of "Happy-Hour". The tradition of the Mess is to roll a large dice, the

resulting number fixing the price of the beer from a pre-determined scale; then the number of people present at the time determines the number of cases of beer to be sold at the resulting price. Our visit seemed to be "Full-House" and so a very informal atmosphere for us to meet the staff and students rapidly developed. Our hosts, Jens, Jorn and Hans made us all feel at home as they introduced us to their colleagues.

On the Friday, we were given a presentation on the role of the College by a member of their Humanities staff. It transpired that the Norwegian Air Force differs from the Royal Air Force in as much as all the Cadets at the College are professionally qualified on entry. All the cadets have to serve at least 9 months as an NCO before being allowed to seek entry to the College. Prospective candidates must also hold academic qualifications suitable for a University entrance. The requirement for Officers in the Norwegian Air Force is very small and as a result, there were only 47 cadets at the College, spread over a 3 year intake period.

During their 3 year course, the Cadets are taught the fundamental aspects of leadership and military education which will fit them for service in a small but highly geared force which is an essential link in the NATO chain. Sport plays an important part of their training, with a great emphasis being placed on Skiing as it is essential for sport and also transport needs. Winter survival and snow training is essential for the cadets as Norway is exposed to the harsh winter weather which exists for 7 to 8 months of the year, as well as the harsh reality of being on the Northern NATO flank. The final 6 months is spent becoming 'Combat Ready' in their assigned roles on graduation.

With such a small number of cadets at any one time, the College does not require large facilities. It is suitably placed on a hill overlooking the town of Trondheim. It consists of one modern teaching block which also contains the library, a Mess block, Gymnasium

and a number of living quarters (some of which date back to the Occupation in 1945). As with most mature Cadet Colleges, half of the students were married and therefore had flats in town as the Norwegian Air Force do not provide accommodation for married personnel. However, the College has a very warm and friendly atmosphere which was evident in the enthusiasm of staff and students alike.

Later on the Friday, we were taken sight-seeing around the old part of Trondheim. First was a visit to the old "Bishops Palace" (dating from the 13th Century) and the Resistance Museum. We were given a fascinating tour of the Bishops Palace by the Curator of the Museum. The Palace has been restored to first class condition over a period of years and during its renovation a number of interesting facts came to light. One point was very topical as it has been found that parts of the Cathedral and Palace had been built by a team led by a stonemason from Lincoln. This has been substantiated by the fact that the stone cutters marks are identical to some that can be found in the Cathedral in Lincoln. We were able to see a very fine window in the Cathedral which had been built by the stonemason. The Palace also boasted a beautifully restored staircase which is unique to Northern Europe, the only other one known to exist being in Spain.

The Resistance Museum also contained a section devoted to the history of the Army. This gave a well documented record dating back to the 14th Century and earlier. A number of original uniforms gave us a good indication as to the development of the Army during the last 150 years. The part dedicated to Norwegian resistance efforts gave us a well documented account of life under occupation forces. The display contained many items of local interest and information. Not surprisingly there was a strong link with Britain through the activities of the Royal Air Force against the German invaders of Norway.

One of the high-lights of our visit was the Dining-In night which we were able to attend. It proved to be an important evening as in addition to our presence, the third year cadets were expecting an official word of their postings on completion of their officer training at the College. Further links between Cranwell and the College were made through

the presentation of the "Cranwell Cup" by the Air Attache, Wing Commander MacPherson, on behalf of our Commandant. The evening proved to be a memorable one for us all, and one where many experiences were exchanged with our Norwegian colleagues.

For the remainder of the week-end we were able to relax and enjoy some of their varied sporting facilities. Recent snow-falls made first attempts on cross-country skis a little less painful. To finish the day's skiing — a Sauna, which seems to be an essential part of the Norwegian life style — for some of us mere mortals, it proved a little too hot (even the beer boiled).

Our visit ended far too quickly. We had all learned a tremendous amount about our Norwegian colleagues during our short stay. The hospitality was splendid, and I feel personally that we have all benefitted from the warm relationship which exists between our two services. We all look forward to renewing a new found friendship with the Royal Norwegian Air Force.

POACHERS' 1975

The Royal Air Force College Aerobic team, "The Poachers", have once more become a familiar sight in the skies over Cranwell. The team reformed early this year after a year's gap and so far this season they have flown nearly 40 shows in front of an estimated 2 million people.

The team were selected from a list of 30 applications from QFIs in Flying Wing. After a series of trial flights the following were chosen: Leader: Sqn Ldr Peter Curtin, aged 37 ex No 72 entry; No 2: Flight Lieutenant Edward Danks, aged 30, who joined the Royal Air Force on No 90 entry at the College; No 3: Flight Lieutenant Martin Stoner, aged 27, who was a Flight Cadet on No 95 entry; and No 4: Flight Lieutenant David Webley, aged 32, who studied at Loughborough College and flew with Nottingham University Air Squadron before joining the Royal Air Force in 1966. Team Manager is Flight Lieutenant David Norris, aged 28, who joined the Royal Air Force in 1965.

"The Poachers" first started their display season in mid-May and are scheduled to finish on Battle of Britain day.

THE DEPARTMENT OF AIR WARFARE

GD Aero Systems Course—Exercise Far North

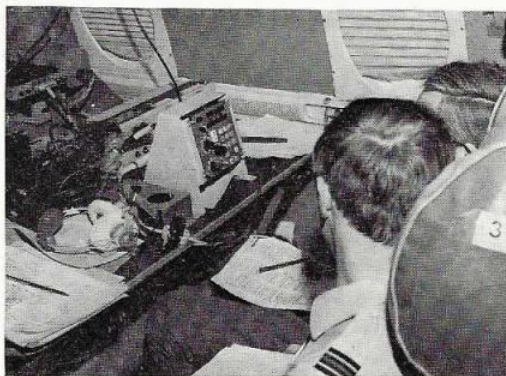
During 1974 the Department of Air Warfare successfully staged Exercise Far North for the 13th consecutive year. The exercise, which is an annual event in the GD Aero Systems Course calendar, is designed to give the students practical experience of modern navigation equipment operating in high latitudes. A specially fitted Britannia aircraft is employed and 2 training flights into the north polar regions are staged. These flights route initially from Brize Norton to Stornoway and then across the North Atlantic and the Greenland ice-cap to Thule: the most northerly link in the Ballistic Missile Early Warning System (BMEWS). After a night stop at Thule, the aircraft heads north to the Pole before returning to Brize Norton; the complete exercise is then repeated with an entirely different crew complement. Exercise Far North involves months of planning and close liaison with the avionics industry and R & D establishments whose representatives accompany their equipment on the flights. To give an appreciation of what is achieved this article describes the 1974 exercise.

Three Ferranti Digital Inertial Navigation Systems (INS) were fitted. These systems, derivatives of which will be installed in MRCA, are developments of those fitted in the Phantom and Harrier. They included a prototype model, an A model loaned by RAE Farnborough, and a B model loaned by the Ferranti Company. The B Model INS was used as the primary datum equipment for position and heading.

The azimuth outputs from several gyros were available for comparison against the datum; these included 2 Sperry twin-gyro platforms together with a CL11, C12, and a CL22 gyro. Hence the directional gyros used in the Lightning, Buccaneer, Vulcan, Dominie, Hercules and several other aircraft compass systems were represented. The Smith's Flight System and P12 compass fitted in the Britannia were also included in flight evaluations.

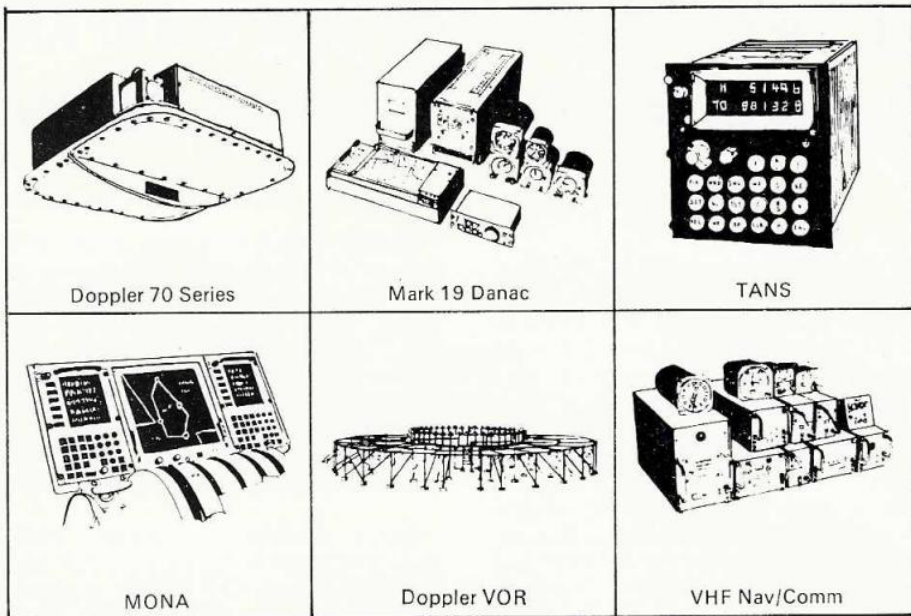
Omega and Loran long range navigation aids were also carried. The Loran receivers were Decca ADL21 semi-automatic equipments, and a Decca ADL81 fully automatic unit loaned by the Company. Marconi-Elliott loaned an AD1800 Omega receiver which, in addition to signal readouts, continuously computed and displayed aircraft position as either latitude and longitude, or as steering information to any desired position.

Other on-board equipment included a variety of Hewlett-Packard pocket calculators HP 9100A and HP 9810A programmable calculators and a crystal clock. The calculators, loaned by the company, were used to determine apparent gyro drift and to convert Loran readings into latitude and longitude.



One of the inertial navigation system evaluation positions

Installation of equipment in the Britannia started 4 days before the flight when the aircraft was taken off line for pre-flight preparation. The seats were removed and, to meet the various power requirements, extra inverters were fitted at the rear of the aircraft; from these supply cables were strung along both sides of the passenger compartment. The equipment was mounted on tables fitted both sides of a central walkway. Four of these



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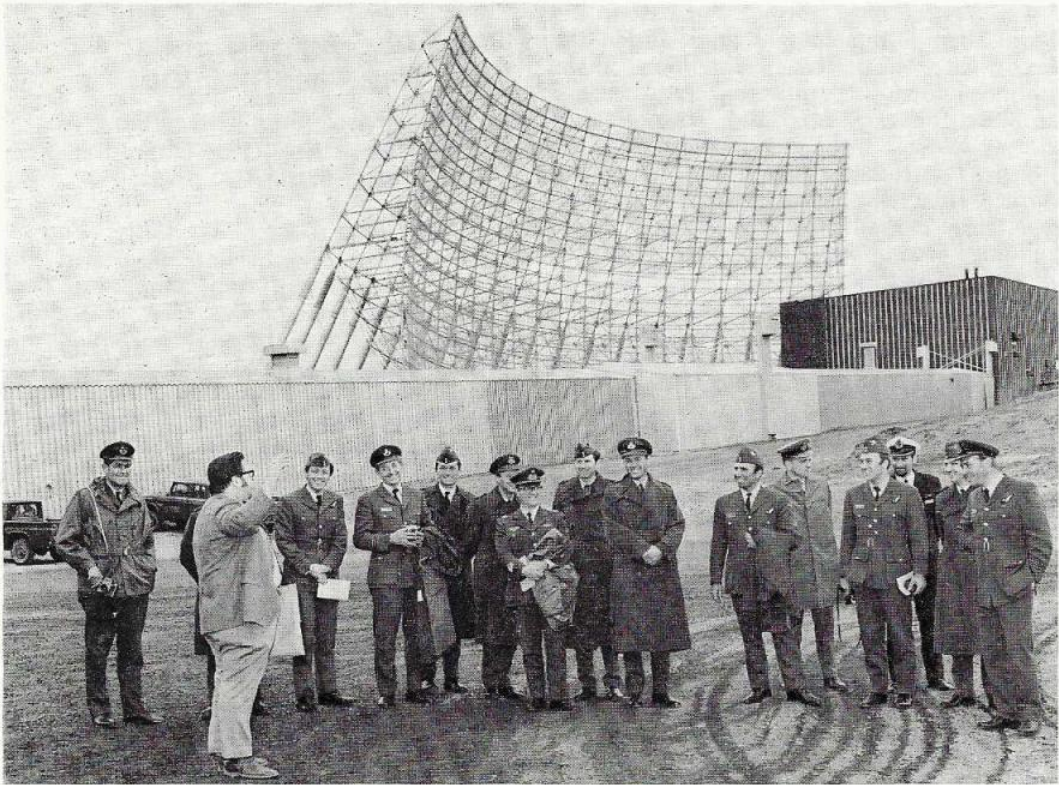
Decca Doppler, already purchased for a wide range of military and civil aircraft including the MRCA and Westland Lynx helicopter. The TANS computer/display has been chosen by the British Armed Services. The AN/TRN-26 portable TACAN has been purchased by the Ministry of Defence (RAF).

Decca Loran is used by the RAF, many airlines and the United States Air Force. The MONA Area Navigation System, certified by the CAA and FAA in the Lockheed TriStar, has been ordered by several airlines.

We also provide a range of airborne VHF Nav/Comm and DME equipment ordered by the Ministry of Defence and by BAC for the MRCA prototype trials; a CAA approved NDB; ILS ground equipment, and a Doppler/VOR Beacon.

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“Mitch” Mitchell, a senior engineer at Thule, escorted the party through BMEWS. In the background is one of the 165ft by 400ft aerals.

tables had been specially constructed to accept palletized gyros, Loran receivers, and IN systems. Two days before the flight the manufacturers' representatives arrived and installed their equipment at the stations provided. The final stage in the preparation was then completed by running all the systems on aircraft power.

The aircraft was airborne on schedule and the staff and students settled down to their tasks. At regular intervals during the flight they changed positions around the equipment stations so that everyone had an opportunity to use each item. At every station specially prepared data sheets were used to manually record the readings from the equipment. It was essential that all readings were taken simultaneously, so every 15 minutes a coordinator would count down to the recording time using the crystal clock. Inertial and gyro readings were compared with the datum to

detect Schuler oscillations of the inertial platforms and to determine the real drift of the gyros. An in-flight record of the real drift of all gyros was plotted on a large, colour-coded graph. It provided an interesting and continuous comparison of their relative performance. The Omega and Loran positions were recorded and compared with the datum position.

During their time at each of the stations the students were shown how to operate the various systems by the manufacturers' representatives. The ensuing discussion was a valuable training aspect of the flight. Naturally enough there was a friendly rivalry between the representatives as to whose equipment was most accurate when the various systems gave different versions of the calculated aircraft position. However, the average error rate of the datum INS over the flights was less than 0.8 nm/hr.

Thule is the most northern air base in the world, being situated 690 miles inside the Arctic Circle. The frozen condition of the ground, known as perma-frost, is a constant problem for architects and engineers. If the perma-frost melts it no longer supports any heavy structures placed directly on the surface. Hence the runway is painted white to reflect the warmth of the sun and most buildings are supported on piles several feet above the surface. Large buildings like hangars, which must be built on the surface, have ventilating chambers below the flooring in which cold air is circulated thereby preventing melting of the perma-frost.

A conducted tour of the BMEWS was included in the visit. The radar installation is of impressive proportions; for example, the 4 fixed aerials are each as big as a football pitch and are built to withstand winds in excess of 200 knots. From the BMEWS site one has a panoramic view of coastal icebergs and snow-covered peaks and the meeting of 3 glaciers in the nearby fiord provides a unique geographical feature.

The tour of BMEWS provided a useful consolidation of many hours spent in the classroom. The system incorporates aerials, waveguides, electronic devices, computers and displays on a majestic scale. A demonstration of an alert situation was very impressive.

After the tour came time for relaxation. At that time of year night did not come to Thule and it was a startling experience to leave the 'Top of the World' Club in the late hours to be greeted by bright sunshine.

The next day the Britannia was airborne again heading north, and the recording cycles were recommenced. It was interesting to note the error -45° in the Britannia's P12 compass as the flight neared the magnetic pole. The INS faithfully logged the increasing latitude as the aircraft passed overhead Alert at $82^\circ 31'$ North and eventually $90^\circ 00'$ North, $000^\circ 00'$ East/West; the North Pole had been reached. From the Pole the Britannia turned South — it couldn't go in any other direction — along the 6° West meridian towards Brize Norton and home.

Exercise Far North is a very important part of the GD Aero Systems Course syllabus. It

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*No 8 GD Aero-Systems Course.
January-December 1975*

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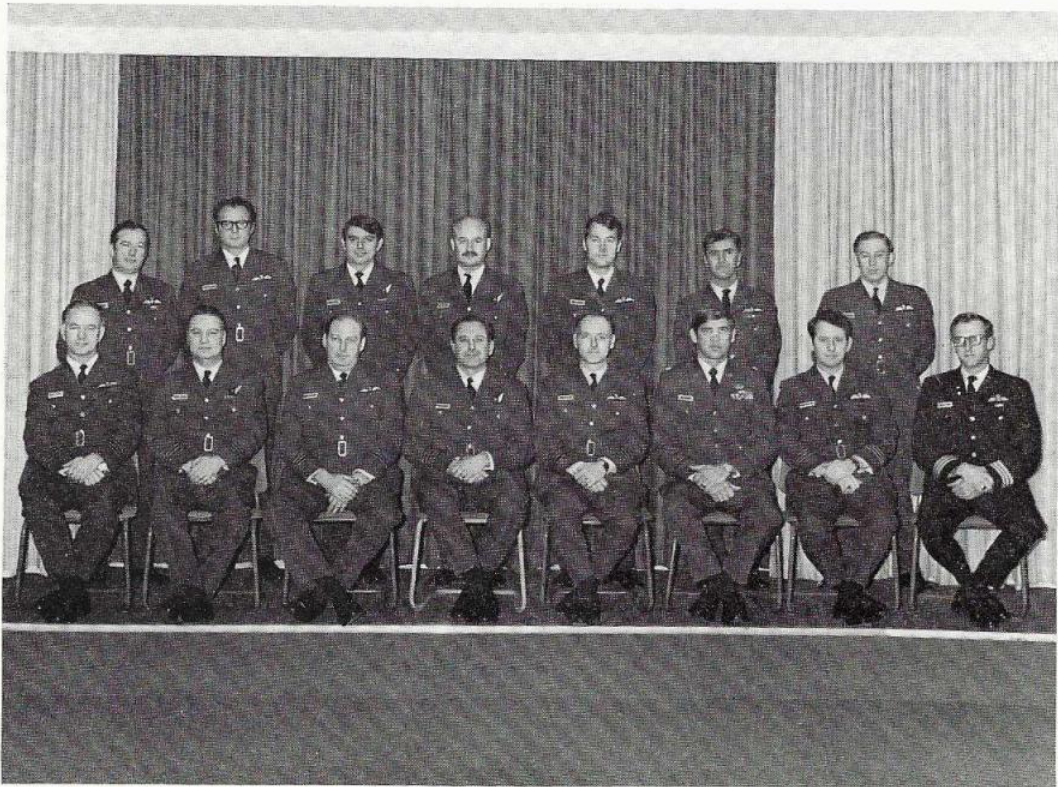
A Student Prints

(29 Bus Warfare Course versus the Central Region)

The saga of the buses continues . . . this time in the Central Region of NATO's Allied Forces. Now read on . . .

Our favourite Wing Commander Directing Staff was lying comfortably under his desk, listening to the happy chatter of 29 AWC (sociable but dim) discussing their forthcoming visit to Germany, when a thought struck him. How do we get there? Pulling his all-purpose, go-anywhere, do-it-yourself Network Analysis Pilot Study (easy route in red) from his log-book (10,000 hours on buses in 2 years can't be bad!) he set to work.

The first part was easy — no air transport! Selecting the parameters of minimum cost, and maximum travelling time his computer rejected Cinque and Hanseatic ports, railways, cruises up the Northern Flank fiords and around the Mediterranean. Walk, it said, then swim, then walk again. That was no good — there were Members of the Staff travelling. What about the MOD scenic route? — success? Cranwell to Luton by bus (provided we leave in plenty of time), Luton to Wildenrath by civilian charter aircraft and Royal Air Force bus to Rheindahlen.



*No 29 Air Warfare Course
January - June 1975*



*No 30 Air Warfare Course
July - December 1975*

Luton was a new experience for most of our travellers, one of whom spoke to the coffee girl. "How's Luton?" "Going down, dear" she replied and it all became clear at the end of the football season.

The flight was the usual paradox — climbing as steeply as in most military fighters, ageing aircrew remembered their youth. The stewardesses, perfumed exotically with "My Sin", and "Arpège" jolted them from their "Avtag" dreams with "Have a boiled sweet, Sir, it'll clear your ears!". But nothing could dim the wonder of their first flight on the Air Warfare Course.

We were welcomed at Rheindahlen with a superb party, during the course of which the senior student found out that he had been

re-christened Col I N King, the world's first low-level astronaut.

On Tuesday 18 April the briefings started and security does not permit full publication in this *Journal*. What can be released is that the North German plain is flat, the middle bit is not so flat, and the Southern bit is anything but flat — which had already been covered by Cranwell instructors, using the same slides.

The party made its way by bus to Headquarters AFCENT Brunssum for a very informative visit and an excellent 'Vin d'Honneur' before returning to Rheindahlen for a briefing by Royal Air Force Germany. Tuesday evening was spent in rest and recuperation by the wise and otherwise by the otherwise.

Norvenich, home of the Boelke F104G wing, is in two widely separated parts: the airfield and the domestic site. The airfield proved easier to find but it was the domestic site we wanted. Armed with directions in German, maps in English, fortitude, raucous advice from the bridge-players and some excellent demonstrations of our coach's turning circle, we finally arrived. Our hosts made us very welcome in their Officers' Mess, then we returned to the airfield and the F104G. The afternoon was memorable for two main reasons: first, because of the excellent briefing by Colonel Rudolph, the OC Operations, which was full of eloquence and humour; secondly, because of the LAA gun. Airfield defence was to a large extent vested in the new twin-barrelled 30 mm gun. It's mobility was demonstrated by a German gunner then the Assistant Commandant AW was invited to go solo. Spinning, ducking and weaving, the gun barrels traversed, reversed, adversed and almost conversed from bushy top tree in the middle distance, past our replete stomachs to the hangars on our right. A fantastic sight, applauded by all — but more was to come. The German gunner regained control and proceeded to fire the thing across the airfield! Suddenly extrovert Wing Commanders fell silent as imagination took flight.

From Norvenich we travelled South along the Rhine, towards Ramstein and in the gathering evening gloom we climbed slowly into the Eiffel and into the worst snowstorm Germany had seen this year. Even our superb driver finally came to a stop amidst stricken heavy lorries in thick snow. The trip could have ended there but for a Cranwell graduate of a bygone age. Spurred on by shades of Scott (or possibly a call of nature) and without so much as a backward glance, he rode out like Shenandoah without a horse, ahead and upwards into the swirling maelstrom. (Well, so its mostly artistic licence!). An hour passed, then suddenly lights flashed and traffic started moving. And there at the top of the hill we found him — at the head of a team of German policemen, American soldiers and a Dutch glee club — directing traffic, pushing lorries and ordering the snowy tide to retreat. And so throughout Germany the name 'Morgan' became a legendary form of address and linked forever with "IC Autobahns".

Wednesday was a most varied day which

started quietly enough with briefings by 2 ATAF and Northag on the concept of operations. 29 AWC then embussed into a sumptuous civil coach for the German Air Force base at Norvenich and points south.

We reached Ramstein in the early hours of Thursday morning and were able to absorb the AAFCE and 4ATAF briefings and their concepts of operations. We now knew at first hand that the Southern part of Germany was less flat than the North.

Thursday evening saw the Cranwell detachment hosting selected officers and their ladies from the Headquarters Staffs at Ramstein to put the finishing touches on a memorable few days in the Central Region.

We learned a lot, we laughed a lot: we met old friends and we made new ones. And to cap it all, we flew home in a Royal Air Force aircraft, kindly loaned to us by the Commander-in-Chief Royal Air Force Germany.

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THE ZAIRE RIVER EXPEDITION

BY FLIGHT LIEUTENANT S J GEORGE

In October 1974 Flight Lieutenant Steve George who is a QFI in Flying Wing answered an appeal for a Royal Air Force pilot to join the Zaire River expedition. After conversion to the Beaver at Middle Wallop he set off to Zaire and this is his account of what it was like flying in support of the expedition.

In 1933 a Fairey Long Range Monoplane left Royal Air Force Cranwell and flew non-stop to Walvis Bay in South Africa. The maps used on that flight can still be seen in the College library. In 1974 it was my fortune to fly a similar trip and use practically the same maps when I flew an Army Beaver to Zaire, the former Belgian Congo, in support of the Zaire River Expedition. The Expedition was led by Major John Blashford-Snell who had spent four years planning an adventure in the centenary year of Stanley's crossing of Africa. The journey was planned so that three giant rubber boats would sail the length of the Zaire River from the source to the Atlantic Ocean, a distance of over 2,700 miles. As Zaire is a country the size of Western Europe with few good means of communication the planning was no mean task. The Expedition consisted of 140 people, 90 men from the British Army, a number of scientists, and several women, who acted as secretaries and nurses, and up to 30 Zairois liaison officers.



The Beaver en route for Kinshasa

The main party left Gatwick on the 4 October 1974 and we took off from Middle Wallop a few days later. The main problems were having to speak French, navigating from maps that were drawn up in 1930, and forecasting our own weather. The route out in the Beaver took us across France to Marseilles, across the Mediterranean to Algiers and direct south across the Sahara desert to Agades and Kano, through Nigeria across the Bight of Benin to Libreville, eventually arriving in Kinshasa 15 days later where the local population were warming up to the world heavyweight boxing championship match between Ali and Foreman.

We had a good briefing from the American Air Attache and then proceeded another 1,000 miles across the country to meet the Expedition of Kolwezi in the centre of the copper producing country. Very soon we were supporting the expedition flying recce sorties, logistic support and evacuating the sick back to base camp and the doctor. On my first mission I was asked to search for some small rubber boats that had been progressing down a river full of rapids but had not arrived at a rendezvous. I found the boats pulled up on the bank; one was beyond repair but the crews looked alright. It was only later that I learnt that Hugh Davies from the *Daily Telegraph* had nearly drowned and that they had been attacked by a hippopotamus.

For the next few months we flew several hundred hours. The jungle was so large and uninviting that had we force-landed in that area then I do not believe we would have ever been found. A C-130 crashed on finals to a major airfield and it took half a day to find the wreckage. so there was little chance of finding a camouflaged Beaver.

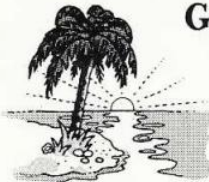
Continued on Page 61

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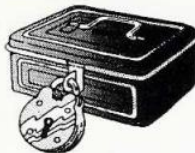


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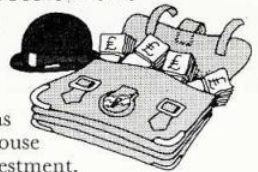


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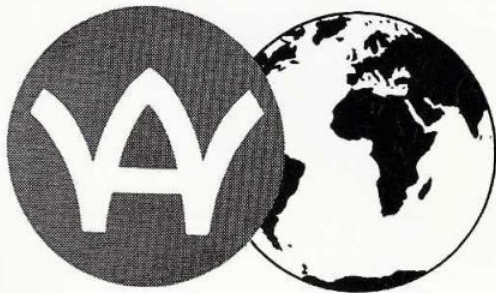
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The weather was very unpredictable and very large storms of over 300 miles in length were seen. Fuel was a major problem but this was solved by carrying most of the aviation fuel on the Expedition train and filling up our tanks whenever the opportunity arose at a main airfield. The fuel was carefully checked for water and grade.

The Beaver was a steady machine to fly. It cruised at about 100 knots, throbbed at around 1800 rpm, with a continuous beat which easily droned one to sleep. It had wing tip tanks which for a period when one was split made taking off interesting. At low speed the aircraft tended to wallow and at the high TAS approaches we had to make in Zaire due to the altitude and temperatures one had to be quick to adjust back to the correct approach

path. Most of the strips were over 500 metres long which is very long for a European environment but in Africa we often had to use every available metre. A number of strips we landed on had not been used since the Belgians left. One even had stakes on either side of the centrelines to prevent any invading aircraft using the strip. On certain sorties we found the engine was very underpowered, especially when carrying out freefall drops to the boats in the middle of the day. The river sometimes became very narrow and our circuits were extremely tight at 100 feet. I certainly put into practice all the techniques they taught me at Middle Wallop. The expedition continued to sail down the river whilst the scientists made numerous camps in search of animals, insects, fish, rocks and diseases. The Beaver was used to carry many of their specimens for onward



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The Rafts on the Zaire

transmission to research centres around the world. On one sortie after carrying yet another box of fish the officer whose job it was to pack the specimens and send them to the British Museum, opened a tin of sardines and included them in the load. Tinned or untinned, the sardine is a rare fish in Africa.

We lived on the good old compo supplied from the British Army stores. One of the main problems in taking this food was that it needed so much water to make it edible and water took hours to prepare. Water had to be filtered, boiled, treated and left for half an hour before it was fit to drink. In spite of this, people still suffered from hepatitis. Malaria came in several forms and although we took paludrine it was not always the answer. I am sure those who drank beer suffered the least from disease. Fortunately no-one was killed but there were some narrow escapes.

The rapids at Inga were enormous. A standing wave thirty feet high was a killer, so the boats were carried around the gap. By the middle of January the boats were approaching the sea at Banana. On arrival a message was sent to the Queen. Soon after we all returned to Kinshasa for an audience with President Mobuto Seko Seko. His people had been very hospitable all round Zaire and we were sorry to say goodbye. The main party left aboard an Air Zaire DC-10 in late January. We had to wait for our diplomatic clearance before departing in February. We had a most interesting trip back, being arrested in several countries, but we survived

and arrived to a champagne reception at Middle Wallop on the 17th February 1975.

This was the largest expedition that has left Britain this century. Major John Blashford-Snell certainly had the vision to attempt and fulfil such an adventure in spite of all the problems. We made many friends and hope the people we met in Zaire would welcome us back again. There are new ventures planned but I am sure it would take some time before there are more exciting experiences than those encountered in Zaire.



The Author with President Mobuto

Airborne pedal-power remains buoyant at the College where more man-powered flights have taken place in the past year than elsewhere in the world. Both aircraft Jupiter and Mercury have flown for development work and for the training of prospective pedal-pilots.

Most effort however is taking place on the Mk 3 aircraft. Reminiscent of early designs, the machine is an aerodynamically uprated version of Jupiter. Under the skin the traditional balsa and spruce structure will be replaced by glass fibre and foam. Even with present day technology an 80 ft span aircraft weighting under 100 lbs remains something of an engineering miracle.

**CAMBRIDGE UNIVERSITY
AIR SQUADRON
JUBILEE DINNER**

A splendid evening in Cambridge on 10 October 1975 celebrated the formation 50 years before of the first University Air Squadron. The main event was a reunion dinner held in St Catherine's College, the excellence of which was not lost on those who could recall the earliest days of the squadron and which reflected great credit on the organizers and on the University Military Education Committee, whose chairman is, fortunately for those dining, the college Bursar. The toast to the guests was proposed by the Commanding Officer of the Squadron, Sqn Ldr John Nutkins, who in a sleek and seamless speech paid fluent tribute to the many distinguished guests with a wit which reminded us that the art of after dinner speaking is alive and living in Chaucer Road. The CO's references to the influence of Lord Trenchard in the Squadrons' inauguration were taken up by the Chancellor of the University, Lord Adrian, in his reply on behalf of the guests. Those present were aware of the honour conferred on the occasion by the presence of the Chancellor, especially since he was such a direct link with the Father of the Royal Air Force.

The toast to the Squadron was proposed by CAS, Air Chief Marshal Sir Andrew Humphrey. He reminded us that the first 50 years of any Air Squadron are not necessarily the greatest, and that the current international situation suggested that there was plenty of work ahead for all the Air Squadrons and for the Royal Air Force, their parent body. In reply, Air Marshal Sir Victor Goddard, who was the Squadron's first Instructor, referred nostalgically to the early days, paying affectionate tribute to some of its staff and correcting incidents in the Squadron's recently-published history in the nicest possible way — that is by the personal recollection of the Squadron's folk-lore.

The celebration was continued at the Town Headquarters, where an exhibition of photographs relevant to the Squadron's history was sometimes to be seen through the forest of moving tankards.

The College was represented officially at the dinner by Air Vice-Marshal Colahan and Air Commodore Robinson, and unofficially by as many members of the Staff and students who could acquire an acknowledged accreditation in time.



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FRENCH ALPS 74

BY SQUADRON LEADER BARRY MURTON

It started in a pub; it usually does. This time the aspirations were greater than usual. "Lets go to the Himalayas".

"OK, its your round". So started a winter of planning culminating in an oil crisis, a cancelled expedition and black despair.

Back to the pub and four climbers gloomily surveying their beer.

"Where can we go?"

"I suppose it'll have to be the Alps again".

Thus Cranwell's 1974 expedition to the French Alps was born. The climbers taking part were Squadron Leader Frank Hughes, Flight Lieutenant John Harrison, and Junior Technician Mich Warner of Cranwell. Joining them on the expedition were Junior Technician Mich Doyle (Sealand) Mr Geoff Sykes (Ex-Waddington) Junior Technician Mick Dunn (West Raynham) and Corporal Glyn Gianelli (Gutersloh).

The journey to Chamonix in the College mini-bus was enlivened by inevitable engineering problems when the generator bearings disintegrated. However the group's linguistic and engineering abilities came to the fore and replacement parts were obtained and fitted in record time. As one member of the party said, it is amazing what can be accomplished with gestulations and a large hammer. Chamonix was reached without further mishap and a base camp established.

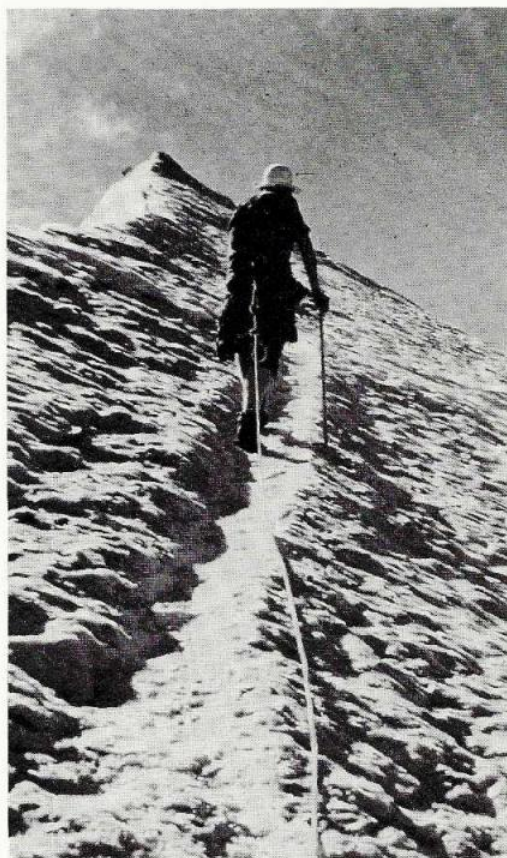
After a late and leisurely breakfast the next day the party abandoned the fleshpots of Chamonix for a climbing camp at Plan De L'Aiguille (8000 ft). Here in fine weather the group split into three climbing teams for the next few days.

An early start the next day saw two parties bound for rock routes on the Aiguille Du Peigne (11,500 ft) while Geoff Sykes and Mich Doyle set off for the Frendo Spur of the Aiguille Du Midi (12,500 ft), which is a long snow and rock route normally taking two

days. That evening two satisfied parties returned to camp having had a good day on excellent routes, though John Harrison's party appeared to have experienced route-finding difficulties.

The next day two parties again set off for routes on the Aiguille Du Peigne but the onset of rain forced a retreat and in the face of bad weather the parties descended to Chamonix to await an improvement.

Meanwhile on the Frendo Spur it was snowing and Geoff and Mich were in full retreat. A cold and freezing bivouac and much



The Ascent of Mont Blanc

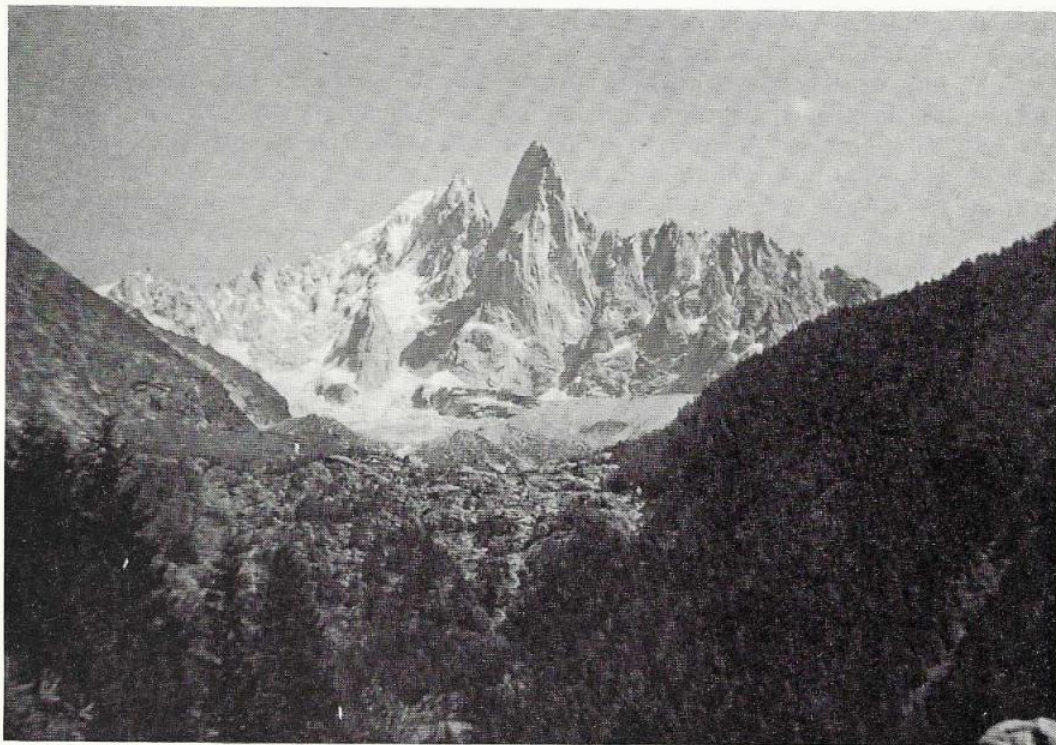
new snow slowed progress, and they were delighted on the third day to be accosted by the rescue helicopter. The pilot enquired if they would like to be rescued and some quick bargaining ensued. A fair price was agreed and the rescue effected, the whole party being reunited at Chamonix. A rest day was taken and 'epic' stories exchanged.

The bad weather still present, John Harrison, Glyn and Mich Dunn set off to climb Mont Blanc (15,782 ft), in easy stages, while the other two groups used the cable car to ascend the Aiguille Du Midi prior to climbing from there. After an impromptu bivouac in the cafe at the top they found themselves above the poor weather and enjoyed excellent climbing. Frank Hughes and Harry Warner picked a route overlooked by the Midi tourist observation platform and found themselves the subjects of much filming. Unfortunately the weather again deteriorated, and in the evening a return was made to camp, where they sheltered for the next two days.

Meanwhile John Harrison's party had continued their slow ascent of Mont Blanc having reached the Gouter hut. Advantage was taken of a brief lull in the weather and the summit was reached, the party being rewarded by magnificent views. Shortly afterwards the weather again clamped down and a retreat was made.

Another fine day allowed all the parties to climb on the Aiguille Du Midi where two excellent routes were tackled. Geoff Sykes and Mich Doyle found trouble in relating the French Guide description to the actual route and eventually retreated from the overhanging last pitch. This was the last fine day and after watching the rain for two further days the party returned to Cranwell.

Another Alpine expedition closed. Some excellent climbing in the fine periods by a party which thoroughly enjoyed itself.



The Aiguille Du Midi

Inter-College Sports October 74 to July 75

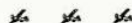
The Royal Air Force College has continued to compete against other Service Academies during the last year, and although we have produced some pleasing results, we have not managed to repeat the great success of 2 years ago against Sandhurst.

In October 1974 our soccer and cross-country teams travelled to the German Air Force Academy, but lost both matches. The fact that the visit coincided with the Munich Oktoberfest is claimed to have had no effect on the results! Also in October we travelled to Sandhurst for the traditional Winter Games festival. This 7-sport day gave us only 2 victories and a draw.

On 13 Nov 74 we entertained the Royal Military College of Canada who asked for a rugby game against Cranwell during their tour of British military training establishments. Luckily, we were able to field our 'B' team to ensure that they were properly met on arrival at 0130 so that our 'A' team were well rested to gain a 16-0 win. During the same month the Royal Naval College at Dartmouth came to Cranwell for Winter Games which were combined with triangular Cross-Country and 22 shooting. This was a splendid 10 sport festival which ended with a rather wild disco party in College Hall Mess for our 100-plus visitors.

1975 has so far been a rather sad year for Inter-College sport as our American colleagues were forced to cancel their intended rugby visit in March and the Royal Naval College withdrew from the triangular swimming and athletics matches. Nonetheless, the year began well with our rugby and fencing teams visiting the Ecole de L'Air at Salon. The rugby team gained a well-earned victory on a hot, dusty and extremely hard pitch where the 2 Commandants vied with each

other in vocal support. Our fencers were unable to take the French, however, in a long contest enlivened by the instant courts of summary justice staged by the excellent president of the piste.



Summer Events

In an almost unprecedented victory the College sailing team won the Hodgkinson Bowl in a 4-way match against Dartmouth, Sandhurst and the Royal Marine Training School. The match was sailed at Bembridge, and, as is customary, was organised by the Bembridge Sailing Club so forming part of their racing calendar.

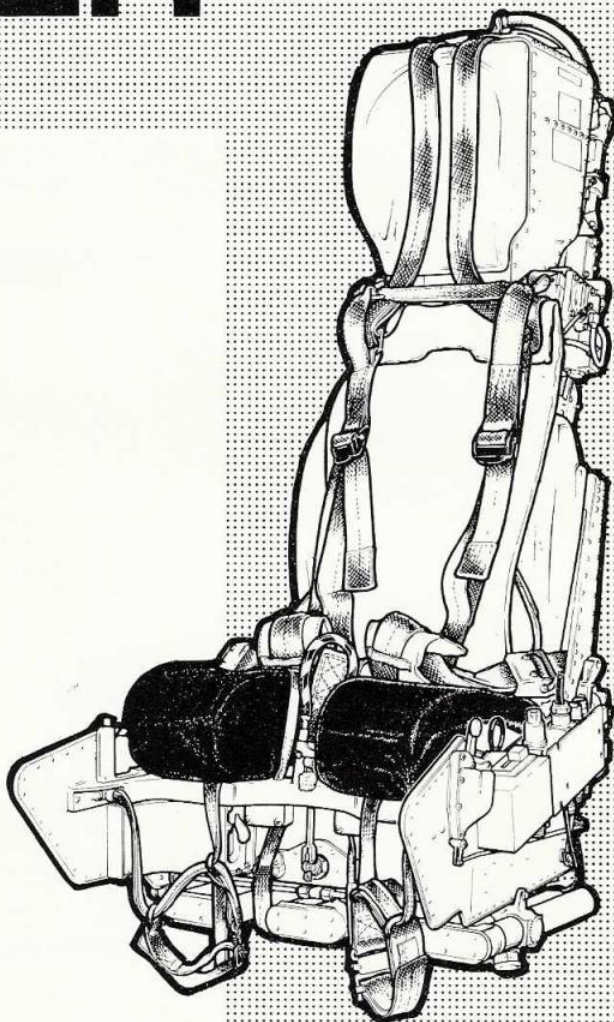
July 75 has been a busy month for Inter-College summer sport with the traditional summer festivals against Dartmouth and Sandhurst being staged. We were able to compete against Sandhurst in athletics and swimming after Dartmouth's withdrawal, but were unable to win either match.

However, it is pleasant to report that our 'weak' athletic team took Sandhurst to a close run thing with only the final race producing a result. Our new Commandant's first day in command saw the Sandhurst teams at Cranwell for the summer games where we won only the golf, but declared the tennis an honourable draw. Air Commodore Robinson's braving of a summer flash storm to present a rapidly filling tennis trophy must have impressed Sandhurst with our determination to see things through. Our cricket, tennis and golf teams travelled to Dartmouth — by coach in the height of summer — to lose only the cricket.

Full results appear below:

<i>Date</i>	<i>Sport</i>	<i>Venue</i>	<i>Result for RAFC</i>
5 Oct 74	Soccer Cross Country	Neubiberg	Lost 2-4 Lost
19 Oct 74	Rugby Soccer Hockey Badminton Basketball Fencing Squash	Sandhurst	Lost 0-3 Drew 3-3 Won 4-1 Lost 3-6 Won 53-35 Lost 8-19 Lost 0-5
13 Nov 74	Rugby	Cranwell (v Royal Military College Canada)	Won 16-0
23 Nov 74	Rugby Soccer Hockey Badminton Basketball Fencing Squash Cross Country -22 Shooting	Cranwell (v Dartmouth)	Lost 3-6 Drew 2-2 Won 4-0 Won 6-3 Lost 39-53 Lost 10-17 Won 3-2 RAFC 2nd RMAS 1st BRNC 3rd RAFC 3rd BRNC 2nd RMAS 1st
19 Apr 75	Rugby Fencing	Salon	Won 11-4 Lost 8-19
10-11 May 75	Sailing	Bembridge	RAFC 1st BRNC & RMAS 2nd RM 4th
5 Jul 75	Athletics Clay Pigeon Shooting	Sandhurst	Lost 64-68 RAFC 3rd BRNC 1st RMAS 2nd
19 Jul 75	Cricket Tennis Golf Swimming Water Polo	Cranwell (v RMAS)	Lost by 9 wickets Draw 4½ to 4½ Won 5-1 Lost 27-43 Lost 3-7
26 Jul 75	Cricket Tennis Golf	Dartmouth	Lost by 73 runs Won 6-3 Won 3½-½

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OLD CRANWELLIAN NOTES

ANNUAL RE-UNION

SPORTING ACTIVITIES

They came this time in greater numbers than for many years past, by road and air, so that we had for instance the (no doubt equitable) contrast between 2 Chipmunk loads of staff officers from HQ Strike Command, and a Nimrod (part load!) from Kinloss, under command of that same HQ!

Once again we were able to dispense with the wet weather programme, of films, closed circuit television and who knows what else! (with our thanks to those who prepared them). The weather was again sunny and warm, but with a breeze which kept the condition comfortable, for all, except perhaps the Squash teams.

CRICKET

The Old Cranwellians won the toss and chose to bat in sunny weather on the day of the annual cricket match against the Royal Air Force College. They began well, losing only the wicket of Lilley in the first hour and accumulating 69 runs.

Two further wickets fell quickly at 79 when both Yates and Johnson were dismissed for 24 and 39 runs respectively. However, Digby was building an innings slowly and with the help of Squires and Collins took the score to 162 for 7 wickets before he was bowled for an excellent 50 runs. Crawley, the most successful of the Cranwell bowlers, captured two further wickets before the innings was declared closed at 169 for 9. Crawley had the well deserved figures of 3 for 37, Sinclair and Clark supported him well with figures of 2 for 30 and 2 for 41 respectively.

The Royal Air Force College in replying to this respectable score made by their opponents, were soon in trouble losing Clark for 0 when the score was 5. Aggressive batting by Jennison, with Reynolds playing a supporting role at the other end, raised the score quickly to 41 before Jennison was bowled by Yates for 24. Barnwell joined Reynolds and

after a quiet start both began to play well, Barnwell particularly struck the ball very hard. The hundred partnership was reached after only 90 minutes and a few overs later the game was won by 8 wickets, Barnwell scoring 75 not out and Reynolds 67 not out.

This was an enjoyable game and although the score would suggest an easy win for the College team it was closely fought and on balance the better side on the day won the game.

Result: OCA 169 for 9 Royal Air Force College 172 for 2.

SQUASH

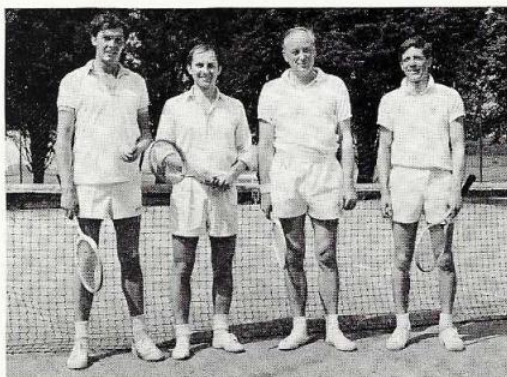
The next closest field of battle, to the Orange was the Squash Courts where in spite of the overall College Win, 3 of the individual matches were closely contested, and went to 5 games, so that in the end OCA only won a single match, but then the College team included the Royal Air Force Champion Flt Lt Coldicott and Wg Cdr Williams a star player who might well have played for either side. Considerable heat in the courts as in the past 2 years played a certain part in this most enjoyable match. Match 3 to 5 all went to five games but all ended with convincing wins in the fifth for the youngest element. Once again the heat rather than fitness decided the games.

The results were: RAFC 5
OCA 1

TENNIS

The tennis match between the Old Cranwellians and the students on 21 Jun 75 was played in warm and sunny conditions. At least 2 of the Old Cranwellians had played in the previous year's match and were eager to renew the battle. The teams were fairly evenly matched with youth and fitness gradually succumbing to the experience and cunning of the Old Cranwellians who emerged as thirsty victors by 5 matches to 2 with 2 matches undecided.

This was a reverse of last years result — very right and proper, especially as one of the Assistant Commandants was playing for the OCA!



GOLF

There was a tremendous response from members this year so much so that three OC's played in the home team. The College was not well blessed with golfers this year so the home team was reinforced by some staff officers and three members of the Association. The OCA this year was captained by Marshal of the Royal Air Force Sir Denis Spotswood who was partnered by the ever youthful Group Captain Nuttall. The score card does not do the match justice. The match which the OCA won was a decisive, 6 and 5, with Wg Cdr Allison and Sqn Ldr Herd proving to be a formidable partnership. Three of the other matches were decided on the 17th and 18th holes and could so easily have gone either way — some of our younger officers serving at Cranwell showed little tact and one would conjecture on their future both in the service, if not on the golf course! The OCA seemed to do better on the 'byes' making the home team pay for the beer — well we must get our priorities right! Sleaford was playing long after a dry spell and the hospitality and reception we received at the club was first class. This year the Club captain joined us for lunch and saw off our senior pair from the first tee. On the whole it was a most enjoyable day out, and one hopes that the response will be equally good next year.

Result: RAFC 5
OCA 1

CLAY PIGEON SHOOTING

The Old Cranwellian team beat the student officers at Clay Pigeon shooting on 21 June 75 in challenging shooting conditions which featured a moderate easterly wind. Clay 'birds' were fired to the West and proceeded downwind at a high groundspeed. They had to be taken early because the wind was blowing over the slope of the butts and producing a down-draught that affected the clay just as it was flying well.

The OC Clay Pigeon shooting, Captain Bob Rushing USAF ran a superb new layout with two traps firing from the top of the butt and one firing from the bottom. The lower trap gave 'going away' birds, made more difficult by having to fire five yards behind the steel trap house. There were murmurs about 'fiendish American customs' but Bob countered by saying that trapshooting was an 'Olde English Sporting tradition'.

The shoot consisted of five stands: left to right, going away (trap), right to left, and overhead doubles. The overheads were from separate traps with lightweight Aluminium runs and the rumour was that the birds were well supersonic on leaving the trap.



What of individual results? The 'High Gun' was Squadron Leader Ian MacFadyen from 111 Squadron, Coningsby. Very appropriate for an Air Defence Pilot although on this occasion he was not allowed to fire his Phantom's Gatling gun! There is no truth in a story that one 111 aircraft has a side by side twelve bore for close-in low level work!

Next best scorer was Squadron Leader Dave Curry of 39 Squadron, Wyton. His high

elevation shots should be good as he is currently sampling the delights of the upper atmosphere in the PR9 Canberra.

After this came a tie, appropriately between the senior and junior ranks represented — Air Marshal Sir Neville Stack and Flying Officer Phil Pynegar for the student officers. The C-in-C showed us some stylish shots which bode ill for the Huntingdonshire pheasants later in the year.

The student team put up a fine performance, and were winning at the half way point. But they had limited pre-match practice because the range was closed during the winter while most of the OCA team were polishing their skills on the feathered variety of bird.

We were greatly honoured to have the C-in-C taking part, and look forward to the 1976 shoot when under Bob Rushing's direction we will undoubtedly see more innovations at the range.

Results: OCA 187
RAFC 164

The five sports, we have described, which seem to be very popular with Old Cranwellians, were greatly enjoyed on this occasion and we hope they will be able to continue in the future. To make them successful (as they undoubtedly were) quite a lot of time and effort is expended by many people and our thanks are due to them all, and not least to Sqn Ldt Eddie Cartner, the PEDO, for his flair in knowing what we want, and for his attention to detail.

After the home-based sports were over (in the cricket tea interval) we were again able to meet some of our retired College staff, whom some of us knew long ago, and talk about the old days, with them.

ANNUAL GENERAL MEETING

After "enticing" people out of the Bar the meeting was opened by the Commandant and Chairman at about 1925 hours. He explained the appointment of Air Chief Marshal Sir Wallace Kyle as our new President following the sad death of Air Chief Marshal Sir Donald Evans on 9 April.

After the previous Minutes had been passed the Secretary announced that a stock of claret

had been bought at pre-budget prices in accordance with the wish expressed at last year's meeting; he said that replenishment stocks would be obtained from time to time.

Last year the subscription rate had been increased (only for the second time since 1926 when the Association was formed) and at the same time the payment date had been made common to all subscribers at 1 June annually, instead of 1 February and 1 September. Bankers orders had been sent out with the 1974 *Journal* to make this change effective, but by April 1975 less than half the Bankers Orders had been returned. In order to avoid huge waste of time and high postal charges Members were implored to return their Bankers order or write in for a fresh one.

The Chairman explained committee changes made necessary by postings and thanked Sqn Ldrs Curry and Humphrey and Fg Off Tingle (the Finance Member) for their work on the committee. Those elected to replace them are Sqn Ldr McKinlay and Flt Lt Jones who were welcomed, as also were the three Assistant Commandants, Air Cdres Rogers, Robinson and Glover as ex-officio members. The Chairman said that as this mandatory requirement provided a top-heavy rank structure on the committee, the Rules would be re-examined with a view to reducing the number of senior committee members.

The Finance Member Fg Off Tingle then explained the Balance Sheet and showed that last year's excess of Expenditure over Income was entirely due to the change of subscription dates from 1 Feb and 1 Sep — all to 1 Jun (incorporating the increase from £1.25 to £2.00).

He went on to describe our investments, and showed that some 70% of our planned expenditure for the financial year would be due to printing costs of (say) £1,400 and postage of £400. The Balance Sheet was passed and the Chairman went on to say that the Association had provided farewell gratuities to Messrs Virden, Hickson and Knipe, three College staff members who had retired during the year, and also to Mr Oldham, groundsman at the College for 42 years (the last 12 as Head Groundsman). They were all warmly thanked for their services over the years.

Before the Meeting closed our new President, Air Chief Marshal Sir Wallace Kyle, paid a sincere tribute on behalf of us all to the Commandant Air Vice-Marshal Roy Austen-Smith who had fostered so well the spirit of the Association during the 3 years of his Chairmanship and upheld the high standards of the Reunion which we had all enjoyed so much. The meeting wished him "Happy Days" in the future.

The Meeting closed at 1950, so that we narrowly "beat the gun" on time for opening the Bar!

The next Reunion will take place on the third weekend in June as always, ie 19/20 June 1976.

GUEST OF HONOUR

AIR CHIEF MARSHAL SIR ANDREW HUMPHREY

The Chief of the Air Staff who was our Guest of Honour is the third Old Cranwellian and member of the OCA to have attained the supreme position in our Service. We were delighted to welcome him back, and it was perhaps an encouraging sign for the future, that so many members had this year returned to share the Reunion weekend with him.

REUNION DINNER

At the reception, those who had not been taking part in the afternoon games, nor been able to watch the cricket on the Orange, were able to catch-up with old friends attending the Reunion and some last minute entries were made on the Seating Plan for Dinner. The College Staff looked after our every need quite splendidly — it is one of the great days on their calendar, and there is reason to believe that they also greatly enjoy the occasion, at which they remember so many of those taking part.

Our thanks are due to them all for the high standard of the dinner and the way in which it was served.

The College Band not only provided the usual impressive fanfare before dinner, but

during the dinner an excellent selection of music which was much appreciated. After the port was passed and following the Loyal Toast the Commandant, as our Chairman, gave his report on the College, but first he welcomed the Chief of the Air Staff as our Guest of Honour, our Patron, Sir Dermot Boyle, and with a special word for our new President Air Chief Marshal Sir Wallace Kyle. He included a welcome to our guests from the college staff, with that to our visiting preacher, a long standing friend of Cranwell, the Right Reverend Leonard Ashton, once Senior College Chaplain, later Chaplain-in-Chief, and now Assistant Bishop of Jerusalem.

The Commandant then went on to welcome the first two young ladies of the Womens' Royal Air Force to attend an Association dinner.

THE COMMANDANT'S REPORT

He introduced his report by saying that the highlight of the year had been the visit of our Commandant-in-Chief, Her Majesty The Queen, on 30 May 1975 to present the College with a new colour — the third in our history, and a unique honour. At the parade a squadron of direct entrant officers commissioned at Henlow, representing those undergoing initial specialist training at Cranwell had paraded with the graduate students and acquitted themselves well.

He went on to describe inevitable changes caused by the reduced number of graduate students at the College, and the considerable variation according to Branch in the duration of the specialist training courses which follow the officer training phase thereby splitting up entries. This has entirely precluded graduation by Entries, as we have known it, and made necessary the removal of outdoor ceremonial from Graduations.

At the end of the Officer Training phase a small ceremonial parade had been introduced, preceded by the traditional service of Dedication in the Memorial Chapel. A full parade of Graduate Entry officers will take place only twice a year and on one of these the major prizes will be presented, included the Sword of Honour which will henceforth be awarded annually, although the flying prizes will continue to be awarded by Entry. Ceremonial

parades will still be held on special days such as the Queen's Birthday and Remembrance Sunday, but the completion of the specialist training courses will be marked by indoor ceremonies, similar to the Flight Cadets Wings parade of earlier years.

Turning then to other activities the Commandant said that the University Air Squadrons were thriving and were now re-equipped with the Bulldog aircraft.

Sports results had been satisfactory although winning had been made more difficult by reduced numbers. The Sovereign Squadron competitions are fought out with traditional vigour between A and B Squadrons; at the moment B Squadron has the honour of carrying the Queens Colour (appropriately our Guest of Honour's Squadron). The old colour would be laid up in the Chapel of St. Michael and All Angels at the Service on the next day, at which the Chaplain-in-Chief would officiate. He was welcomed to the Dinner.

Of our usual two international exchanges unfortunately the USAF Academy could not come over this year through "Several budgetary constraints", so they too had their problems! However we managed to get to Salon for our annual skirmish on the rugby field against "L'Ecole de L'Air" and in the gym at foil and sabre which Salon won comfortably! The rugby being an International our friends at Salon decided that substitutes should be included. In the event this was just as well because they needed all theirs but we managed to win an exciting match 13-7 with our original XV!

(The author remembers an earlier match some 22 years ago at Salon when sitting on the touchline his extreme vocality and gesticulations were remarked on by one of our adversaries supporters behind "I thought these Englishmen were so cold and restrained, but look at this chap!").

Turning from sport, the Commandant spoke of the successful integration of the Department of Air Warfare which had moved in from Manby, albeit whilst retaining its special identity, which was just as it should be. The Department of Specialist Ground Training was functioning well after a process of

slimming without loss of efficiency, whilst College Unit having borne the brunt of a heavy years work, were now deeply immersed in planning for the arrival of CFS next year. Finally the "Poachers" as had been seen and appreciated that afternoon at the close of the cricket, had been re-formed, and were giving some 30 displays during this summer season throughout the country.

For the future the Commandant was concerned that we should not be forced to over-reach ourselves, as there was a limit to our facilities, and we could, if overwhelmed with commitments, find that we might forfeit some of the valuable strides forward we have taken.

He wished his successor Air Vice-Marshal Ted Colahan much success, and the satisfaction and enjoyment in the job that he had himself experienced.

The Queen's Message

Finally the Commandant announced that he had sent on behalf of all members the traditional message to our Commandant in Chief, Her Majesty The Queen, which read:

"The Royal Air Force Officers, serving and retired assembling at the Royal Air Force College on the occasion of their Annual Reunion send their humble greetings and beg to assure Your Majesty of their continuing loyalty and devotion".

Her Majesty's reply which was greatly appreciated and warmly acclaimed, was as follows:

"Please convey my sincere thanks to the serving and retired officers of the Royal Air Force for the kind message of Loyal greeting they have sent me on the occasion of their Annual Reunion, which I deeply value.

ELIZABETH R.

ADDRESS BY THE GUEST OF HONOUR AIR CHIEF MARSHAL SIR ANDREW HUMPHREY

The CAS spoke with impressive directness and conviction about the challenge and advantages of life in the Royal Air Force today, with its great demand on the skills of those who fly and those who maintain the 'new generation of aircraft' — men, upheld by the same discipline, the same companionship, and much the same advantages as before, of ability to travel and explore especially in

Europe. He instanced the enthusiasm, efficiency and dedication on operational stations which had been rewarded by our success in major competitions such as the United States Strategic Air Command Bombing Competition during the last year; never before won by Royal Air Force crews.

He believed that the Service offered unrivalled opportunities for the realisation of a happy life to anyone after leaving school, at least for the first ten years of their career — after which much would depend on several factors — the rate at which he was climbing the promotion ladder, on his life at home, and on contentment with his work all of which were common to life in any profession, business or industry. Prospects were certainly as good as they were in the thirties when he had joined the Royal Air Force.

The Royal Air Force, and all other Air Forces of the Western World needed constantly to re-examine the doctrines of air power, and definition of future roles. All airmen must accept their personal responsibilities to emphasise at every opportunity the importance of air power in modern war. We must get our message across. General Arnold, the first Chief of Staff of the USAF, used to say: "An Air Force that fails to keep its doctrines ahead of its weapons systems is failing in its duty to the country".

At times we have failed to do this, and have focussed on narrow and particular scenarios, thereby failing to emphasise the essential flexibility that is the dominant characteristic of air power.

CAS went on to say that air power will continue to play a critical role in deterrence or in conflict, and outlined the needs of the Royal Air Force in aircraft and training for the years ahead.

Sir Andrew then turned to the part that Cranwell should and must play if it was to remain the focus of excellence within the Royal Air Force. He said: "It must not only be an entry training College, but a setter of standards, a focus of technical study, a focus of thought about the doctrines of air power. It must maintain the closest contacts with the Universities and the academic world, and achieve sympathy for our interests as well as

administering and educating our student officers. Increasingly from now on the best officers will keep coming back to Cranwell at intervals during their career for advanced training. In this way its thoughts and standards will spread and it will play at least as great and perhaps an even more important part in the future of the Air Force, than it has in the past".

Our new President Air Chief Marshal Sir Wallace Kyle spoke for the first time, and thanked the CAS for his most interesting address which had brought many of us up to date and had projected our thoughts towards some of the key problems to be solved in the years ahead, to enable us to maintain an economical, but hard-hitting force, possessing great flexibility.

He said that this occasion gave him the opportunity to acknowledge the honour he felt at being appointed President of the Association.

He paid a moving tribute to our late President, Air Chief Marshal Sir Donald Evans, who had died in April after less than a year in office. He was a man of great courage, of ability and of human understanding, and it was sad for Sir Wallace, that he had been required to take on the appointment, so promotively, but promised to try to fulfil his Presidential duties as to the best of his ability, and as Sir Donald would have done.

Shortly after 2330 we then all moved from the Dining Room into the Bar, where causes were uplifted, or cast down, won or lost — certainly until 0330! — and probably later — who knows?



CHURCH PARADE

The Church Service as is traditional on this annual occasion was composed of all denominations and was held in St Michaels and All Angels.

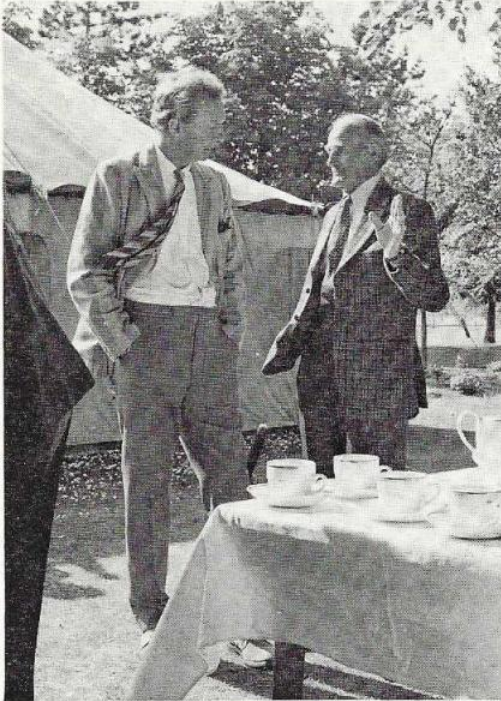
The old friend of so many of us, the Right Reverend Leonard Ashton, Senior College Chaplain from 1956 to 1960, and Chaplain-in-Chief from 1969 to 1973 and now Assistant Bishop of Jerusalem, preached the Sermon on this occasion in his well remembered and vigorous style. His forthright message was enlivened with his gifted sense of humour. "The fundamental truths of the Christian faith and life, were in danger of being eroded by the attitudes of contemporary society. It was the Christians duty to stand for the Truth as revealed by God, through Jesus Christ. God had showed us what is good, and what he required of us "To do justice, to love kindness, and to walk humbly with your God". During the Service the Old Queen's Colour was laid

up and hangs side by side with the first King's Colour to be presented to the Royal Air Force College which was also the first Sovereign's Colour to be presented to the Royal Air Force, or any part of our Service.

The parade of Graduate Entries then formed up and the new Queen's Colour which had lain on the Altar during the Service was borne by the Colour Party back to the College around the western edge of the Orange where in front of the College the Chief of the Air Staff as Reviewing Officer took the Salute at the March Past and the Advance in Review Order.

Before the parade retired to the East and West Wings the Queen's Colour was marched back into the College to take its place of Honour, guarded by the Eagle at the West end of the Dining Hall.





The Reunion came to an end following the usual forgathering of Old Cranwellians, in the College Hall with the Reviewing Officer, our Patron, our President and all those officers and families who had shared in the Parade Service and in the other activities of this weekend.

The Reunion was generally acclaimed as a great success; the weather was kind and the tireless efforts of the many staff who helped so much, was greatly appreciated by all the Association members attending. We wish to thank them once again.

OCA PRESIDENT — POSTING NOTICE

News has been received that Air Chief Marshal Sir Wallace Kyle, president of the Old Cranwellians Association, is to take up his new appointment as Governor-General of Western Australia in mid-November. Sir Wallace says that he is very happy to be returning to Government House in Perth, almost 40 years to the day since he first presented himself there for his Cranwell admission interview — he was born and attended school in Kalgoorlie. All the *Journal's* readers will want to extend to him their congratulations and best wishes. The OCA looks forward to seeing him at the 1977 reunion.



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HONOURS AND AWARDS

The *Journal* offers its congratulations to the following Old Cranwellians who received honours and awards in the New Year's Honours List and the Queen's Birthday Honours List 1975.

Air Chief Marshal Sir H N G Wheeler, KCB, CBE, DSO, DFC, AFC (33-37B) who was made a Knight Grand Cross of the Bath. Air Commodore D P Hall (55C) and Group Captain M J Armitage (58C) who were made Commanders Order of the British Empire. Wing Commanders B E F Faulkner (52D Sec), J M Henderson (59B), J Meadows (52D Eq), B H Newton (59C) were made Officers Order of the British Empire. Wing Commander R L Holmes (61A), Squadron Leader R C McKinlay (83C) were made Members of the Order of the British Empire. Wing Commander G C Williams (71B) was awarded a Bar to the Air Force Cross. Wing Commander J R Walker (68B), Acting Wing Commander D G Lucas (73C) and Squadron Leader T C Porteous (76A) were awarded the Air Force Cross. The Queen's Commendation for Valuable Service in the Air was awarded to Wing Commander M E Bee (73C), Squadron Leaders K G Evans (69B), J N Herbertson (76C), A C R Ingoldby (71C), J D Rust (77B), Flight Lieutenants R Eeles (83B), D J Fisher (91D), J B Hill (87D), M A Johnson (76B), I. Reilly (88A).

RETIREMENTS

The following Old Cranwellians have retired since the last issue of the *Journal*.

Group Captains J H Bishop (54D. Sec.), I R Martin, AFC (61C). Wing Commanders G O Eades (52B), I Henderson (72A), R I Jones (51D. Eq.), E J E Smith, OBE (68B). Squadron Leaders D J Anderson (57D. Eq.), P Bannister (74A. Eq.), R L B Bell (72B), K J M Davis (53B), M Gill (52C), M M Harvey (48C), R W Lidstone (56D. Sec.), J N Puckering (74A), R L Thomas (72C), I D C Tite (73C). Flight Lieutenants C J Abram (92B), J A Belson (85A), N Burrows (87A. Nav.), N R Dyer (87B), J G Green (10GE), B A Greene (2GE), D Hadley (2GE), S E Hemsley (68B), M A Hill (1GE), J N Luke (94B), J Marcus (93B. Eng.), J E Mazurk (89A), J C L Parker (93D), C.E.C. Pilcher

(94D. Eng.), K M Rees (92 D. Sup.), A F Stopp (13GE), I Wilton-Jones (99D and 5GE) G W F Wright (92D). Flying Officers A W Chacksfield (96A. Regt.), I Dinmore (7GE), K J Middleton (100A), D S Pollard (97C. Eq.)

PROMOTIONS

To the following Old Cranwellians who have been promoted since our last issue, the *Journal* offers its congratulations.

Air Marshal A H W Ball, CB, DSO, DFC (39A), Air Vice Marshal K A Williamson AFC (51C), Air Commodores W J Herrington (47C), H A Merriman, CBE, AFC, MRAeS (53A). Group Captains L P Adams (51D Eq.), D Allison (61C), G McA Bacon (52/56A), J Banks (52D. Eq.), A Beill (55A), R Dick (56C), A B McGuire MBE (49D. Sec.), T R Morgan (65C Sec.), B W Opie (57D Sec.), C F Pickard (48A), B H Plaskett (55D Eq.), R J Spiers, OBE (48A), J R Walker, AFC (68B), D H Warren (56C), Wing Commanders J Bredenkamp (64B), D O Crwys-Williams (79C), J Delafield, MRAeS (74B), T C Elworthy (75B), N A Fox (68B. Eq.), J. Graham (75B), M J Graydon (76A), N R Hayward (79D), R L Holmes (61A), J Laycock (75A), M T N Liddiard (65C Eq.), D G Lucas, AFC (74C), B T Mitchell (68C Eq.), A Mumford (69A), R E H Neves (59D Sec.), D Packham (75B Eq.), P M Papworth (64B), J N Sawyer (64C), M H Smith (75A), W I C Stoker (71B), C J Thomson (81A), L D Wilkinson (62B Eq.), J A Williams, MBE (51B), J F Willis (73C), R A F Wilson (81D), W J Wratten (78D). Squadron Leaders A T C Bagnall (91A), D L Baugh (85B), R M Bayne (78B Nav.), R B Blagborough (86A), D L Blomley (88B. Sup.), C M Chambers (93C), I J Childs (86B), C C C Coville (91C), J D Dale (88D Regt.), R Dixon (88B Eq.), D A Donnelly (89C Nav.), D J Earle (89B Eng.), R J T Falkiner (85B Eq.), J C Featherstone (86B Sec.), J A F Ford (87D), A P Galea (85C Nav.), G H Glasgow (78A), D J Gurney (87B), C Heithus (90C Eq.), J B Hill (87D), C D Hinds (89D Eng.), W H C Hoare (89D), M P Horton (91B), N J Hughes (82C Nav.), C A Humphrey (90B Nav.), T E L Jarron (84A), R H O Johnson (87D Sup.), A J Kearney (90A), W J Kemp (82D), A J Kent (89D Eng.), J R Legh-Smith (80B Nav.), A McKay (91D), C J Maskell (89C Eng.),

J Mawhinney (86C), R A K Mitchell (91A Eng.), R G Nailer (89D Eng.), I H Nelson (80D), R Northcote (89D), T W Parkinson (89D Eng.), M J Purdie (88B), J Pyper (89B), J S Robinson (84A), J E Room (84B), M S

Sabine (79C), R W Shimmons (89B), G C Shorrocks (83D), R N S Sims (90D Nav.), P Smith (87A), A J Stables (90C), P J Symes (76B Sec.), B P Synnot (89C), A L Wall (82C), M A Wood (84A Nav.).

IN MEMORIAM

We regret to announce the deaths of the following Old Cranwellians and extend our deepest sympathy to their wives and families.

Air Chief Marshal Sir Donald R Evans (30-32B) died 9 April 1975.

Air Marshal Sir Walter Pretty (29-30B) died 11 January 1975.

Air Commodore R N Waite (20-21B) died 8 May 1975.

Air Commodore J N H Whitworth (30-31B) died 13 November 1974.

Wing Commander E R M Walker (27-28B) died 16 March 1973.

Squadron Leader J H McN Campbell (23-24A) died 3 August 1974.

Acting Squadron Leader D L Hampton (80B Eq.) killed in a flying accident 7 April 1975.

AIR CHIEF MARSHAL SIR DONALD RANDELL EVANS KBE CB DFC

Our President of less than a year died on 9 April 1975 after a short illness to the great sadness of us all.

His career of outstanding devotion to the Royal Air Force has been described in the national press; we would like to make but a short summary of his achievements and appointments, and then to follow it with a few words about his great qualities as a man and as a friend.

He joined "B" Squadron at Cranwell in 1930 from Wellington and passed out in July 1932. His first Squadron (Fighters) was No 23, at Kenley, and he served in Egypt with 45 Squadron before doing the Signals course, thereafter serving on Signals Staff Appointments at HQ Fighter Command from 1939-41 and then undertaking special development work whilst commanding the Night Fighter Interceptor Unit. He personally destroyed two enemy aircraft whilst undertaking this work, and was awarded the DFC in 1942.

Then followed several Air Staff and Signal Appointments in Fighter Command, the Mediterranean, and at SHAEF. After the war, his appointments included Joint Services Staff College as Senior Royal Air Force Instructor, Director of Operational Requirements (B), the IDC Course, SASO Fighter Command, and Commandant of the School of Land/Air Warfare.

He was Assistant Chief of Defence Staff 1961-63, AOC in-C Technical Training Command 1964-66, Air Secretary for two years and finally Commandant of the Imperial Defence College 1968-69, retiring from the Royal Air Force in February 1970.

After his retirement he became Consultant on military aviation matters to Ferranti's in Edinburgh. He was also Governor of the Star and Garter Homes, at Richmond.

These are just a few of the words used by Air Chief Marshal The Earl of Bandon who gave the Address at the Memorial Service to Donald Evans at St Clement Danes on Friday 9 May 1975. They express so ably on our behalf what so many of us who knew Donald would like to have said about him.

"It is difficult to know where to start because he had courage, humility and integrity all interwoven in his character. However courage above all I think was his outstanding characteristic. Not courage in the ordinary sense of the word. He had that, like many others in the Royal Air Force — I mean courage in the face of adversity. That was his greatest attribute. As you now all know, Donald suffered intolerably from bad health from his early youth, and all through his life. In fact he overcame this so courageously that many of you probably did not know of this at the time. But he could not always hide it, and there was one occasion when a Senior Officer summoned to his office by Donald when he was SASO Fighter Command, found him lying behind his desk, on the floor, where he remained throughout the interview, the only position in which he could stem the pain.

He wrote to the Commandant about arrangements to visit Cranwell to discuss the last Old Cranwellian Reunion which he hoped to attend as our new President; he said "The trouble is I am rather "up-the-creek" with the Doctors, and we're frantically looking around for a paddle, which I strongly suspect does not exist." This was typical of the man.

Lord Bandon went on to give worthy tribute to Lady Evans, Eleanor, for her own courage, steadfast help and endurance during the long period of his ill-health, and during the last days of climax to Donald's life.

He said "How proud the family must be of Donald, and his courage, and how lucky were so many of us to have known him, or to be counted amongst his friends, and to have happy memories which will last us through our lives and give us pleasure and inspiration in the future."

AIR MARSHAL SIR JOHN BALDWIN KBE CB DSO DL JP

Air Marshal Sir John Baldwin died on 28 July at the age of 83. *The Times* said:

Born in April, 1892, John Eustace Arthur Baldwin was educated at Rugby and from Sandhurst was commissioned in the 8th Hussars in 1911, gaining his pilot's certificate as a cavalry officer in 1914. He was seconded to the Royal Flying Corps in 1915 and transferred to the Royal Air Force in 1918.

Appointments between the wars included that of ADC to the King from 1931 to 1933 and Director of Personnel Services at the Air Ministry from 1935 to 1936. He was made Commandant of the Royal Air Force College, Cranwell, in 1936 and held the post for two years.

He was retired at his own request after relinquishing this appointment in July, 1939, but returned to service on the out-break of war. Thereafter he was AOC of 3 Group, Bomber Command, for the first three years of war. This was a command he occupied with a zeal exemplified by his approach to the first of the 1,000 bomber raids on Cologne in May, 1942. After planning and co-ordinating his group's part in the raid throughout the day, he flew with the bombers on the night of May 31 to see how the operation worked out in practice.

In October, 1942, he went to the Far East as Deputy AOC-in-C India, and the following year was given command of the 3rd Tactical Air Force in the integrated allied Eastern Air Command. He held this post until 1944 when he finally retired from the Royal Air Force.

In 1948 he was appointed Colonel of his old regiment, the 8th King's Royal Irish Hussars, an appointment he held until 1958. He was Deputy Colonel of the Queen's Royal Irish Hussars from 1959 to 1960.

He was awarded the DSO in 1918, was made CB in 1938 and KBE in 1943. He was also a Deputy Lieutenant for Lincolnshire and a JP for Rutland. He married in 1916 Kathleen Betsy Terry. They had a son, killed in the Second World War, and a daughter.

AIR COMMODORE CHARLES WILLIN GORE OBE

Air Commodore Gore died on 19 April 1975. He was born in February 1902, educated at the Imperial Service College and entered Cranwell with the first entry in 1920. He was commissioned in 1921 and served in India continuously from 1922 to 1929 and again from 1933 to 1939. During the war he was at Lyneham, and HQ Bomber Command, and commanded HQ No 52 Wing 1941-42. At the end of the war he was in Italy as Royal Air Force Commander to plan and close down the Italian theatre in 1947 and held Air Ministry and command posts (he was AOC No 42 Group 1949-51) until his retirement in 1956.

AIR MARSHAL SIR WALTER PRETTY KBE CB

The following extracts are reprinted from *The Times*:

Air Marshal Sir Walter Pretty, KBE, CB, has died at the Royal Air Force Hospital, Halton, at the age of 66. He was educated at Alleyn's School and the Royal Air Force College Cranwell, and was twice mentioned in dispatches in the 1939-45 War.

In 1948 he was appointed Director General of Navigational Services, Ministry of Civil Aviation, and in 1953 became Director of Electronics Research and Development, Ministry of Supply. From 1961 to 1964 he was Air Officer Commanding-in-Chief, Signals Command, and then until 1966 was Deputy Chief of the Defence Staff (Personnel and Logistics).

Air Marshal Sir Humphrey Edwardes Jones writes:

Your obituary notice on Walter Pretty on January 23 covered his later years of service, but made no mention of what his contemporaries and I believe he would consider the outstanding achievement of his career.

As the Fighter Sector Signals Officer at Biggin Hill in 1935 he was selected to work with Sir Henry Tizard and Dr Watson-Watt on the application of radar to the air defence system of this country.

As a result of these trials and by a superhuman effort to get the chain of stations in being before the outbreak of war, the day fighter and later the night fighter squadrons were enabled to intercept enemy aircraft out of sight of the ground and at night in a manner undreamt of previously.

Walter Pretty's knowledge of both the flying and signals sides of this unique development, coupled with his shrewdness, his drive and above all his ability to talk sense to aircrew and scientists alike, enabled him to make an invaluable contribution to this project.

It is probably true to say that if one aspect of our air defence system had to be singled out to account for the remarkable success of the "few" in the Battle of Britain it would be the phenomenal advantage gained by radar giving us accurate information on enemy aircraft which could immediately be passed to pilots in the air. A considerable part of this achievement can be attributed to his efforts.

From 1947 to 1955 he was seconded to the Ministry of Civil Aviation, holding successive important posts which enabled him to apply his knowledge in the civil field.

In 1957 he served with me in Germany and I came to value his powers of judgement, his ability and his tact — valued qualities when dealing with all the ramifications of a British Command in Nato.

During the past 18 months he had begun work on a study of the postwar development of ground radar in air defence and air traffic control systems. No one was better qualified than he to undertake this work, which has been left unfinished by his untimely death.

His many friends will long remember him as a great "character" and he will be sadly missed by his wife and four children to whom he was devoted.



*"Times may have changed since I left Cranwell,
but not the need for careful planning in financial matters",*

writes Mike Newcombe,

formerly Economics Instructor at the RAF College.

*"I have provided a highly personal service to
Officers in the Royal Air Force throughout this period,
and although our organisation has grown
to meet the needs of the times our highly qualified team
has done its utmost to preserve the Personal
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