

RAF COLLEGE CRANWELL

College Journal Extracts



March, June and November 1950

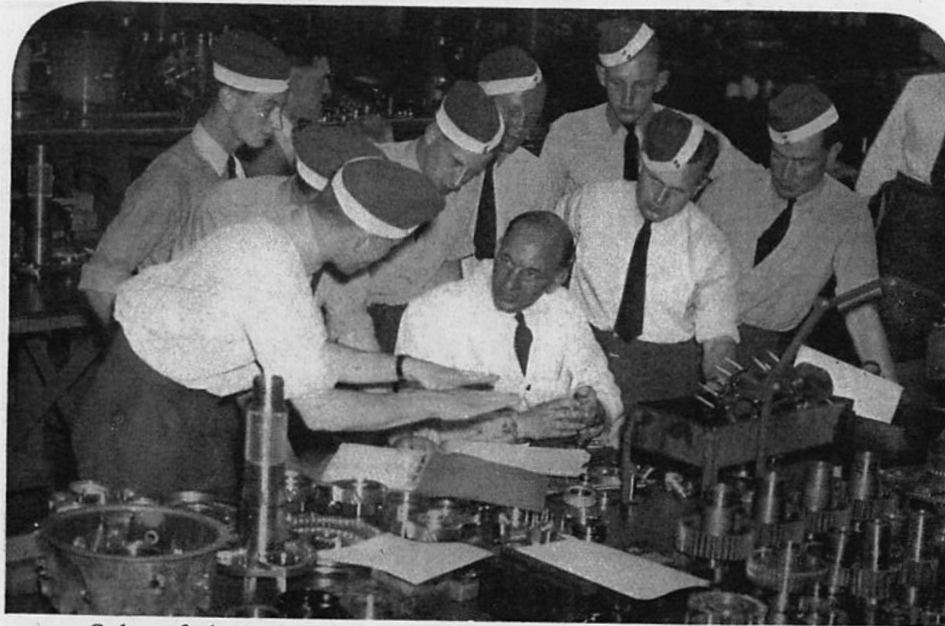
March 1950 - Lead Photo



GROUP CAPTAIN J. O. W. OLIVER, C.B., D.S.O., D.F.C.
Assistant Commandant

Frontispiece

March 1950 - 47 Entry Visit



Cadets of the 47th Entry who visited Hawker Siddeley Group factories studying turboprop production at the Armstrong Siddeley works at Coventry.



March 1950 - Senior Term Dec 49 (48 Entry)



PRIZE WINNERS—48 ENTRY

[Photo: Gale & Polden Ltd., Aldershot

*Back Row—F.C. Cpl. R. E. Webster (Absdy Gerrard Fellows). F.C. Sgt. A. N. H. Heap (R.U.S.I. Award). F.C. Sgt. R. J. Spiers (Imperial and War Studies).
Front Row—F.C. Cpl. A. R. L. Chester (R.M. Groves Memorial, Dickson Trophy). F.C. U./O. J. R. E. Edmondson-Jones (Sword of Honour, King's Medal, John Anthony Chance). F.C. U./O. I. D. Meredith (Philip Sassoon Memorial).*



SENIOR TERM—DECEMBER, 1949

[Photo: Gale & Polden Ltd., Aldershot

*Back Row—F.C. Cpl. M. McD. Harvey. F.C. Cpl. C. F. Pickard. F.C. Cpl. P. A. Law. F.C. Cpl. C. J. S. Wood. F.C. Cpl. J. G. Bourn. F.C. Cpl. D. Parratt. F.C. Cpl. E. N. Barrington-Keinganum.
Centre Row—F.C. Cpl. R. E. Webster. F.C. Cpl. A. Wright. F.C. Cpl. R. W. M. Dixon. F.C. Cpl. A. R. L. Chester. F.C. Cpl. L. C. Swalwell. F.C. Cpl. I. D. S. Cunningham. F.C. Cpl. R. W. Jenkins. F.C. Cpl. J. J. Guntrip.
Front Row—F.C. Sgt. I. S. Macpherson. F.C. Sgt. A. N. H. Heap. F.C. Sgt. R. J. Spiers. F.C. U./O. G. H. Parkinson. F.C. U./O. J. R. E. Edmondson-Jones. F.C. U./O. I. D. Meredith. F.C. Sgt. H. E. Clements. F.C. Sgt. R. J. Claridge. F.C. Sgt. P. J. Bardon.*

March 1950 - 48 Entry Graduation

THE GRADUATION OF No. 48 ENTRY

THE regular ebb and flow of graduation and attestation are now an established part of the College life. Low water for No. 48 Entry came on 14th December, 1949.

As usual, the vagaries of the Cranwell climate were well in evidence. No. 46 Entry graduated in a bitter spring; No. 47 Entry in a lowering July; No. 48 Entry in a bright, sunny December.

The established order of parade and prize-giving followed its precedented way without a hitch. The parade, under the command of Squadron Leader R. H. G. Weighill, D.F.C., until the inspection and thereafter under the command of Flight Cadet Under-Officer J. R. E. Edmondson-Jones, passed off with spirit, if not to the carping critic entirely faultlessly. It took place, from the spectators' point of view, in ideal conditions of light, with a low sun shining straight upon the cadet wing.

This graduation, however, will be remembered by the address of the reviewing officer, Field-Marshal Sir William Slim, G.B.E., K.C.B., D.S.O., M.C., whose talk after the prize-giving summarized and emphasized all that could or should be said on such an occasion and made the deepest impression on all who were privileged to hear it. To the cadet it was an inspiration and strengthening of resolution; to the older officer an occasion of heart-searching and self-evaluation. We can do no better than to print some excerpts from his address.

The Chief of the Imperial General Staff said:

"Commandant, ladies and gentlemen, flight cadets. First of all, I would like to congratulate everybody on the magnificent turn-out today. Ten days ago I took a similar parade at West Point. I know something of what it means to be on a parade like that because I haven't always been standing on a saluting base, and I hope your Warrant Officers don't say such rude things to you as they said to me. I am going to Sandhurst tomorrow and I may have a few remarks to make about quantity as opposed to quality.

"I would like to address my remarks principally to those members of No. 48 Entry who are entering the commissioned ranks of the Service. You will soon know what it means to be an officer in the R.A.F. You will be officers in the finest flying Service in the world, during which time you should maintain and increase a high standard of conduct, and from what I have seen today I have every confidence that this will be done. Leadership is the all-important factor. It is the projection of your own personality to other people. By this you make others do what you want them to do. . . . You must start by building a personality, which consists of certain qualities—courage, will-power, initiative and knowledge. As far as courage is concerned, thank God, you come from a nation who have never failed so far as courage is concerned. The courage that is required of an officer is moral courage. British soldiers, sailors and airmen are no braver than anyone else; they are braver for a longer time. We can all be brave for five minutes, but can we go on being brave for five months or five years? So far as will-power is concerned, you must have that for every occasion. It is a thing you can cultivate, but be warned of the great pitfall which has ruined many a leader. The balance between will-power and flexibility of mind must be equal. Don't let it develop into obstinacy; be sure to keep a balance. That is one of the most critical things in leadership.

"The next quality you must have is initiative. It means you just don't sit down and wait for things to happen; you get cracking and make the best of a bad job. An officer must always be several jumps ahead of the men he leads. At times you will have to think months ahead of you, but always think ahead of your men so far as knowledge is concerned.

"In this institution you will have absorbed a great deal of knowledge, but this is only the beginning; you will never stop learning. You know as well as I do that it is no use going on if we are not in knowledge the chaps we set out to be. Keep ahead, and don't think that when you leave here you have finished with knowledge; you have only just started.

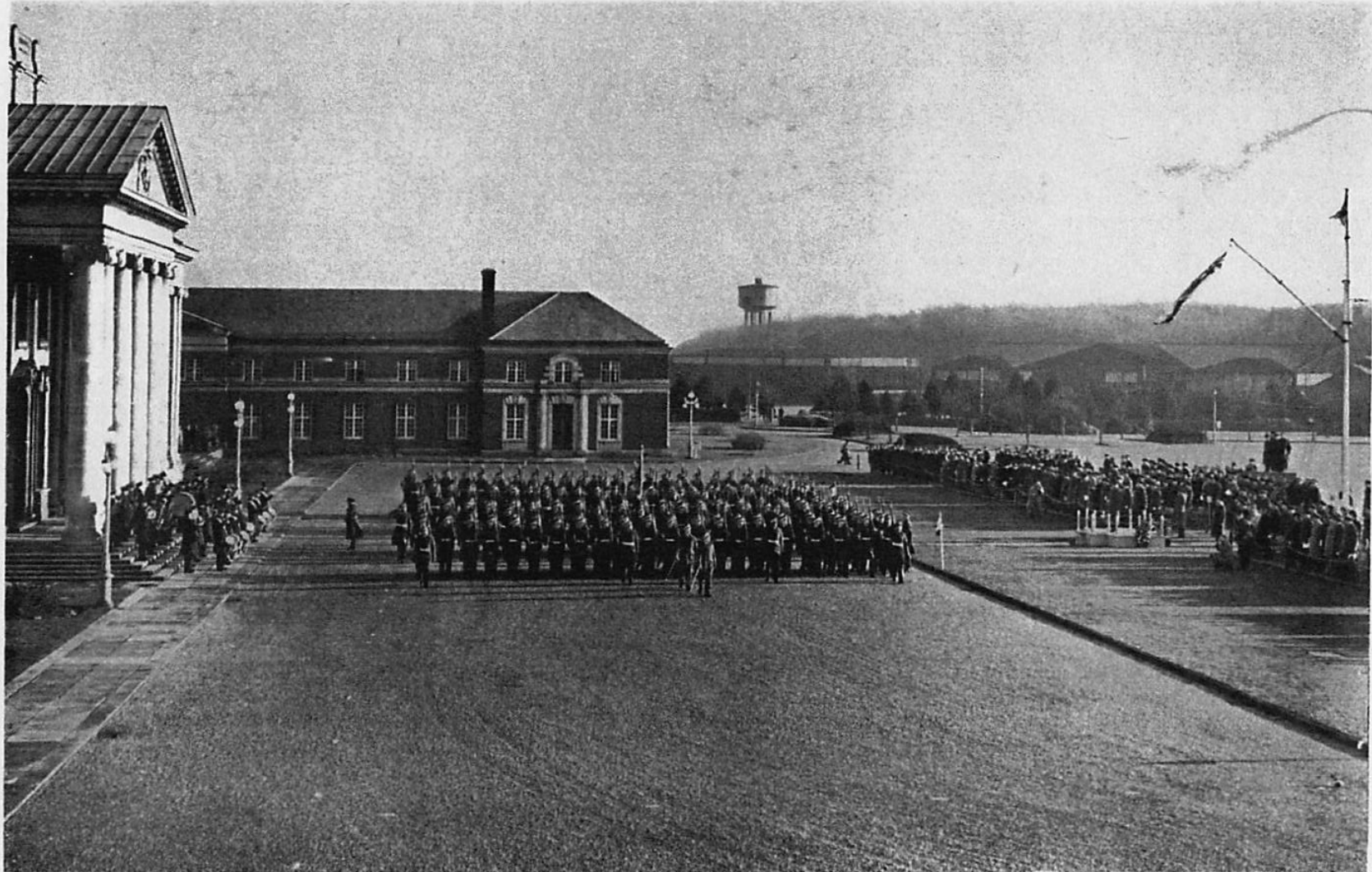
"Courage, will-power, initiative and knowledge are necessary qualities. If you have these you are a leader, but you are not necessarily a good leader. It takes a good man to lead when things are going wrong. When everything is going right it is easy. When you can't get spare parts for your aircraft and motor vehicles, when you have suffered casualties, when the ration wagon fails to arrive and your bellies are empty, then is the time a real leader counts. You won't be a real leader unless you have got another quality, and that quality is self-sacrifice. That will determine everything you do. If you have this quality you will be liked by the men you command. Put the interests of the men you lead first all the time and your own interest last. If you do this you will be a leader to whom men will turn in good times as well as bad.

"In the Army, as well as in other Services, there are no good units and bad units; there are only good officers and bad officers. If I take the officers from a so-called bad unit and exchange them with officers from a good unit, I can guarantee that in six months conditions of the respective units will be reversed. It is the officers that count, and when you go from here see that you are good officers."

The Commandant, in his address, had commended No. 48 Entry to the reviewing officer as "the last Entry to complete their basic training on the Tiger Moth, and so the last knowledgeably to be able to bore their grandchildren with tales of the old biplane days," and as a body of officers who would be a credit to their Service and a credit to the College. The present excellent spirit of the College remained as a tribute to them.

J. F. P.

March 1950 - Graduation Parade Dec 49



GRADUATION PARADE—14th DECEMBER, 1949

[Photograph by Central Press Photos, London]

March 1950 - 48 Order of Merit



[Photograph by Central Press Photos, London]
 FIELD-MARSHAL SIR WILLIAM SLIM CONGRATULATES THE WINNER OF THE
 SWORD OF HONOUR

No. 48 ENTRY GRADUATION

ORDER OF MERIT

J. R. E. Edmondson-Jones	Sword of Honour; King's Medal; J. A. Chance Memorial Prize; captain, Soccer; Cricket; President, Debating; Music.
R. E. Webster	A. G. Fellowes Memorial Prize; Athletics; Cross-Country; Engineering; Photographic.
R. J. Claridge	Senior Librarian; Sub-Editor, JOURNAL.
R. J. Spiers	Air Ministry Prize; Rugby; Swimming; Editor, JOURNAL; Dramatics; Debating.
A. N. H. Heap	R.U.S.I. Award; Debating; Sailing.
D. Parratt	Rugby; Swimming; Sub-Editor, JOURNAL; Gliding; Ski-ing.
P. J. Bardon	Captain of Boats; Secretary, College Society Advisory Committee; Dramatics; Debating; Music.
G. H. Parkinson	Rugby; Riding; Mountaineering; Engineering.
A. Wright	Dramatic; Mountaineering; Riding.
H. E. Clements	Rugby; Swimming.
I. D. Meredith	Sassoon Memorial Prize; Rugby; Fencing; Swimming; Secretary, Dramatics; Debating.
A. R. L. Chester	R. M. Groves Memorial Prize; Dickson Trophy; captain, Fencing; Athletics; Riding.
C. F. Pickard	Cricket; Photographic; Gliding.
E. N. Barrington-Reinganum	Photographic; Farming
M. McD. Harvey	Librarian; Dramatics; Sailing.
J. J. Guntrip	Shooting.
I. D. S. Cunningham	Gliding; Ski-ing.
L. C. Swalwell	Rugby; Photographic; Gliding.
J. G. Bourn	Rugby; Dramatics.
R. W. Jenkins	Gliding.
I. S. Macpherson	Rugby.
R. W. M. Dixon	Riding.
*P. A. Law	Photographic.
*C. J. S. Wood	Riding; Dramatics.

* Recommended for commissioning in branches other than the G.D. Branch.

March 1950 - Staff & Squadron Lists

STAFF APPOINTMENTS

The following list of appointments corrects to the date of going to press the lists in previous issues of the JOURNAL:

CADET WING
College Medical Officer . . . Squadron Leader D. Stevenson, M.B.E., M.D.

INSTRUCTIONAL STAFF
Chief Instructor G.S.T., Equipment and Secretarial Wing . . . Wing Commander W. E. Nicholas, D.F.C.
Army Representative . . . Major I. H. Battye, M.B.E., The Middlesex Regiment.
Chaplain (C. of E.) . . . Squadron Leader the Reverend E. W. L. May.
Senior Navigation Instructor . . . Squadron Leader D. A. Peacock, D.F.C.
Instructors:
Law and Administration . . . Squadron Leader D. H. Keary, D.F.C.
Mathematics . . . Flight Lieutenant T. R. Harris.
History . . . Flight Lieutenant R. E. Ladbrook.
Secretarial (E. and S. Wing) . . . Flight Lieutenant E. J. Baldock.
Technical (E. and S. Wing) . . . Flight Lieutenant R. M. Rose.
Flying Officer V. J. Rees.

FLYING WING
Adjutant . . . Flight Lieutenant K. A. W. Butcher.
Training Progress Officer . . . Pilot Officer N. M. Hughes-D'Aeth.
Flight Commanders . . . Flight Lieutenant A. H. Chamberlain.
Flight Lieutenant H. G. Davies.
Flight Lieutenant A. C. L. Mackie, D.F.C.
Flight Lieutenant F. Symmons, D.F.C., D.F.M.
Flight Lieutenant H. D. C. Webbe.
Squadron Adjutants . . . Flight Lieutenant P. E. Fahy, D.F.C.
Flying Officer H. G. Dryhurst.
Flying Instructors . . . Flight Lieutenant N. Q. S. Bayley, D.F.C.
Flight Lieutenant D. E. Cooke.
Flight Lieutenant B. R. W. Forster, D.F.C.

The following have left the College Staff:
Wing Commanders K. M. M. Wasse, D.F.C., and H. H. Mayoh.
Major M. A. C. Osborn, D.S.O., O.B.E., M.C., The West Yorkshire Regiment.
Squadron Leaders The Reverend E. W. P. Ainsworth, J. C. Hutton, J. L. Mitchell, M.V.O., D.F.C., J. F. Powell and W. L. Price, M.B., B.Ch.
Flight Lieutenants R. G. McN. Burton, F. H. D. Eades, J. R. Gibbons, P. G. Gladstone, C. P. H. Kunkler, J. A. McCleod, H. F. Orchard, A. Speake, H. E. White and C. A. Winch.

SQUADRON LISTS

PROMOTIONS, SPRING TERM, 1950

A SQUADRON
Flight Cadet Under-Officer R. Pavey. Flight Cadet Corporal K. V. E. Gilbert.
Flight Cadet Sergeant P. Mc. D. Armour. Flight Cadet Corporal G. S. Goodsell.
Flight Cadet Sergeant I. Gordon-Johnson. Flight Cadet Corporal M. Short.
Flight Cadet Corporal R. H. Gidman.

B SQUADRON
Flight Cadet Under-Officer W. F. Knapper. Flight Cadet Corporal B. N. Bennett.
Flight Cadet Sergeant A. S. H. Black. Flight Cadet Corporal R. Dyson.
Flight Cadet Sergeant I. A. N. Worby. Flight Cadet Corporal P. F. Keeling.
Flight Cadet Sergeant A. Turner.

C SQUADRON
Flight Cadet Under-Officer D. Mullarkey. Flight Cadet Corporal A. W. Powell.
Flight Cadet Sergeant W. L. Bull. Flight Cadet Corporal J. R. Rogers.
Flight Cadet Sergeant H. S. Carver. Flight Cadet Corporal B. J. Ball.
Flight Cadet Corporal P. G. Nickoll.

EQUIPMENT AND SECRETARIAL WING, DIGBY
Flight Cadet Under-Officer D. I. O'Hara. Flight Cadet Corporal M. D. Fenner.
Flight Cadet Sergeant D. F. Bates.

No. 56 ENTRY

A SQUADRON
P. J. Bogue, Churcher's College. D. Harcourt-Smith, Felsted.
D. S. Burrows, Hampton Grammar School. M. K. Khan, Burn Hall School, Srinagar, Kashmir.
J. D. S. Christey, Brentwood (Ternhill No. 6 F.T.S.). P. Kennett, Halton.
C. Crook, Bournemouth School. R. A. Streatfield, Eton.
N. H. Giffin, Bancroft's. M. J. Taylor, Southern G.S., Portsmouth.
A. G. N. Hampton, Mill Hill (Ternhill No. 6 F.T.S.). M. G. Tomkins, Haileybury.
J. Wilkinson, Rugby.

B SQUADRON
A. E. Burch, Halton. P. N. Legge, Shrewsbury.
P. Bureau, Cheltenham (Hullavington No. 1 A.N.S.). G. S. Malik, Government College, Lahore.
G. H. Burleigh, Reading. M. R. Martin, Sherborne.
J. H. D. Daly, Wellington. I. A. Svensson, Portsmouth G.S.
P. E. Keen, Halton. C. V. Symons, Redruth G.S.
P. G. Walker, Northern Polytechnic.

C SQUADRON
D. M. K. Atherley, Belmont Abbey. J. W. Heard, Kingham Hill School, Oxon.
C. I. Benson, Tiffin's. J. R. Pearce, Wellington.
D. B. Birley, Repton. A. J. Selwood, Whitchurch G.S., Cardiff.
D. R. K. Butcke, Malvern. D. G. Slade, Merchant Taylor's (Feltwell No. 3 F.T.S.).
R. Dick, Beckenham C.G.S. R. Forrest, Wyde Green College, Sutton. D. F. Smith, Ilford C.H.S.
Coldfield. D. H. Warren, Halton.

EQUIPMENT AND SECRETARIAL WING, DIGBY

No. 7 ENTRY

A FLIGHT
J. M. Boden (E.), Birkenhead. R. H. T. Overall (S.), Uppingham.
J. W. Burgess (S.), Dynevor G.S., Swansea. A. J. Scott (E.), Cranwell.
A. G. Hamilton (S.), Camphill, Paisley.

B FLIGHT
J. R. Davies (E.), Halton. M. P. H. Pollard (E.), Kent College, Canterbury.
M. H. Davis (S.), St. Marylebone Grammar. R. W. Lidstone (S.), Devonport High School, Plymouth.
T. M. H. Satterthwaite (S.), Uppingham.



June 1950 - Lead Photo



[Photo: A. W. H. Macdonald, A.R.P.S.]

GROUP CAPTAIN D. LUMGAIR
Assistant Commandant, Equipment and Secretarial Wing

June 1950 - Senior Term Apr 50 (49 Entry)



[Photo: Gale & Polden Ltd., Aldershot

PRIZEWINNERS, 49 ENTRY, APRIL, 1950

Standing—F.C. Sgt. W. L. Bull. F.C. Cpl. P. G. Nickoll. F.C. Sgt. P. D. Armour.
 Sitting—F.C. U./O. D. Mullarkey. F.C. U./O. W. F. Knapper. F.C. Sgt. I. A. N. Worby.



[Photo: Gale & Polden Ltd., Aldershot

SENIOR TERM, APRIL, 1950

F.C. Cpl. P. F. Keeling. F.C. Cpl. R. Dyson. F.C. Cpl. R. H. Gidman. F.C. Cpl. R. W. Burgess. F.C. Cpl. M. Short. F.C. Cpl. B. N. Bennett. F.C. Cpl. J. R. Rogers.
 F.C. Sgt. P. D. Armour. F.C. Cpl. B. J. Ball. F.C. Cpl. A. W. Powell. F.C. Cpl. P. G. Nickoll. F.C. Cpl. K. V. E. Gilbert. F.C. Cpl. G. S. Goodsell. F.C. Sgt. W. L. A. Bull.
 F.C. Sgt. I. Gordon-Johnson. F.C. Sgt. H. S. Carver. F.C. U./O. D. Mullarkey. F.C. U./O. F. W. Knapper. F.C. U./O. R. Pavey. F.C. Sgt. I. A. N. Worby. F.C. Sgt. A. Turner.

June 1950 - No 1 (E&S) Entry



[Photo: Gale & Polden Ltd., Aldershot]

PRIZEWINNERS, NO. 1 (E. & S.) ENTRY

F.C. Sgt. D. C. Robinson. F.C. U./O. D. I. O'Hara. F.C. D. F. Bates.

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[Photo: Gale & Polden Ltd., Aldershot]

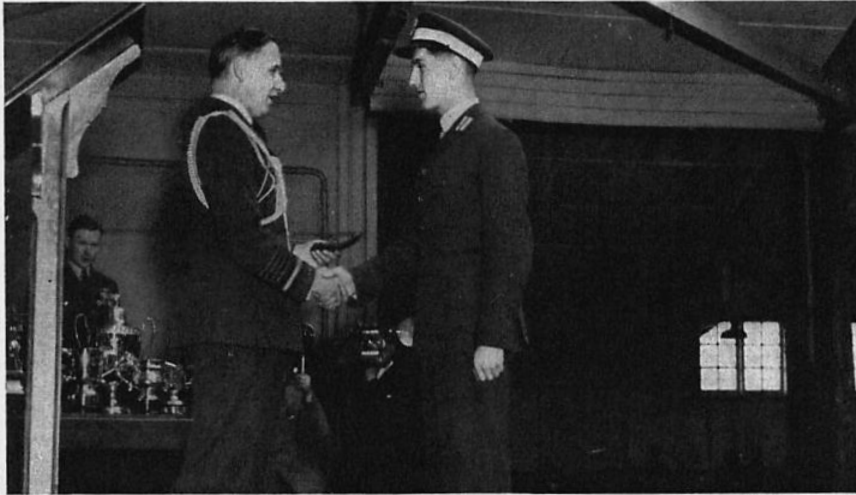
No. 1 (E. & S.) ENTRY

Back Row—F.C. A. Breaks. F.C. D. C. A. Lloyd. F.C. S. H. D. Weigall. F.C. T. G. C. Caton. F.C. P. M. Randolph.

Front Row—F.C. Cpl. A. B. McGuire. F.C. Cpl. B. J. Longworth. F.C. Sgt. D. C. Robinson. F.C. U./O. D. I. O'Hara. F.C. Sgt. D. F. Bates. F.C. Cpl. P. A. Richardson. F.C. Cpl. M. D. Fenner.

June 1950 - 49 Entry and 1 (E&S) Graduation

DIGBY'S FIRST GRADUATION



[Crown Copyright]

LORD TEDDER PRESENTS THE MEDAL OF HONOUR



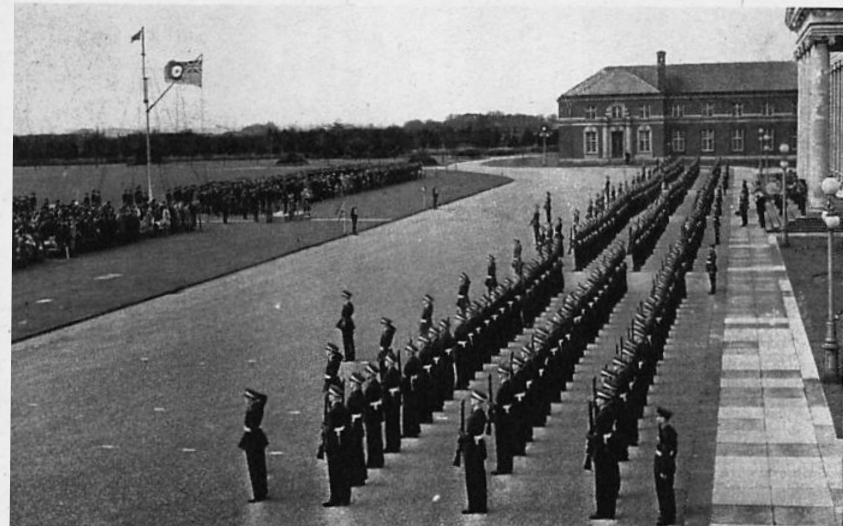
[Crown Copyright]

LORD AND LADY TEDDER ON THE COLLEGE STEPS



[Crown Copyright]

LORD TEDDER INSPECTING THE DIGBY SQUADRON



[Photo: Gale & Polden Ltd., Aldershot]

LORD TEDDER RECEIVES THE SALUTE

June 1950 - 49 Entry and 1 (E&S) Orders of Merit

No. 49 ENTRY

ORDER OF MERIT

W. F. Knapper	Sword of Honour; King's Medal; Rugby; Athletics; Boxing; Dramatics; Debating.
D. Mullarkey	Sassoon Memorial Prize; Chance Memorial Prize; Dramatics; Debating; Ski-ing; "C" Gliding certificate.
P. D. Armour	A. G. Fellowes Memorial Prize; Rugby; Sailing; Secretary, Ski-ing.
W. L. Bull	Squash; Mountaineering.
P. G. Nickoll	Air Ministry Prize; R.U.S.I. Award; Soccer; Dramatics; Debating; Editor, JOURNAL.
I. A. N. Worby	Ski-ing; Dramatics; Debating.
J. R. Rogers	Gliding; Mountaineering; Photography; Engineering; captain, Riding; "C" Gliding certificate.
R. Pavey	Captain, Rugby; Cricket; Sailing.
M. Short	Secretary, Dramatics; Secretary, Debating; JOURNAL.
A. W. Powell	Fencing; Dramatics; Debating; Sailing; Ski-ing.
I. Gordon-Johnson	Rugby; Athletics; Boxing.
P. F. Keeling	Secretary, Cross-Country; Athletics; Dramatics; Ski-ing.
K. V. E. Gilbert	Captain, Tennis; Squash; Dramatics.
R. H. Gidman	Secretary, Dramatics; Debating; Librarian.
H. S. Carver	Cricket; Ski-ing.
R. W. Burgess	Swimming.
B. J. Ball	Boxing; Sailing.
A. Turner	Ensign; captain, soccer.
B. N. Bennett	Gliding; Ski-ing; "C" Gliding certificate.
G. S. Goodsell	Secretary, Music; Dramatics; Senior Librarian.
R. Dyson	Captain, Cross-Country; Athletics; Dramatics; "C" Gliding Certificate.

No. 1 (E. & S.) ENTRY

ORDER OF MERIT

D. F. Bates	Secretarial Prize; Cricket; Hockey; Dramatics.
M. D. Fenner	Captain, Cricket; Rugby; Soccer; Squash.
D. C. Robinson	Equipment Prize; Cross-Country; Athletics; Soccer; Photography.
A. B. McGuire	Rowing; Soccer; Dramatics.
D. C. A. Lloyd	Golf; Swimming; Tennis; Music.
D. I. O'Hara	Medal of Honour; Athletics; Squash; Rugby; Ornithology.
P. M. Randolph	Hockey; Soccer; Riding.
B. J. Longworth	Tennis; Dramatics; Rugby; Hockey.
P. A. Richardson	Swimming; Tennis; Athletics; Rugby.
S. H. D. Weigall	Cricket; Rugby; Soccer.
T. G. C. Caton	Athletics; Dramatics; Sub-Editor, JOURNAL.
A. Breaks	Hockey; Athletics; Boxing; Engineering.

June 1950 - Main Article

THE YOUNG IDEA

WE seldom properly understand what a politician means by the "cross-sections" he is so fond of talking about. But anyone at Cranwell between 28th March and 22nd April would easily have recognized "a cross-section of English schools," for at the Combined Cadet Force Camp there were contingents from seventeen schools in all parts of the country. Altogether, 219 cadets and sixteen officers attended; the largest party was from Whitgift School, which sent twenty-three cadets and one officer; and the smallest was the single gallant cadet from Cheltenham.

The cadets were presented with a programme that was full, varied and interesting. It was interesting largely because the organizers of the camp had wisely emphasized practical instruction; there were no purely theoretical lectures, nothing was described that was not there to be seen and handled, and the cadets were allowed to twiddle knobs to their hearts' content.

Flying was naturally the great attraction, and the weather was kind, for the cadets were kept on the ground for only two half-days during the whole period. Each cadet had two hours' flying instruction in the air in a Prentice or Harvard, and also some navigation instruction in an Anson. The back seat of the Prentice caused a good deal of air sickness, but this did not deter even some of the worst sufferers from staying on after their parties had left, in the hope of getting more flying. One young man remained for an extra five days, and then, having secured no less than seventy minutes' flying in a single morning, managed to drag himself away. He was one of the most excited of those who had watched, on two previous Sundays, examples of most current operational types of aircraft being flown in to Cranwell, and listened to the pilots talking about their aircraft.

The visits the cadets made were popular, one of the most successful being that to 1109 M.C.U. at Boston, to see something of air-sea rescue work. The cadets went to sea in a high-speed launch, and some even professed regret that the water was so smooth. Although they travelled at 30 knots, the launch did not leap and lunge as dramatically as the cinema had led them to expect it would.

It was perhaps through watching the No. 49 Entry Graduation Parade that the cadets became enthusiastic for ceremonial drill. Weekly drill competitions were held (won by Cranbrook, Royal Liberty and Portsmouth Grammar), and championships were awarded to the contingents that obtained the most marks for drill over the whole period of camp; these went to Cranbrook, Varndean, and Royal Liberty. Portsmouth Grammar School, having won the final week's drill competition, had to provide the guard of honour at the passing-out parade, which was taken by Group Captain Corbally. Without prompting from their officers, these boys volunteered for extra drill in preparation for the ceremony, and acquitted themselves very well indeed on the parade. The cadets also appreciated the honour of being allowed to conduct the ceremony of hoisting the Station Colour on most mornings during their stay.

The intricacies of radio, radar and elementary aerodynamics in no way daunted the cadets. They operated a mock fighter sector operations room, complete with dummy aircraft containing cadets, and their enthusiasm awakened war-time memories for some instructors. More than one cadet made his voice sound exactly like an irascible Group Captain with his P.B.X. in a tangle at a tense moment. The cadets were also introduced to "Gee" and "Rebecca," they used a Homer to bring in real aircraft, and

they were allowed to record their own voices. This last gave them the unpleasant shock we all feel when we first hear the horrible noise we are accustomed to inflict upon our fellow men. In the wind tunnel they saw how and why a plane stalls, and they learned about Bernoulli's theorem. It was here that the cadets with a bent for science surprised their instructors by their grasp of technical problems.

"Weapons" was a branch of training which the cadets tackled with enthusiasm. They made the acquaintance of the .5 Browning and the 20-mm. Hispano, and fired the .303 Browning on a 25-yard range. The R.A.F. Regiment instructors were suitably impressed by the savage expressions on the cadets' faces as they buried the bullets in the sand.

But the most exciting part of the ground combat training was the night operations. One group of cadets had to pass undetected over a frontier manned by their fellows and members of the camp staff. On the first operation, no one remembered to brief the R.A.F. Police, with the result that the security patrol was constantly being arrested by the frontier guards. It is also alleged that these cadets on one occasion behaved so ferociously that the dog-handler released his dog, which failed, however, to catch a cadet who had suddenly observed that the operation was becoming a trifle too realistic.

It was not surprising that the cadets showed little desire to go outside the camp for amusement and relaxation. There were games and swimming. Determined to extract the utmost experience from life at Cranwell, most of the rugger schools chose to play soccer, while the soccer schools played rugger. The cadets also made good use of the instruction offered at the swimming bath, and many obtained the A.T.C. Swimming Certificate. Informal talks and discussions in the evenings were a popular diversion, and such subjects as "Bomber Tactics," "The Work of Fighter Command," and "The Royal Air Force College" provoked some shrewd questions and comments.

The camp was commanded by Squadron Leader B. R. Champion, whose second-in-command was Flight Lieutenant A. R. Gordon-Cumming. Flying Officer R. I. Hudson, from No. 64 Reserve Centre, was Adjutant, and Pilot Officer R. H. Gidman, who had just passed out with No. 49 Entry, came back to act as Assistant Adjutant. Congratulations are due to these officers, and to all the others who helped to run the camp. They showed the schools what the Royal Air Force has to offer, and corrected false impressions of the Service which some of the boys had picked up from gossip.

The cadets naturally saw a good deal of the Royal Air Force College and acquired much official and unofficial information about the life and work of a Cranwell cadet. They showed great interest, and on their conducted tour of the College bombarded their hosts with questions. Some of the bolder spirits simply asked: "How do you get into Cranwell?" The more cautious asked first: "What's it like at Cranwell?"

The cadets are to be commended on their smartness and the keenness they showed to take advantage of all that was offered to them. But the camp can take only a small share of the credit for this. We must not forget the work which has been going on in the schools, and which provided the groundwork upon which a successful fortnight's training could be based. For example, two fourteen-year-olds from Portsmouth South Grammar School arrived at the camp as fully proficient C.C.F. cadets. The Air Force as a whole owes gratitude to the schools. Before long we shall be meeting these boys in the ranks of the Royal Air Force; some, we hope, will be cadets of the Royal Air Force College. We shall then fully realize the worth of the work of all those who shared in their preliminary training.

R. G. R.

June 1950 - CCF Camp

THE C.C.F. CAMP AT CRANWELL



[Crown Copyright]
Pupils change over: the smallest cadet at the camp (seated) is about to start on a training flight.



[Crown Copyright]
Air-Sea Rescue. The cadets experience speed on the water in a R.A.F. launch.

June 1950 - Staff Appointments

THE following list of appointments corrects to the date of going to press the lists in previous issues of the JOURNAL :

CADET WING

Officer Commanding C Squadron

Squadron Leader M. D. Lyne, A.F.C.

Cadet Wing Officers :

- A Squadron Flight Lieutenant A. W. Griffiths.
- C Squadron Flight Lieutenant P. F. Saunders.

Equipment and Secretarial Wing.

INSTRUCTIONAL STAFF

Instructors :

- R.A.F. Regiment Flight Lieutenant A. Cruickshank.
- Engineering Flight Lieutenant R. Howard.
- Mathematics Flying Officer N. Parker-Jarvis.

FLYING WING

Officers Commanding Squadrons :

- No. 1 Squadron Squadron Leader P. W. Cook.
- No. 2 Squadron Squadron Leader J. C. Breese, D.F.C.
- No. 3 Squadron Squadron Leader R. B. Cole, D.F.C.
- No. 4 Squadron Squadron Leader D. T. M. Lumsden.

Flight Commanders

- Flight Lieutenant E. Gillies, D.F.C.
- Flight Lieutenant D. W. F. Muir.
- Flight Lieutenant R. C. P. Thompson.

Flying Instructors

- Flight Lieutenant J. G. G. Beddoes.
- Flight Lieutenant A. F. Bell-Williamson.
- Flight Lieutenant D. L. Eley.
- Flight Lieutenant A. E. Henderson, A.F.C.
- Flight Lieutenant R. G. Honeyman, D.F.C., A.F.C.
- Flight Lieutenant B. G. Lock.
- Flight Lieutenant W. J. Marriott.
- Flight Lieutenant D. G. F. Palmer.
- Flight Lieutenant R. T. Saunders.
- Flight Lieutenant J. G. Wilson.
- Flight Lieutenant F. S. Wood.
- Flying Officer W. B. C. Young.

The following have left the College Staff :

- Squadron Leaders J. A. C. Aiken, J. S. Owen and K. Ritchley.
- Major H. L. Hogan, U.S.A.F.
- Flight Lieutenants P. G. Crawshaw-Williams, L. Kendrick and J. J. W. Salmond.
- Flying Officer T. J. Hemsley.

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- Flight Lieutenants P. G. Crawshaw-Williams, L. Kendrick and J. J. W. Salmond.
- Flying Officer T. J. Hemsley.

June 1950 - Squadron Lists

SQUADRON LISTS

PROMOTIONS, SUMMER TERM, 1950

A SQUADRON

Flight Cadet Under-Officer D. A. Arnott.	Flight Cadet Acting-Corporal R. D. Jones.
Flight Cadet Sergeant O. M. Cruickshank.	Flight Cadet Acting-Corporal D. C. Luck.
Flight Cadet Sergeant I. H. F. Walmsley.	Flight Cadet Acting-Corporal R. T. MacMullen.
Flight Cadet Corporal K. E. Lee.	Flight Cadet Acting-Corporal W. C. Milne.
Flight Cadet Corporal D. Nursaw.	Flight Cadet Acting-Corporal V. Southon.
Flight Cadet Acting-Corporal J. F. H. Chick.	

B SQUADRON

Flight Cadet Under-Officer R. G. Perry.	Flight Cadet Corporal E. V. Mellor.
Flight Cadet Sergeant W. D. Heard.	Flight Cadet Acting-Corporal R. J. Littlejohn.
Flight Cadet Sergeant H. R. Radford.	Flight Cadet Acting-Corporal R. S. May.
Flight Cadet Corporal P. Gilliatt.	Flight Cadet Acting-Corporal J. L. Price.
Flight Cadet Corporal A. S. Lee.	Flight Cadet Acting-Corporal J. A. Williams.
Flight Cadet Corporal J. A. Mansell.	

C SQUADRON

Flight Cadet Under-Officer G. W. F. Charles.	Flight Cadet Acting-Corporal W. F. Jacobs.
Flight Cadet Sergeant W. E. Kelly.	Flight Cadet Acting-Corporal N. R. L. Saunders.
Flight Cadet Sergeant F. R. Lockyer.	Flight Cadet Acting-Corporal G. B. Stockman.
Flight Cadet Corporal J. E. Elliot.	Flight Cadet Acting-Corporal K. A. Williamson.
Flight Cadet Corporal P. J. Elton.	
Flight Cadet Corporal G. W. Payne.	
Flight Cadet Corporal J. W. Price.	

No. 57 ENTRY

A SQUADRON

R. B. Cook, Portsmouth Grammar School.	T. A. Knights, Derby School.
D. J. Edwards, Cranwell.	R. B. Pyrah, Ashfield College, Harrogate.
J. R. Harper, Penzance County Grammar School.	J. A. Robinson, Sir Thomas Rich's School, Gloucester.
A. G. Harris, St. Michael's College, Hitchin.	M. Sadruddin, Prince of Wales's Royal Military College, Dehra Dun.
D. B. Hives, Repton.	B. Thrussell, Bedford Modern School.
R. Humpherson, St. Albans.	M. J. P. Walmsley, Bradfield College, Berks.
B. Huxley, St. Paul's School, West Kensington.	
J. C. G. Kerr, Fettes.	

B SQUADRON

I. C. B. Brettell, Cheltenham.	P. H. Lewis, Rye Grammar School.
L. A. Boyer, Cheltenham.	G. T. R. Pitts-Tucker, All Hallows.
J. L. Harrison, Saint Edward's, Liverpool.	D. Roberts, De Aston Grammar School.
D. H. E. Hinton, Charterhouse.	J. B. Smith, Peter Symonds School, Winchester.
J. Hodgson, Saint Bernadines, Bucks.	I. F. Weston, Merchiston Castle School.
G. Jones, Northampton Grammar School.	G. Willis, King's School, Ealing.
A. F. W. Keeley, King's Norton Grammar School.	

C SQUADRON

G. R. Birchall, Queen Elizabeth's, Barnet.	W. E. Kirk, James Watt Technical College, Smethwick.
R. de V. Boulton, Shrewsbury.	J. D. Mackessack, Fettes.
D. A. V. Clark, Woking Grammar School.	R. R. Martin, Royal School, Dungannon.
G. A. Coatsworth, Queen Elizabeth's, Wakefield.	G. A. Muncaster, Gillingham Grammar School.
L. R. Davies, Bede Grammar School, Sunderland.	I. M. Powell, Wanganui Collegiate School, N.Z.
A. C. Doggett, Gresham's.	I. A. Sahibzada, Bishop Cotton School, Simla.
J. C. Dunn, King Edward VI School, Bury St. Edmunds.	M. J. Wither, Worcester Royal Grammar School.

EQUIPMENT AND SECRETARIAL WING, DIGBY

No. 8 ENTRY

M. S. Brown, Brighton College.	P. E. G. Hunt, Minehead Grammar School.
D. J. Anderson, King Edward VI Grammar School, Totnes.	D. V. Jackson, Richmond Grammar School.
R. H. Francis, Penzance County Grammar School.	J. K. Kerr, St. Cuthbert's Grammar School.
J. R. Bradshaw, King's School, Peterborough.	D. A. Kitson, St. Peter's College, Freshfield.
	B. W. Opie, Radley College, Abingdon.

MISS ABERGAVENNY, 1949

Miss Aber-one nine-gavenny four nine,
 Her blood-trembling beauty will twist a first line.
 The pout of her lips puts the roses to shame,
 For the flash of her smile so enchanting a frame.
 What perfection her figure! Of sure-moulded charm
 The delicate shoulders, the curve of her arm.
 And round those smooth shoulders lying yellow and rare
 As a tulip in winter, the fairest of hair.

But take all the powder, peroxide and padding,
 The lipstick, the suntan applied with the wadding,
 The fashion designers, the alchemists, all
 The servants of glamour, the great and the small.
 Go back to the days before monkeys were men,
 When amœbæ were kings of miasma and fen;
 Life stirred in the slime—oh, the terrible chasm
 'Twixt the beauty queen and the protoplasm.

G. W. P.

November 1950 - Lead Photo



[Photo: Navana Vandyk, Ltd., London, W.1

AIR COMMODORE L. F. SINCLAIR, G.C., C.B., C.B.E., D.S.O.,
Commandant of the Royal Air Force College

November 1950 - 50 Entry and Prize Winners



PRIZE WINNERS—JULY, 1950

[Photo: Gale & Polden Ltd., Aldershot

Standing—F.C. Sgt. O. M. Cruickshank (Philip Sassoon Memorial), F.C. Cpl. J. W. Price (Imperial and War Studies).
Seated—F.C. Cpl. E. V. Mellor (King's Medal, Abby Gerrard Fellowes Memorial, R.U.S.L. Dickson Trophy), F.C. U./O. G. W. F. Charles (Sword of Honour, Robert Marland Groves Memorial, John Anthony Chance Memorial).



SENIOR TERM—JULY, 1950

[Photo: Gale & Polden Ltd., Aldershot

Standing—F.C. Cpl. J. E. Elliott, F.C. Cpl. P. J. Elton, F.C. Cpl. A. S. Lee, F.C. Cpl. G. W. Payne, F.C. Cpl. J. A. Mansell, F.C. Cpl. D. Nursaw, F.C. Cpl. E. V. Mellor, F.C. Cpl. J. W. Price, F.C. Cpl. P. Gilliatt.
Seated—F.C. Sgt. I. H. F. Walmsley, F.C. Sgt. W. D. Heard, F.C. Sgt. W. E. Kelly, F.C. U./O. R. G. Perry, F.C. U./O. G. W. F. Charles, F.C. U./O. D. A. Arnott, F.C. Sgt. H. R. Radford, F.C. Sgt. O. M. Cruickshank, F.C. Sgt. F. R. Lockyer.

November 1950 - Squadron Lists

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JOURNAL OF THE ROYAL AIR FORCE COLLEGE

THE GRADUATION OF No. 50 ENTRY

ON 26th July, 1950, Cranwell achieved its half-century of "passings-out." Only a modest number of cadets had the distinction of graduating at this milestone in the history of the College, for No. 50 Entry was a small one, the smallest of the post-war entries, and it was unsupported by a graduating entry from the Equipment and Secretarial Wing.

The reviewing officer was Sir John C. Slessor, G.C.B., D.S.O., M.C., Chief of the Air Staff.

It has not yet been necessary to use the wet-weather programme on any of the post-war graduation days, but on most of these days, irrespective of the season, hosts and guests have wished for warmer weather. The 26th of July, however, was both fine and warm; and with the Cranwell wind hardly strong enough to stir the ladies' summer dresses the guests were able to enjoy to the full the pomp and ceremony of the parade, and the stirring and melodious airs provided by the College Band.

A much-appreciated innovation on this graduation day was the display of aerobatics and formation flying by Meteor aircraft of No. 263 Squadron. This took place after lunch, and it was indeed pleasant to sit on the Orange and be thrilled by the faultless precision and hair-breadth accuracy of the aircraft hurtling overhead.

Presenting the prizes, Sir John Slessor stressed the importance of leadership, and spoke of the responsibilities of the young R.A.F. officer. "Another essential for an officer who is going high in the Service," he said, "is to think."

"I don't mean you should always be thinking about Service matters—God forbid; a man whose whole horizon is limited by the Service will never be any good, and I hope you will always give a lot of your mind and time to the other important things of life, like good literature, cricket, good pictures and music, sailing and fishing, and the ways other men live, in our country and abroad. I go so far as to say that no one can be a really good officer unless his outlook and interests are wider than the Service. But the Service must be your first interest, your first devotion; and that means thinking about the Service, what can be done to make it more efficient, more fit for the object for which it exists—which is the prevention of war. Good ideas are not the monopoly of high rank—far from it; and I think our Service does encourage its younger members to put up their ideas. And in the Service you will never give of your best or fulfil your duty if you think *solely* of flying. The R.A.F. is first and foremost a flying, fighting Service. But it is far more than that—which is not always understood by the people outside the Service. The R.A.F. is a vast and complex *organization*—something like a great nationalized industry with a turnover of £250 million a year. And to run a show like that one must have men of the highest administrative and organizing ability."

In his address Air Vice-Marshal G. R. Beamish, C.B., C.B.E., reviewed the progress of the College during the eighteen months during which he had been Commandant. "The spirit of the cadets is splendid," he said, "and I believe, just as you would wish to see it. They demonstrate their pride in the College and their interest in their training in very many ways. The staff know that they are going to continue to carry this spirit and pride into the Royal Air Force, and this provides our real satisfaction."

Of No. 50 Entry the Commandant said: "This small band has every right to be proud of its achievements at Cranwell, and I personally will always be pleased to be associated with the passing out of No. 50 Entry from the College." R. G. R.



SIR JOHN SLESSOR ARRIVING AT THE PARADE GROUND

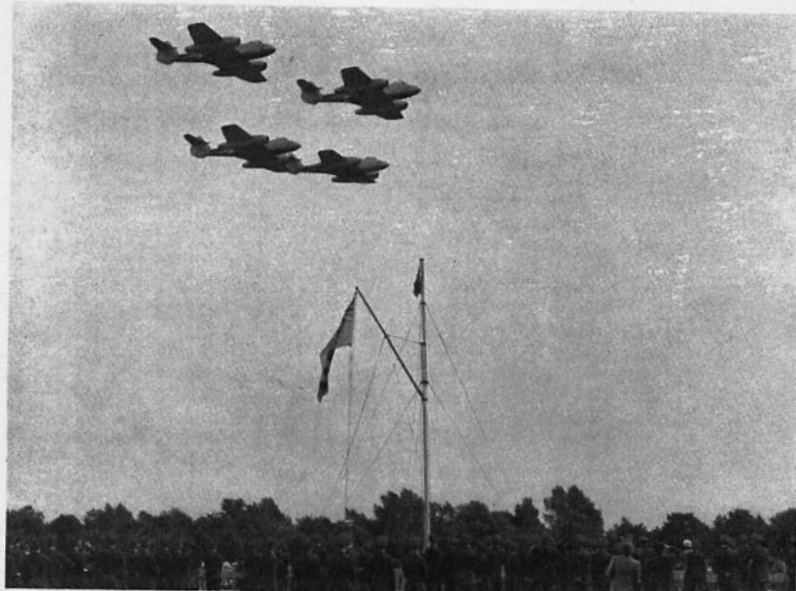
[Crown Copyright]



SIR JOHN SLESSOR PRESENTS THE SWORD OF HONOUR

[Crown Copyright]

November 1950 - 50 Entry Order of Merit



DISPLAY BY METEORS OF No. 263 SQUADRON

[Crown Copyright]



GRADUATION NIGHT, JULY, 1950

[Crown Copyright]

No. 50 ENTRY GRADUATION

ORDER OF MERIT

- | | |
|-------------------|--|
| E. V. Mellor | King's Medal; Dickson Trophy; A. G. Fellowes Memorial Prize; R.U.S.I. Award; Association Football; Hockey; Secretary, Engineering. |
| H. R. Radford | Captain, Riding; President, Debating. |
| W. E. Kelly | Editor, JOURNAL; Dramatics. |
| O. M. Cruikshank | Sassoon Memorial Prize; Captain, Boxing; Secretary, Skiing; Dramatics; Sailing. |
| J. W. Price | Air Ministry Prize; Dramatics; Debating. |
| R. G. Perry | Captain, Athletics; Association Football; Dramatics; Advisory Committee. |
| G. W. F. Charles | Sword of Honour; Groves Memorial Prize; Chance Memorial Prize; Association Football. |
| D. Nursaw | Photography; Debating. |
| W. D. Heard | Librarian. |
| A. S. Lee | Association Football. |
| F. R. Lockyer | Squash; JOURNAL; Librarian. |
| I. H. F. Walmsley | Association Football; Riding; Sailing; Secretary, Angling; Secretary, Philately. |
| J. A. Mansell | Ensign; Captain, Hockey; JOURNAL; Librarian. |
| D. A. Arnott | Secretary, Boxing; Rugby; Secretary, Advisory Committee; Sailing. |
| J. E. Elliott | Rowing; Secretary, Photography. |
| G. W. Payne | Dramatics. |
| P. J. Elton | Dramatics. |

November 1950 - Main Article (1)

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JOURNAL OF THE ROYAL AIR FORCE COLLEGE

ANTARCTIC RESCUE

BY FLIGHT LIEUTENANT J. LEWIS

THE Falkland Islands, lying 300 miles east of the Straits of Magellan, are the most southerly organized colony of the British Commonwealth. From the Falkland Island it is another 800 miles in the direction of the South Pole before one reaches the Falkland Island Dependencies, the best known of which is probably South Georgia.

The Falkland Island Dependencies Survey, usually abbreviated to F.I.D.S., is an organization devoted to exploration and research in these Antarctic and sub-Antarctic regions. It is financed by the Falkland Island Dependencies, whose revenue is derived from an export tax on the whaling industry of South Georgia.

The Survey works for bases at various points in the South Orkneys, South Shetlands and the coast of Graham Land.

These bases are maintained by the Survey vessel *John Biscoe*, an ex-naval net-layer of 870 tons, which leaves the United Kingdom in October each year with relief personnel and a year's supply of food, fuel and equipment for each base. The summer season in the Antarctic is very short, lasting only from the beginning of March to the end of May, and during this brief period, when the ice is breaking up, the *John Biscoe* must relieve all the bases.

The 1948-49 winter was unusually severe, and the ice in Marguerite Bay, where the most southerly F.I.D.S. base was situated on Stonnington Island, did not break up. The *John Biscoe* was forced to return to the Falkland Islands without relieving Base "E," as Stonnington was called.

Base "E" was manned by eleven men, five of whom were beginning their third year in the Antarctic. The base had sufficient food and fuel for the following year, but it was imperative that it should be relieved during the next summer season if the men were not to starve.

The Governor of the Falklands and Commanding Officer of F.I.D.S., Sir Miles Clifford, therefore decided that during the 1948-49 season the *John Biscoe* must take two aircraft, a Norseman and an Auster equipped with floats and skis, to provide ice reconnaissance; if the ship could not get into Marguerite Bay these aircraft would have to fly out the Base "E" personnel.

Sir Miles asked the R.A.F. and R.C.A.F. to provide two pilots and two fitters to fly and maintain the Norseman and Auster during the ensuing year, and these were duly selected. The pilots were Flying Officer P. B. St. Louis, an experienced "bush pilot" of the R.C.A.F., and myself, representing the R.A.F. The fitters were Sergeants Hunt and Bodys, both ex-Halton apprentices.

The Norseman was built in Canada, crated with sufficient spares for one year's operation, and shipped to the United Kingdom. The Auster, which had been specially designed for work in the Antarctic, was also crated with spares for the same period and sent to Southampton, where both aircraft were loaded on to the *John Biscoe*. Meanwhile many preparations were going forward. There were tool and medicine kits to be assembled, spares and stores to be checked, and clothing, which included the new R.A.F. winter flying suit, had to be obtained. But at last all was made ready, and the ship sailed.

The *John Biscoe* left Southampton on 11th October, 1949, bound for Deception

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Island in the South Shetlands, via St. Vincent, Montevideo and the Falkland Islands. We arrived at Port Stanley in the Falklands on 13th November, having spent one day at St. Vincent for fuel and four days in Montevideo loading supplies which had been flown out from the United Kingdom. During the two weeks we spent at the capital of the Falklands we were issued with kit and had lectures on various aspects of Antarctic life.

On 26th November the *John Biscoe* sailed on the first of its southern voyages, to take the aircraft and spares to Deception Island, which was to be the air base. She arrived there on 2nd December after some difficulty in navigating through the pack ice in the Boyd and Nelson Straits. During the whole voyage the food, accommodation and spirit of the party had been excellent and everyone arrived in the Antarctic 100 per cent. fit.

The plan now was to get ashore and pick a suitable site on which to build the aircraft, to unload the aircraft, spares and fuel, and to get the air party settled ashore in the base hut. This all went off like clockwork; while the two sergeants supervised the breaking open of the packing cases, the building of the floats and the assembling of the fuselages on them so that they could be floated ashore, Flying Officer St. Louis and I ran a shuttle service between the ship and shore, taking all the spares, equipment and fuel, and storing them in an old water boat which was high and dry on the beach.

The job of unloading and establishing Deception as an air base was completed by 8th December. The *John Biscoe* then departed to relieve two other bases before sailing back to Port Stanley. She was scheduled to arrive back at Deception to pick up the aircraft for the relief of Base "E" about 20th January, 1950, and in the next six weeks the aircraft had to be built and tested, and if possible two or three ice reconnaissances had to be made as far as Base "F," which was in the Argentine Islands and half-way to Base "E."

The party at Deception consisted of five members of F.I.D.S. plus the four Air Force men. The members of the Survey had a tremendous task organizing food, fuel and other supplies in dumps for the coming winter; in addition to this they sent a meteorological report every six hours to Port Stanley.

We all took our turn at cooking, washing-up and keeping the base hut clean and tidy. The hut, which was of wood, was quite large and very strong; it contained a kitchen, radio room, meteorological office, larder, two store rooms and three bedrooms. Of these the kitchen and the radio room were the only rooms that contained stoves, but this was rectified after two extremely cold nights; within three days all the bedrooms had efficient heating.

The Air Force party divided itself into two teams. Sergeant Hunt and myself were to sort out all the Auster parts and spares and then assemble the aircraft, while Flying Officer St. Louis and Sergeant Bodys were to work on the Norseman. We hoped to assemble the Auster in about ten days, after which the whole party would work on the larger aircraft.

By 18th December the Auster was ready to fly, and the mainplanes and tail assembly were on the Norseman. The Norseman proved a more difficult job to assemble than the Auster, and called forth some ingenuity in the fashioning of home-made equipment. We had, for instance, to erect a large home-made derrick in order to hoist the Norseman's wings into position before they could be attached to the fuselage.

The weather was not too good during this period and on only five days was it

November 1950 - Main Article (2)

possible to work on the aircraft. However, the party averaged twelve to fourteen hours' work on these good days, and on the other days, when blizzards and gales prevented outside work, it helped the F.I.D.S. personnel to sort out and store the food, fuel and clothing.

On 18th December I took off from Whaler's Bay in the Auster and gave it its first test flight. I flew for one and a half hours, did six take-offs and landings, and found everything perfect. This was the first time I had flown a float plane and the sensation was a very pleasant one. The Auster on floats takes an extremely long run to get off compared with the land version, but pulls up incredibly quickly on landing.

The sight of the Auster flying acted as a tonic. The idea was to finish the assembly of the Norseman by Christmas, and we worked with renewed vigour in all weathers and finished the assembly of the Norseman's flying controls, wiring and cowlings. We filled her with fuel and oil, tested the engine and by the evening of 23rd December she was ready to fly. Unfortunately the weather clamped overnight and Christmas Eve and Christmas Day were truly white. We celebrated with a jar of ship's rum and a very enjoyable sing-song.

On Boxing Day the weather was perfect, so in the morning I took off with Sergeant Hunt to test the Auster's fuel consumption and radio. Flying Officer St. Louis and Sergeant Bodys did a check on the Norseman and took off after lunch, on what proved to be a completely successful test flight, the aircraft being 100 per cent. serviceable when they landed.

The few remaining days of 1949 were spent clearing up the beach, sorting out the spares and tools, and making up emergency food packs for the aircraft. The weather during this period was unfit for flying, so the daily programme included fishing, ski-ing, sledging, climbing and seal-hunting.

The *John Biscoe* signalled that she expected to be at Deception on or about 15th January to start the voyage to relieve Base "E." It was decided that the aircraft might find out whether the Weddell Sea ice pack was breaking up and if so how much of it had entered the Bransfield Straits. Accordingly the Norseman, with Flying Officer St. Louis and Sergeant Bodys as crew, made its first long reconnaissance on 7th January, and confirmed that the ice was breaking up in the straits close to the mainland and in the channels between the islands. A week later Sergeant Hunt and myself did a three-and-a-half-hour trip in the Auster over Hope Bay, where we took forty photographs. Several other reconnaissance flights were made and then, on 20th January, both aircraft flew out to welcome the *John Biscoe*. It was the first time the crew of the ship saw the aircraft in their right element and they were all proud of the part they had played in shipping the aircraft, spares and fuel safely to the Antarctic.

The Governor, the Captain of the *John Biscoe*, Flying Officer St. Louis and I had a conference and it was decided that the ship would sail for the Port Lockroy base, which would be remanned and victualled as quickly as possible. The ship would then go to Base "F," in the Argentine Islands, where a suitable anchorage for the seaplanes would be found and on the first good day the aircraft would fly down and so establish themselves within striking distance of Base "E." The *John Biscoe* would take all the spares, fuel and landing equipment that might be required.

This plan having been adopted, the ship sailed on 23rd January in a howling gale, and arrived at Port Lockroy at 0400 hrs. on the 24th. It took five days to establish



The "John Biscoe" anchored in the Meek Channel



The Castle Iceberg



Pack Ice; the wake of the "John Biscoe" can be seen in the foreground

[Photos: J. Lewis]

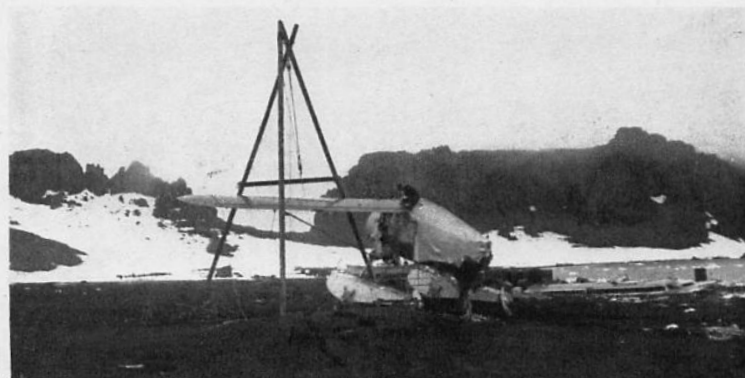
November 1950 - Main Article (3)



Base "E," Stonnington Island



The Norseman and the Auster being assembled on the beach at Deception Island



The home-made derrick for hoisting the wings on to the Norseman

[Photos: J. Lewis

Facing page 139

the Port Lockroy base, and at 0400 hrs. on the 29th the ship sailed for the Argentine Islands!

After some difficulty in navigating through broken pack ice and small bergs she arrived in the Penola Strait at 0900 hrs. She immediately made contact with Deception Island by radio and gave us at Deception a comprehensive report of ice and weather conditions. We were waiting for the word to move, and Sergeant Hunt and I took off in the Auster at 1100 hrs. and set course for the Austin Rocks. Flying Officer St. Louis and Sergeant Bodys followed an hour later in the Norseman, flying the same route.

We arrived at the Argentine Islands three hours after take-off and the Norseman thirty minutes later. The landings had to be made with great care because of the large amount of brash and glacier ice floating about in the straits.

The aircraft were moved into a very snug anchorage in a creek off the Meek Channel and the ship moved to a position about 200 yards away. The fuel and a rotary pump were off-loaded and put into a scow, which was anchored in the creek with the aircraft. On the next day, 30th January, the planes were refuelled, and after speaking to Base "E" on the radio it was decided that the Norseman should fly to Base "E" on reconnaissance, while the Auster flew out west as far as the edge of the pack ice and then south to Adelaide Island to report on the ice conditions over the route which the ship intended to take to Base "E."

Flying Officer St. Louis and Sergeant Bodys took off in the Norseman at 1100 hrs. The Norseman had just arrived over Base "E" when the Auster became airborne, and Flying Officer St. Louis reported that there was a clear stretch of water in Neny Fjord, about three miles away from the base, and that he intended to land.

We completed our reconnaissance, which had taken three hours. Just before we landed we heard Flying Officer St. Louis saying that he had just taken off from Base "E" with two of the scientists on board. The Norseman landed in the Meek Channel two hours later and after welcoming the two men who had been away from civilization for three years the Governor called a conference to discuss the next moves.

The information obtained from both reconnaissances confirmed that it might be possible to get the ship into Stonnington Island and take off all the heavy base equipment, dogs, sledges, geological specimens, etc., which would otherwise have to be left behind. It was also decided that advantage should be taken of the strip of open water at Neny Fjord; the Norseman could make one more trip and take off the remaining men who had been in the Antarctic for three years, leaving the six two-year men to be collected by the *John Biscoe*. If ice prevented the ship from getting all the way to Stonnington Island she would go as far as possible; then the Auster, which was to be slung on deck, would do a shuttle from the ship to the base and fly out the remaining six men two at a time. The Norseman would return to Deception with the five men it had picked up and stand by in case of emergency.

Unfortunately the weather clamped and for the next six days there was no chance of flying because of fog, low cloud and occasional blizzards.

The summer in the Antarctic is so called because the temperature is at its highest and almost the whole of the twenty-four hours is daylight. But the weather bears no relation to summer as we know it, and conditions are, in fact, often better in winter, although the temperature is sub-zero and most of the twenty-four hours is total darkness.

This period of waiting was not entirely dull. On one occasion the aircraft were

November 1950 - Main Article (4)

hurriedly moved to the other side of the Meek Channel to prevent them from being trapped by ice when a sudden 180-degree wind change occurred; six hours later the wind returned to its original vector and the aircraft were now well and truly bottled up. The Norseman was extricated with great difficulty and eventually a safe anchorage for her was found. The Auster in the meantime had been hauled on to the snow-covered slope of a small island and I taxied her across this island for a distance of about a mile "on floats" and eventually launched into some ice-clear water on the far side. This sort of incident kept boredom away.

On 6th February the weather cleared and the Norseman took off early with the same crew to pick up its three eager and waiting passengers. With the Captain as observer I took off again and followed the course that the ship would have to take. Both these sorties went off without a hitch and the Norseman then returned to Deception, and the Auster was loaded on to the ship with fuel and spares. The anchor was weighed and we set course for the Bismarck Strait.

The next four days were the most hazardous and exciting of the whole trip. Every sort of ice was encountered, from small "bergy bits" to icebergs towering up to 100 feet and 200 to 300 yards long. The pack ice was grinding and crunching into incredible shapes and forming a solid undulating surface to the sea. At times this was left behind and for some hours the ship would be in clear water except for numerous icebergs of all shapes and sizes, some of them really huge and fantastic. One, for example, we christened "The Castle" because of its uncanny resemblance to a medieval stronghold.

Eventually the ship entered Marguerite Bay. Stonnington Island lay only fifteen or twenty miles ahead, but a huge area of blocks of shelf ice, each piece as large as a football pitch, had to be negotiated at a speed of no more than a knot. On 10th February, in the early hours of the morning, the ship dropped anchor about one and a half miles from the base hut, and a party with the base personnel commenced.

At dawn the *John Biscoe* crashed through a mile of sea ice and came to rest fifty yards from the shore.

The job of loading all the base equipment now had to be carried out as quickly as possible so that the ship could get clear of the bay before the conditions became worse. The loading was complete by the morning of 12th September and the ship moved to an open patch of water, and dropped the Auster over the side. I took off, this time accompanied by the First Lieutenant, on a two-and-a-half-hour reconnaissance of the bay to the west as far as Adelaide Island; our object was to make a map of the best route for the ship to take on its return voyage.

The ship sailed at 1200 hrs., but the ice encountered was practically the same as on the inward voyage. The Norseman did a reconnaissance of the Bismarck Strait from Deception, and reported fairly heavy pack ice, so the Captain decided to return to the Argentine Islands via Melchior and Port Lockroy. The ship arrived at Port Lockroy at 0100 hrs. on 15th February and Sergeant Hunt and I took off as soon as it was light to fly back to Deception Island. Unfortunately the weather clamped and a diversion to the Argentine Islands was carried out. The fuel and spares which had been left at the Argentine Islands were picked up and course was set for Deception, where we arrived late in the evening on the 17th.

The Base "E" personnel and the Governor returned direct to the Falklands in a naval frigate, H.M.S. *Bigbury Bay*, which had been sent specially for the job from the

South Atlantic Squadron, while the *John Biscoe* returned to Port Stanley via Signy Island in the South Orkneys.

We were now left at Deception with the task of carrying out photographic and meteorological reconnaissance and then spending two weeks dismantling the aircraft and packing them up with all their spares and equipment ready to ship back to the Falklands on the *John Biscoe*.

The Norseman was not fitted with camera mountings or hatches and so the job of dismantling this aircraft was started early in March. Measurements of the space available on the *John Biscoe's* deck had been taken and the Captain agreed that the Norseman could sit on its floats on the fore deck, facing forward, with wings, elevators and rudders removed.

The Auster was to be shipped in a similar manner aft. This made the task of dismantling and packing a far simpler operation than that of unpacking and assembling. The only snag now was the weather, for winter was approaching. The days were becoming shorter, gales more frequent, and the temperature was dropping. Work on the aircraft was restricted to about four hours a day, but by the end of March the two aircraft and all the spares were ready to be loaded.

The *John Biscoe* arrived, after a very rough trip from the Falklands, on 31st March and the job of loading began the next morning. First the crates and the Auster wings were loaded into the hold, and then the Auster was hoisted aboard and tied down in its position aft. Then it was the Norseman's turn, but when the aircraft was slung into position it was found that the fin was about four feet too high and would not clear the auxiliary derrick. There was only one thing to do and that was to remove the floats. Speed was essential now because the aircraft was hanging on the main topping lift and if any sort of gale started it would be smashed to pieces. Fortunately the wind remained calm and after six hours' work the Norseman was lashed down with its floats and main planes alongside. Within an hour of the aircraft being tied down a howling 70-80-knot blizzard had started and went on for five days. When the blizzard had blown itself out course was set for the Falklands.

The *John Biscoe* arrived at Port Stanley on 13th April and by the 18th the aircraft had been off-loaded with all their spares and equipment and taken up to the slipway which had been specially built for them. During the next six weeks the aircraft were built, test-flown and handed over to the Falkland Islands Government Air Service.

We had now completed our task and settled down to enjoy the hospitality of the island. Shooting, fishing, riding and many dances and parties passed the time agreeably until the *John Biscoe* sailed from Port Stanley on 18th June, bound for Southampton via Montevideo and Madeira. Flying Officer St. Louis left the *John Biscoe* in Montevideo and flew back to Canada, while the R.A.F. party remained on the ship and arrived back in the United Kingdom on 22nd July.

November 1950 - Support Article (1)

MEDITERRANEAN FLIGHT



A TRIFLE bleary-eyed, we left for Shawbury on the morning after Graduation Day in two Lancasters. We were the third of what we devoutly hope will be a never-ending stream of strictly navigation trips organized by the Central Navigation and Control School. With us were Squadron Leader Peacock, Flight Lieutenant Tooke and the Assistant Commandant.

At Shawbury we spent two necessary days trying to remember the intricacies of Gee, Astro and Air Position Indicators. But this was not all, for Shawbury does nothing by halves. The Mess lavishly entertained us to a guest night, which never looked back from the moment after dinner when Group Captain Roberts gave us the history of O'Leary's frolics.

We were paired off to fly in three Lancasters and six Wellingtons, under the masterly guidance of C.N.C.S. officers and aircrew. These included an American liaison officer, who was himself an expert navigator; he had even learned to operate in nautical miles instead of kilometres (pronounced to rhyme with gasometers). One flight cadet was supposed to navigate whilst the other drove—at least, that was the idea. Not a little disturbing was the fact that they seemed to think we knew all about navigating.

Apart from one abortive beginning by a Wellington whose "screen navigator" quickly became coated with a layer of machine oil as the aircraft became airborne, we all got away to an early start on the morning of Saturday, 29th July. Passing over Portland Bill, we set course for Istres in brilliant sunshine. Amazement turned to

Entry, Meredith of No. 48 Entry, and Knapper, of No. 49 Entry, all in the best of health. The island is small and, like Gibraltar, overcrowded; thus every cultivatable piece of ground is fully used, and the undulating countryside is quilted with innumerable terraced fields, and dotted with dirty villages and large, grotesque churches.

Our two days were all too quickly spent. We were shown some of the work carried out on the station. The Navy was kind enough to take us over the aircraft carrier H.M.S. *Glory*, in the Grand Harbour. After this experience we regaled ourselves in one of the numerous quayside pubs, only to find that it was owned by a most courteous ex-R.A.F. officer. We visited the Area Combined Control Centre, embedded deep in the rock of Valetta, and then watched practice interception actually taking place on the G.C.I. radar equipment. One afternoon was spent bathing and consuming a bumper tea at the Officers' Rest Centre in St. Paul's Bay, and another at Comino, the tiny island between Malta and Gozo.

A few foolhardy flight cadets ventured on to the Maltese buses—an experience not to be lightly undertaken. At source the driver will clamber aboard, illuminate a row of saints' images above the windscreen, mutter a prayer and cross himself. Friends and relations wave heartfelt good-byes to the passengers, who also cross themselves, and the bus moves off. Every prayer is needed, for the roads are narrow, the buses fast and the drivers unscrupulous; they have a special horn code to announce the approach of policemen, a most necessary precaution.

Most of us viewed well the streets of Valetta and Sliema, and took full advantage of the well-established Mediterranean custom of closing one's shop officially at 6 p.m. and unofficially at about 10 p.m. Some of us renewed friendships with previous acquaintances. One of us, however, had to go no farther than the Transit Mess confectionery store for his sweets from the sweet.

Thursday brought with it the more important business of flying and navigating ourselves home. The mountainous island of Sardinia was crossed, and we safely arrived at Istres again, where a dainty-footed individual put his boot through the wing of a Wellington which was refuelling. The Assistant Commandant and the flight cadets in his aircraft paid a surprise visit to L'Ecole de L'Air, Salon, where, as always, they were most hospitably entertained. Weather over the Massif deteriorated, giving the now slightly over-confident cadet pilots quite a tussle, but all aircraft returned without further mishap and disgorged bundles of shivering, khaki-clad figures on to the Shawbury tarmac.

Our trip was ended. We should, however, like to thank very much all those who entertained us at Gibraltar and Malta and also Group Captain Roberts and the aircrews from Shawbury who so nobly bore with our ham-fisted muddlings. We can assure them that their efforts were not in vain; they gave us an experience of inestimable value, and we only hope that judgment of Cranwell navigation will not be based solely on a quotation from the *Malta Times* which reads: "Flight cadets from the R.A.F. College, Cranwell, Lincolnshire, set course from Shawbury for Gibraltar on Saturday, and arrived here today [Monday]."

R. T. M.

November 1950 - Support Article (2)



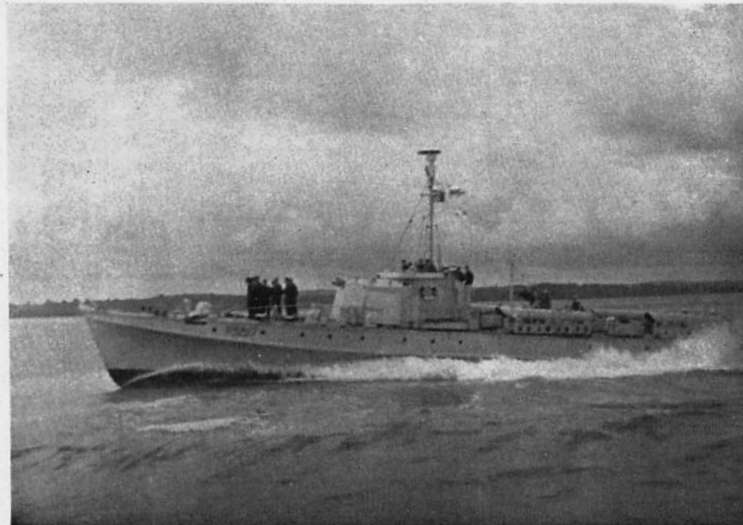
VALETTA

[Photo: R. S. May]

November 1950 - Support Article (3)



[Photo: R. Watson]
ON THE BEACH AT ST. PAUL'S BAY, MALTA



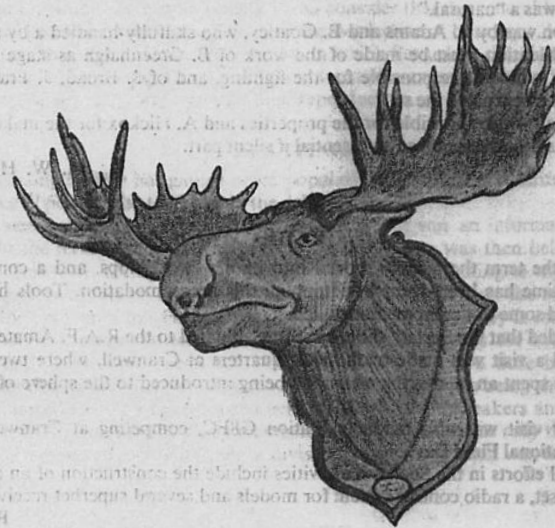
CRANWELL CADETS ON BOARD AN M.T.B. AT PORTSMOUTH

November 1950 - E&S Article

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JOURNAL OF THE ROYAL AIR FORCE COLLEGE

THE DIGBY MOOSE



V.S.L.

SECRETARIAL WING

REVIEWS

The noble animal whose head you see here is the Digby moose. He is presented in honour of Nos. 1 and 2 Entries of the Equipment and Secretarial Wing, to whose days at Digby he is a memorial.

His origin is legendary, and his appearance within the Digby Flight Cadet Mess, like that of Nos. 1 and 2 Entries, was utterly mysterious. No one—except the members of Nos. 1 and 2 Entries—knows, or can even imagine, how it happened. Rumour has it that the moose first came to Digby during the war as the pet of a Canadian squadron and was left behind, when they departed, to roam the neighbouring parklands in antlered solitude. Then one day a cadet of No. 1 Entry, whose name shall be for ever a hallowed secret, went out after rabbits with his gun.

The moose, the mysterious gift from Nos. 1 and 2 Entries to their Alma Mater, now confronts you as you enter the Mess with a stare so proud, so challenging, so morose and yet so strangely blank, that it cannot but remind you, if you knew them, of those entries whose lasting monument it shall be.

P. C. W. L.

November 1950 - Staff Appointments

STAFF APPOINTMENTS

HEADQUARTERS, ROYAL AIR FORCE COLLEGE

<i>The Commandant</i>	Air Commodore L. F. Sinclair, G.C., C.B., C.B.E., D.S.O.
<i>Assistant Commandant</i>	Group Captain J. O. W. Oliver, C.B., D.S.O., D.F.C.
<i>Assistant Commandant, Equipment and Secretarial Wing</i>	Group Captain D. Lumgair.
<i>Group Captain, Executive</i>	Group Captain J. Heber-Percy.
<i>Director of Studies</i>	P. Johnson, Esq., O.B.E., M.A.
<i>Officers Commanding</i>	
<i>Administrative Wing</i>	Wing Commander N. Adams.
<i>Technical Wing</i>	Wing Commander J. N. C. Law.
<i>Flying Wing</i>	Squadron Leader R. B. Cole, D.F.C.
<i>Senior Equipment Officer</i>	Wing Commander P. N. Sowman.
<i>Senior Medical Officer</i>	Wing Commander P. A. Wilkinson.
<i>Senior Dental Officer</i>	Wing Commander C. H. Beamish.
<i>College Medical Officer</i>	Squadron Leader J. A. Wheeler-Bennett.
<i>P.S.O. to the Commandant</i>	Squadron Leader C. F. Bradley, D.S.O.
<i>P.A. to the Commandant</i>	Flight Lieutenant C. O. Ellison, D.F.C.
<i>College Adjutant</i>	Flight Lieutenant C. P. H. Kunkler.
<i>Training Plans and Progress</i>	Flight Lieutenant H. G. Davies.
<i>Director of Music</i>	Flight Lieutenant W. J. Bangay, M.B.E.

CADET WING

<i>Officers Commanding</i>	
<i>A Squadron</i>	Squadron Leader H. A. Jenkins, D.F.C.
<i>B Squadron</i>	Squadron Leader R. H. G. Weighill, D.F.C.
<i>C Squadron</i>	Squadron Leader M. D. Lyne, A.F.C.
<i>Cadet Wing Adjutant</i>	Flight Lieutenant J. R. C. H. Graves.
<i>Cadet Wing Officers</i>	
<i>A Squadron</i>	Flight Lieutenant A. W. Griffiths.
<i>B Squadron</i>	Flight Lieutenant R. F. H. Martin.
<i>C Squadron</i>	Flight Lieutenant R. T. Saunders.
<i>Adjutant, Junior Entries</i>	Flight Lieutenant J. C. Woods.
<i>Senior G.C.T. Instructor</i>	Squadron Leader J. D. Blois.
<i>Instructor, G.C.T.</i>	Flight Lieutenant R. A. Hudson.
<i>Physical Fitness Officer</i>	Flight Lieutenant W. T. H. Hay.

The following appointments in other branches of the College staff have been made since the last issue of the JOURNAL:

CADET SQUADRON STAFF, EQUIPMENT AND SECRETARIAL WING

<i>Cadet Squadron Commander</i>	Squadron Leader W. R. Assheton.
<i>Deputy Squadron Commander</i>	Flight Lieutenant L. J. Otley.

INSTRUCTIONAL STAFF

<i>Chief Instructor, E. & S. Wing</i>	Wing Commander F. H. Shutt.
<i>Chief Engineer Instructor</i>	Squadron Leader R. E. W. Harland.
<i>Senior Tutors, E. & S. Wing</i>	
<i>Secretarial</i>	Squadron Leader J. R. Pullan.
<i>Humanistics</i>	Squadron Leader A. C. Kerr.
<i>Instructors</i>	
<i>Aerodynamics</i>	Flight Lieutenant J. Quick.
<i>Humanistics</i>	Flight Lieutenant J. F. L. Long.
<i>G.S.I.</i>	Flight Lieutenant R. A. Hudson.
<i>Aero Science</i>	Flying Officer A. H. Craven.
<i>Librarian</i>	Flight Lieutenant F. G. Carter, D.S.C.

Instructors, E. & S. Wing

<i>Secretarial</i>	Flight Lieutenant D. J. C. Moore.
<i>Equipment</i>	Flight Lieutenant R. B. Weller.
<i>Humanistics</i>	Flight Lieutenant H. D. Elmes.
<i>Languages</i>	Flight Lieutenant D. G. A. Barham.
	Flight Lieutenant J. F. M. Lawrence.

The following have left the College staff:

- Wing Commanders A. R. D. MacDonell, D.F.C., W. J. Maggs, O.B.E., and W. E. Nicholas, O.B.E.
- Squadron Leaders F. S. Bloomfield, P. C. Cleaver, O.B.E., V. J. G. Cole, R. W. H. Forster, D.F.C., A. C. L. Mackie, D.F.C., I. N. MacDougall, D.F.C., and S. Shields.
- Lieutenant-Commander A. C. D. Leach, D.S.C., R.N.
- Flight Lieutenants D. M. Clause, R. W. Freer, D. C. Lowe, D.F.C., A.F.C., D. W. H. Smith and W. H. Smith.
- Pilot Officer M. N. Hughes D'Aeth.
- A. W. Acomb, Esq.

November 1950 - Squadron Lists

SQUADRON LISTS

PROMOTIONS, SPRING TERM, 1950

A SQUADRON

Flight Cadet Under-Officer R. T. MacMullen.	Flight Cadet Corporal V. A. Southon.
Flight Cadet Sergeant J. F. H. Chick.	Flight Cadet Corporal R. Watson.
Flight Cadet Sergeant R. D. Jones.	Flight Cadet Acting Corporal M. McA. Bacon.
Flight Cadet Corporal R. E. Gamble.	Flight Cadet Acting Corporal J. A. Fryer.
Flight Cadet Corporal D. C. Luck.	Flight Cadet Acting Corporal P. J. Giddens.
Flight Cadet Corporal L. J. Russell.	Flight Cadet Acting Corporal J. M. Preston.

B SQUADRON

Flight Cadet Under-Officer J. L. Price.	Flight Cadet Corporal R. J. Littlejohn.
Flight Cadet Sergeant R. S. May.	Flight Cadet Acting Corporal G. O. Eades.
Flight Cadet Sergeant J. A. Williams.	Flight Cadet Acting Corporal M. M. Foster.
Flight Cadet Corporal B. A. Cochrane.	Flight Cadet Acting Corporal J. B. Lightfoot.
Flight Cadet Corporal G. Copping.	Flight Cadet Acting Corporal A. A. Persse.
Flight Cadet Corporal D. C. Walker.	

C SQUADRON

Flight Cadet Under-Officer G. B. Stockman.	Flight Cadet Corporal J. N. Murphy.
Flight Cadet Sergeant N. R. L. Saunders.	Flight Cadet Corporal G. M. Scarott.
Flight Cadet Sergeant K. A. Williamson.	Flight Cadet Acting Corporal M. Gill.
Flight Cadet Corporal I. E. Barr-Sim.	Flight Cadet Acting Corporal R. Hollingworth.
Flight Cadet Corporal J. F. Gale.	Flight Cadet Acting Corporal D. L. F. Thornton.
Flight Cadet Corporal W. F. Jacobs.	Flight Cadet Acting Corporal S. J. West.

D SQUADRON

Flight Cadet Under-Officer B. G. Cooper.	Flight Cadet Corporal B. P. Eastmead.
Flight Cadet Sergeant L. P. Adams.	Flight Cadet Acting Corporal E. F. Banks.
Flight Cadet Sergeant A. S. Loveland.	Flight Cadet Acting Corporal B. E. F. Faulkner.
Flight Cadet Corporal P. J. Broad.	Flight Cadet Acting Corporal J. A. Kiely.
Flight Cadet Corporal M. L. Cann.	Flight Cadet Acting Corporal V. J. W. M. Lawrence.
Flight Cadet Corporal A. W. Cartlidge.	

No. 58 ENTRY

A SQUADRON

R. G. Bowyer, Shrewsbury.	W. R. Sowrey, Tonbridge.
G. A. P. Chamberlain, St. Edward's.	D. B. Stacey, Archbishop Holgate's Grammar School, York.
P. J. Goodall, Eltham College.	R. P. Strange, Midhurst Grammar School.
P. L. Gray, Dulwich.	P. J. Underdown, Tewkesbury Grammar School.
J. R. Johnson, Rugeley Grammar School.	D. Walter, St. Peter's, York.
P. R. Lockwood, Bournemouth School.	D. J. Wyborn, Chichester High School.
B. S. Northway, Merchant Taylors'.	
J. M. Pack, Administrative Apprentices' Training School, St. Athan.	

B SQUADRON

J. S. Boyle, Enfield Grammar School.	R. M. Salt, Sutton High School, Plymouth.
A. M. E. Deutrom, St. Anthony's College, Kandy, Ceylon.	D. M. A. Samuels, Marlborough.
J. B. Fitzpatrick, Halton.	J. R. Sandle, Cranbrook.
A. W. Ginn, Southgate County Grammar School.	D. S. Selway, Simon Langton, Canterbury.
D. J. House, King Edward VI's, Southampton.	G. E. Taylor, Darlington Grammar School.
J. D. Leary, St. Edward's.	W. Topping, King Alfred's School, Wantage.
F. R. Micklewright, Hurstpierpoint.	B. Watson, Lower School of John Lyon, Harrow.
	B. W. Weskett, Cirencester Grammar School.

C SQUADRON

M. J. Armitage, Halton.	R. I. L. Rose, Lancing.
R. A. Calvert, St. Peter's, York.	J. S. R. Salmond, Uppingham.
M. Edwards, Bablake School, Coventry.	J. F. H. Tetley, Malvern.
P. H. Elton, Bristol Grammar School.	G. S. Turner, Beaumaris Grammar School.
G. Goonesena, Royal College, Colombo.	J. Walker, Grove Academy, Broughton Ferry.
A. R. Hill, Magdalen College School.	N. B. S. Wilder, Wellington.
J. D. E. Renshaw, Marist College, Hull.	
R. J. Roberts, Hursh's Grammar School, Taunton.	

EQUIPMENT AND SECRETARIAL WING, DIGBY

No. 9 ENTRY

P. H. W. Allan, City of Oxford School.	D. C. L. Holman, City of Norwich School.
P. H. Atkin, Bedford Modern School.	C. H. M. Holmes, Bedford.
D. J. Brett, St. Michael's College, Hitchin.	J. Shearer, Westcliff High School.
A. C. H. Denny, Edmonton Higher Grade School.	A. C. Storkey, Queen Elizabeth's, Barnet.
W. J. Hodgkinson, Hilburn Grammar School.	S. H. Tottman, Sir Joseph Williamson's Mathematical School, Rochester.

