

RAF COLLEGE CRANWELL

College Journal Extracts



1982

1982 - College Notes

CAREER BRIEF AIR VICE-MARSHAL R C F PEIRSE



Air Vice-Marshal Richard Peirse was educated at Bradfield College and entered the Royal Air Force in 1949 as a Cranwell Cadet. After graduation in 1952 he served on No 266 Squadron at Wunstorf in Germany where he flew Vampires and Venoms in the DF/GA role. In 1954 he went as ADC to AOC 2 Group and then, in 1956, completed the CFS course before serving for 3 years as a QFI flight commander on Vampires at the RAF College Cranwell. On promotion to Squadron Leader

in 1959, he was posted to the air staff of HQ 23 Group following which he attended Staff College at Andover. From 1963 to 1965 the Air Marshal served as a flight commander on No 39 Squadron at RAF Luqa flying Canberra PR9s in the recce role, and on promotion to Wing Commander in 1965, remained at Luqa as Wing Commander Operations. A 2 year tour in the Air Secretary's Department at MOD was followed by attendance at JSSC, Latimer. He commanded No 51 Squadron (Comets and Canberras) at Wyton from 1968 to 1969 and then, on promotion to Group Captain in 1969, was appointed Deputy Captain of The Queen's Flight. He then completed the RCDS course before commanding RAF Waddington from 1973 to 1975. After a year in MOD as Deputy Director of Operational Requirements 9 (RAF) he was promoted Air Commodore in 1977 and appointed Director of Personnel (Air) (RAF). In 1980 he returned to the OR staff as Director of Operation Requirements 1 (RAF). He took up his present appointment as Air Officer Commanding and Commandant, RAF College Cranwell on 30 January 1982.

Air Vice-Marshal Peirse is married and has 3 children and 2 step-children ranging in age from 26 to 15½; two are married, one is at university and 2 are at boarding school.

1982 - The Queen's Review (1)

THE QUEEN'S REVIEW 1982



<i>Flt Lt Watson</i>	<i>Flt Lt Edwards</i>	<i>Flt Lt Christie</i>	<i>Flt Lt Grunden</i>	<i>Flt Lt Pugh</i>
<i>Fg Ofl Wright</i>	<i>Flt Lt Huckstep</i>	<i>Air Chf Mshl Sir Michael Beetham</i>	<i>Pte Ofl Thomson</i>	<i>Pte Ofl Williamson</i>

The Reviewing Officer for the Queen's Review held on 1 July 1982 was Air Chief Marshal Sir Michael Beetham GCB CBE DFC AFC ADC, Chief of the Air Staff. The Chief of the Air Staff, accompanied by Lady Beetham, was received by Air Marshal Sir Michael Beavis KCB CBE AFC, Air Officer Commanding-in-Chief Royal Air Force Support Command and Air Vice-Marshal R C F Peirse, Air Officer Commanding and Commandant Royal Air Force College. The Chief of the Air Staff and the Air Officer Commanding and

Commandant were met at the parade ground by Group Captain R M Robson OBE FBIM, the Director of the Department of Initial Officer Training, Squadron Leader P A Ryan, Senior Regiment Officer, and the Reviewing Officer's escorts, selected from graduating officers. As the Chief of the Air Staff approached the dais a diamond nine formation of Jet Provost aircraft from the Basic Flying Training School flew past in salute.



CAS inspects the Graduating Squadron

The Parade was commanded by Acting Pilot Officer R K Dyson and consisted of graduating officers of No 60 Initial Officer Training Course and a support squadron of No 61 Initial Officer Training Course. The Queen's Colour for the Royal Air Force College was paraded, the Colour Party consisting of 4 officers from the Basic Flying Training School. Ceremonial music for the parade was played by the Band of the Royal Air Force College conducted by the Director of Music, Flight Lieutenant C R Tomsett ARCM LTCL.

After the inspection and march past, the Chief of the Air Staff presented the College annual prizes and awards for the year 1981 to the following officers:

THE QUEEN'S MEDAL - Flight Lieutenant C R Huckstep BA, No 50 Initial Officer Training Course

The Queen's Medal is awarded to the RAF or WRAF cadet who, during initial officer training, has proved himself or herself to be the most outstanding cadet of the year.

SWORD OF HONOUR - Pilot Officer D L Williamson, No 55 Initial Officer Training Course

The Sword of Honour is awarded to the RAF cadet who, during initial officer training, has produced the most distinguished performance of the year in leadership.

SASH OF HONOUR - Pilot Officer C J Thomson WRAF, No 52 Initial Officer Training Course

The Sash of Honour is awarded to the WRAF cadet who, during initial officer training, has produced the most distinguished performance of the year in leadership.

1982 - The Queen's Review (2)



CAS presents the Prince Bandar Trophy to Flight Lieutenant C R Huckstep.

PRINCE BANDAR TROPHY - Flight Lieutenant CR Huckstep BA, No 50 Initial Officer Training Course

The Prince Bandar Trophy is awarded to the student who, during initial officer training, has produced the best War Studies essay.

KINKEAD TROPHY - Flying Officer S M Wright, No 16 Initial Basic Flying Training Course

The Kinkead Trophy is awarded to the RAF pilot in the Basic Flying Training School who is placed first in the combined order of merit for flying and associated ground school studies for the year.

MICHAEL HILL MEMORIAL PRIZE - Flying Officer S M Wright, No 16 Initial Basic Flying Training Course

The Michael Hill Memorial Prize is awarded to the RAF pilot in the Basic Flying Training School who has shown the most proficiency in applied flying during the year.

HALAHAN PRIZE - Flight Lieutenant R Watson, No 3 Basic Aerosystems Engineering Course

The Halahan Prize is awarded to the student of the Aerosystems Specialisation of the Initial Specialist Training (Engineering) Course who has achieved the best all-round performance of the year.

CHICKSANDS PRIZE - Flight Lieutenant C R Edwards, No 6 Basic Communications-Electronics Engineering Course

The Chicksands Prize is awarded to the student of the Communications-Electronics Specialisation of the Initial Specialist Training (Engineering) Course who has achieved the best overall performance of the year.

THE ROYAL NEW ZEALAND AIR FORCE PRIZES

Aerosystems Specialisation - Flying Officer P A Lean BA, No 6 Basic Aerosystems Engineering Course

Communications-Electronics Specialisation - Flight Lieutenant B Christie BSc, No 6 Basic Communications - Electronics Engineering Course

A Royal New Zealand Air Force Prize is awarded to the student of each specialisation of the Initial Specialist Training (Engineering) Course who has achieved the best performance of the year in applied technologies.

BECKWITH PRIZE - Flight Lieutenant A W Gransden, No 5 Basic Aerosystems Engineering Course

The Beckwith Prize is awarded to the student of the Initial Specialist Training (Engineering) Course who, irrespective of specialisation, submitted the best paper of the year on a selected engineering subject.

SUPPLY PRIZE - Flight Lieutenant P M D Pugh, No 335 Initial Supply Course

The Supply Prize is awarded to the student of the Initial Supply Course who has achieved the highest standard of the year in professional studies.

Following the presentation of prizes the Chief of the Air Staff addressed the Parade, commenting on the high standard of the event. The 3 Senior Chaplains of the Royal Air Force College said prayers for the Queen and the Country, the Royal Air Force and the Royal Air Force College.

The Queen's Colour was then marched off and the Parade ended with graduating officers marching in slow time through the ranks of the support squadron and up the steps into the College Hall to the tune of Auld Lang Syne.

The Chief of the Air Staff, escorted by the Air Officer Commanding and Commandant, then walked over to College Hall where an official photograph was taken on the main entrance steps with the prize winners. On entering College Hall the Air Officer Commanding and Commandant presented the President of the Mess Committee of College Hall Officers' Mess, Wing Commander T P Hayward OBE MRIN MBIM.

For the reception and luncheon Air Chief Marshal Sir Michael and Lady Beetham and members of their party, Air Marshal Sir Michael and Lady Beavis and Air Vice-Marshal and Mrs R C F Pierse, were joined by the following guests:

Major Al Yahyai
The Right Reverend S W Phipps
Group Captain and Mrs D A Cowley
Group Captain and Mrs P King
Group Captain and Mrs J Laycock
Councillor and Mrs D G A Guttridge
Doctor and Mrs C C Butler

After luncheon the Air Officer Commanding and Commandant presented a print of College Hall Officers' Mess to the Chief of the Air Staff. The Chief of the Air Staff and Lady Beetham were then driven to Queen's Avenue where the Chief of the Air Staff planted a sycamore tree.



Sqn Ldr R C Davey shows CAS and Lady Beetham the print presented to them by the AOC and Comat.

1982 - Honours & Commendations

HONOURS AND COMMENDATIONS 1982

SERVICE PERSONNEL

Companion of the Most Honourable Order of the Bath
AVM B Brownlow OBE AFC

Officer of the Most Excellent Order of the British Empire
Wg Cdr K Bradley

British Empire Medal (Military Division)
FS P R R Attley

Commendation by the Air Officer Commanding-in-Chief
Flt Lt L T Willson WRAF
FS R Lawson
Chf Tech D F Jones
Cpl R Baines

Commendation by the Air Officer Commanding and Commandant

FS M F Brown
Sgt D Hartley
Sgt P A Vann
SACW A Shaw

Commendation by the Air Officer Commanding Training Units
Sgt M J Barnes

CIVILIAN PERSONNEL

British Empire Medal (Civilian)
Mr J W Collishaw

Commendation by the Air Officer Commanding-in-Chief
Mr A Bird
Mr R C Bishop
Mr P Else
Mr A G Smith
Mr E Taylor

Commendation by the Air Officer Commanding and Commandant

Mr W Ainslie
Mrs V M Cropp
Mrs G Gibson
Mr J A McEvoy
Mrs J E Park
Mrs M Watson

SOUTH ATLANTIC HONOURS LIST

Member of the Military Division of the Most Excellent Order of the British Empire
Flt Lt A Neale

Queen's Commendation for Valuable Service in the Air
Wg Cdr M D Todd

Commendation of Air Commander Task Force 317
Cpl M G Turner

1982 - Course Awards (1)

COURSE AWARD WINNERS 1982

THE DEPARTMENT OF INITIAL OFFICER TRAINING COURSE AWARDS

The Sword of Merit is awarded to the RAF cadet of each course who has demonstrated outstanding ability, leadership and other officer qualities, and the greatest potential for further development.

Winners:			
56 IOTC	Plt Off G A Wright BSc	GD/P	Jan 82
57 IOTC	Not awarded		
58 IOTC	Plt Off M J Powe BSc	GD/Grd (FC)	Apr 82
59 IOTC	Fg Off J D Anderson	Admin (PEd)	May 82
60 IOTC	Not awarded		
61 IOTC	Not awarded		
62 IOTC	A/Plt Off P C Osborn	GD/N	Sep 82
63 IOTC	Plt Off M Aspinall	GD/N	Nov 82
64 IOTC	Plt Off T C Beadler LLB	GD/P	Dec 82

The Sash of Merit is awarded to the WRAF cadet of each course who has demonstrated outstanding ability, leadership and other officer qualities, and the greatest potential for further development.

Winners:			
56 IOTC	Not awarded		
57 IOTC	Not awarded		
58 IOTC	A/Plt Off M A Wright	GD/Grd (ACC)	Apr 82
59 IOTC	Fg Off The Honourable F D D Chetwynd BSc	Eng	May 82
60 IOTC	Not awarded		
61 IOTC	Not awarded		
62 IOTC	Not awarded		
63 IOTC	A/Plt Off H C Kennett	GD/Grd (ACC)	Nov 82
64 IOTC	Not awarded		

The Hennessy Trophy and Philip Sassoon Memorial Prize is awarded to the best all-round RAF or WRAF cadet of each course, other than the winners of the Sword of Merit or the Sash of Merit.

Winners:			
56 IOTC	Plt Off T J Roche BSc	GD/P	Jan 82
57 IOTC	Fg Off J Gillan	GD/AEO	Feb 82
58 IOTC	Fg Off C C Purkiss BSc	GD/N	Apr 82
59 IOTC	A/Plt Off I A S Dearie	GD/P	May 82
60 IOTC	A/Plt Off B M North	GD/P	Jul 82
61 IOTC	A/Plt Off D C Tucker	GD/P	Aug 82
62 IOTC	Flt Lt F P Nolan BSc	Eng	Sep 82
63 IOTC	Fg Off M R Brown	Eng	Nov 82
64 IOTC	Plt Off D L Prowse BA	GD/P	Dec 82

The British Aircraft Corporation Trophy is awarded to the cadet, whether RAF, WRAF or F&C, on each course with the highest mark for professional studies.

Winners:			
56 IOTC	Plt Off S D Forward BSc	GD/P	Jan 82
57 IOTC	Fg Off R A Laybourne BA	Eng	Feb 82
58 IOTC	Fg Off C C Purkiss BSc	GD/N	Apr 82
59 IOTC	Fg Off D M Smart	Admin(Sec)	May 82
60 IOTC	Fg Off K B Reed	Admin(Sec)	Jul 82
61 IOTC	Plt Off P J Maclellan BA	GD/P	Aug 82
62 IOTC	Flt Lt F P Nolan BSc	Eng	Sep 82
63 IOTC	Plt Off D A Bush	GD/Grd (ACC)	Nov 82
64 IOTC	Plt Off D J Ekins BSc	GD/P	Dec 82

The Overseas Students' Prize is awarded to the F&C cadet on each course who has the best overall performance in leadership, officer qualities and professional studies.

Winners:			
56 IOTC	Plt Off M H H Al-Ismaili SOAF	GD/P	Jan 82
57 IOTC	Air Lt M S Cunningham ZAF	Eng	Feb 82
58 IOTC	Air Lt E Tshabalala ZAF	Sec	Apr 82
59 IOTC	Flt Lt S K Z Al-Abdulsalam SOAF	Regt	May 82
60 IOTC	Plt Off S N S Al-Abdulsalam SOAF	GD/P	Jul 82
61 IOTC	Plt Off H M H Al-Turshi SOAF	Admin	Aug 82
62 IOTC	2nd Lt A Jofri R BMR	GD/P	Sep 82
	2nd Lt H J I Ramli R BMR	GD/P	Sep 82
63 IOTC	OC K A Al Khalifa	Eng	Nov 82
64 IOTC	Not awarded		

The Alasdair Black Memorial Trophy and Prize are awarded to the RAF or WRAF cadet on each course who submits the best essay on war studies.

Winners:			
56 IOTC	Plt Off G T W Beet BSc	GD/P	Jan 82
57 IOTC	Plt Off R D Lynch BA	Sy(Regt)	Feb 82

(Award discontinued)

THE DEPARTMENT OF SPECIALIST GROUND TRAINING COURSE AWARDS

The Whittle Prize is awarded to the student on the Aerosystems Engineering Course who has been adjudged the best student in terms of progress in studies and contribution to the success of the course as a whole.

Winner:		
	Sqn Ldr A G O'Neill BSc, 15 AEC	Dec 82

The Royal United Services Institute Prize is awarded to the student who has been adjudged runner-up to the winner of the Whittle Prize.

Winner:	
	Flt Lt J R Equid RAAF

1982 - Course Awards (2)

The Halahan Trophy is awarded to the student of the Aerosystems specialisation who achieves the best all-round performance on each Initial Specialist Training (Engineering) course.

Winners:		
7 BAEC	Flt Lt R A Walster BSc	Feb 82
8 BAEC	Fg Off C H Green BSc	May 82
10 BAEC	Fg Off T E Gibbons	Oct 82
11 BAEC	Flt Lt H L Hygate RNZAF	Dec 82

The Chicksands Cup is awarded to the student who achieves the best overall performance on the Communications-Electronics specialisation of the Initial Specialist Training (Engineering) course.

Winners:		
8 BCEC	Fg Off T J O'Neill	Feb 82
10 BCEC	Flt Lt J Martin BSc MSc PhD	May 82
11 BCEC	Fg Off M McMahon BSc	Jul 82
12 BCEC	Flt Lt S Young MA	Nov 82

The Royal New Zealand Air Force Trophies are awarded to the student of each specialisation of the Initial Specialist Training (Engineering) course who achieves the best performance in applied technologies.

Winners:		
7 BAEC	Flt Lt R A Walster BSc	Feb 82
8 BCEC	Fg Off K E Prout	Feb 82
8 BAEC	Flt Lt R C Abbott	May 82
10 BCEC	Flt Lt M Scothern	May 82
10 BAEC	Not awarded	
11 BCEC	Fg Off M L Martin	Jul 82
11 BAEC	Fg Off M B Goldby	Dec 82
12 BCEC	Fg Off I A V Pratchett	Nov 82

The Beckwith Trophy is awarded to the student of each Initial Specialist Training (Engineering) course who, irrespective of specialisation, submits the best paper on a selected engineering subject.

Winners:		
7 IST(Eng)	Flt Lt A M Gill RNZAF	Feb 82
8 IST(Eng)	Fg Off K E Prout	Feb 82
10 IST(Eng)	Flt Lt A S King BSc	Oct 82

The Supply Cup is awarded to the student who achieves the highest standard in professional studies on each course.

Winners:		
339 ISC	Plt Off J W C Clinkskel	Jan 82
340 ISC	Fg Off P J Henry	Mar 82
341 ISC	Fg Off D B Moody	Apr 82
342 ISC	Fg Off D J Bloor	Jun 82
343 ISC	Plt Off H J Waring WRAF	Jul 82
344 ISC	Fg Off C B Waitt	Sep 82
345 ISC	Plt Off C Steele WRAF	Nov 82

THE BASIC FLYING TRAINING SCHOOL COURSE AWARDS

The Hicks Memorial Trophy is awarded to the RAF pilot who is placed first in his course order of merit in Ground School.

Winners:		
28 IBFTC	Not awarded	Feb 82
29 IBFTC	Fg Off A J Dale	Dec 82
30 IBFTC	Flt Lt G W Greenshields BSc	

The Dickson Trophy is awarded to the RAF pilot who, on completion of his training course, has shown most proficiency in applied flying.

Winners:		
24 IBFTC	Flt Lt F W Chapman BA	Feb 82
25 IBFTC	Fg Off D C Hart BSc	Feb 82
26 IBFTC	Flt Lt D P M Roberts BSc	Mar 82
27 IBFTC	Not awarded	
28 IBFTC	Plt Off I M Campbell	Sep 82
29 IBFTC	Plt Off P D Sherriff	Sep 82
30 IBFTC	Flt Lt J Leakey BA	Dec 82

The Battle of Britain Trophy is awarded to the RAF, Navy or Army pilot who, on completion of his training, is judged to be the best aerobatic pilot on his course.

Winners:		
24 IBFTC	Not awarded	
25 IBFTC	Not awarded	
26 IBFTC	Not awarded	
27 IBFTC	Not awarded	
28 IBFTC	Not awarded	
29 IBFTC	Plt Off N J Hunt	Sep 82
30 IBFTC	Flt Lt G W Greenshields BSc	Dec 82

The RM Groves Memorial Prize is awarded to the RAF pilot who is placed first on his course in the combined final order of merit for flying and associated ground school subjects.

Winners:		
24 IBFTC	Flt Lt F W Chapman BA	Feb 82
25 IBFTC	Fg Off D C Hart BSc	Feb 82
26 IBFTC	Flt Lt D P M Roberts BSc	Mar 82
27 IBFTC	Flt Lt C S R Boddy BSc	May 82
28 IBFTC	Plt Off I M Campbell	Sep 82
29 IBFTC	Plt Off P D Sherriff	Sep 82
30 IBFTC	Flt Lt J Leakey BA	Dec 82

1982 - Course Awards (3)

THE GROUP CAPTAIN P W LOWE-HOLMES AWARD FOR SPORT

The award is made to the student officer or officer cadet from DIOT or commissioned student from DSGT or BF/T5 undergoing IST who, by active, cheerful and sportsmanlike participation, has given the greatest service to sports and sportsmanship at the College during either the summer or winter season.

Winners:

Fg Off D Marshall
Flt Lt G Wright

Eng
GD/P

Winter 1981/82
Summer 1982

THE DEPARTMENT OF AIR WARFARE

The Andrew Humphrey Memorial Gold Medal is awarded to the best overall student on the GD Aerosystems Course.

Winner:

15 GD ASC Flt Lt F A Richey

GD/N

Dec 82

The Aries Trophy is awarded to the student on each GD Aerosystems Course who produces the best personal project.

Joint Winners:

15 GD ASC Lt Cdr R D Stephenson RN
Flt Lt C M H Hawes

GD/N

Dec 82

1982 - DAW News

Department of Air Warfare Activities - 1982



No 43 Air Warfare Course

Wg Cdr Hidsett	Wg Cdr Johnson	Wg Cdr Kyle	Wg Cdr Max	Wg Cdr Mills	Wg Cdr Phipps	Wg Cdr Stinson
Lt Col Baldwin	Wg Cdr Curry	Wg Cdr Davis	Wg Cdr Dick	Gp Cpt Barnes	Wg Cdr Foreward	Wg Cdr Fullford
					Wg Cdr Macdonald	Lt Col Bell



No 44 Air Warfare Course

Wg Cdr Linton	Wg Cdr Moses	Cdr Robertson	Lt Col Ree	Wg Cdr Smith	Wg Cdr Tulkams	Wg Cdr Tudor	Wg Cdr William
Wg Cdr Arnold	Wg Cdr Coy	Wg Cdr Cuthbert	Wg Cdr Carris	Wg Cdr Lindsay	Wg Cdr Rumford	Lt Col Bennett	Wg Cdr Bennett

The training programme in the Department of Air Warfare (DAW) followed a very similar pattern to that of 1981. There was little change in the syllabi for the 44 courses and study periods planned. 750 students attended in-house courses and study periods and these included 145 officers from NATO and Commonwealth countries and 60 civilians. The total number of students was, yet again, an increase on the previous year (730).

In 1982 the Department continued to provide specialist individuals and teams to lecture other Service and scholastic establishments and the overseas commitments involved visits to Rome, Toronto, Winnipeg, The Hague, Brussels and Bangladesh and, for the first time, to the Royal Jordanian Air Force in Amman, to the Royal Norwegian Air Force in Oslo and to the Singaporean Armed Forces.

The international element of the DAW courses was further extended in 1982 by the

inclusion on the Flying Supervisors' Courses of Royal Jordanian Air Force officers, officers of the Sultan of Oman's Air Force and officers of the Defence Forces of the State of Qatar.

Past graduates of the Flying College and Air Warfare Courses gathered for their Annual Association Dinner in College Hall Officers' Mess in June. The President of the Association, Air Chief Marshal Sir David Evans, was present together with 95 guests, members and Department Staff. General Bernard W Rogers, SACEUR, was the Guest of Honour. The Association's next annual dinner will be held at Cranwell on 1 June 1983.

The Aries Trophy was awarded jointly to Lieutenant Commander R D Stephenson RN and Flight Lieutenant C M H Hawes. The Andrew Humphrey Memorial Gold Medal was won by Flight Lieutenant F A Richey. Lady Humphrey once again presented the prizes at a farewell Guest Night for No 15 GD Aerosystems Course on 10 December 1982.



Flt Lt Watson	Flt Lt Breuer	Flt Lt Rehby	Flt Lt Culeby	Flt Lt Wilkinson	Flt Lt Carver	Flt Lt Eley
Flt Lt Nasham (RAAF)	Flt Lt Dorson	Flt Lt Cameron	Flt Lt Herben	Flt Lt Viney	Flt Lt Hawes	Flt Lt Pooler
Flt Lt Hamilton	Capt Henderson (USAF)	Lt Cdr Wilkinson (RAF)	Sqn Ldr Ripley (RNZAF)	Sqn Ldr Anderson	Sqn Ldr Jerga (RAAF)	Lt Cdr Stephenson (RN)
					Sqn Ldr White	Flt Lt Moore (RAAF)

1982 - Barkston Heath

Barkston Heath

This article has been prepared by Flight Lieutenant H Smethurst and Flight Lieutenant A East of No 33 BFTS Course, assisted by Squadron Leader W J Taylor of Headquarters Strike Command.



Dakotas of the 61st TCG over Barkston on 21 July 1944.

Those who have flown from Cranwell will know Barkston Heath as a sleepy little airfield, just South of Ancaster, used for 'circuit bashing' by the BFTS Jet Provosts, and at weekends as a testing ground for model aeroplanes. Few of the original buildings are left but a walk around the large black hangars and the old Officers' Mess - now used as a farm building - hints at a more exciting past.

In 1940 Cranwell had about 150 Oxford trainers as well as an assortment of Master IIs, Tiger Moths, Blenheims, Whitleys, Proctors and Dominies. The airfield had reached bursting point, and the Air Staff began to cast around for satellite airfields. In addition to Spitalgate, Fulbeck, Caistor, Coleby Grange and Wellingore, an open area around Barkston Heath was chosen, and the Forms 540 (station operations records) show that aircraft were flying from this grass strip from at

least April 1940, though there is evidence that it was in use from 1936. During the war the Germans, attracted by Barkston's illuminated flare path, bombed the airfield on several occasions in 1940 and 1941, mainly at night. On 1 May 1941 a student flying an Oxford in the circuit was alarmed to find himself being machine gunned by an enemy aircraft waiting in the darkness for such easy pickings. The Oxford caught fire but was landed safely.

In December 1942 Barkston was transferred to Bomber Command initially to provide domestic accommodation for the Heavy Conversion Unit (HCU) operating from Swinderby. It was planned that the HCU Whitleys would later operate from Barkston, after concrete runways had been laid, although in the end the Whitleys never arrived.

The Aircrew Commando School arrived from Winthorpe at about the same time and, until it moved again to Morton Hall near Swinderby in April 1943, provided one-week courses for prospective bomber aircrew between OTU and HCU. These courses aimed to equip crews for survival in enemy territory, and included training designed to ensure physical fitness and to maintain discipline and morale. Meanwhile, Cranwell was closed while the grass on the South Airfield was replaced. All the Cranwell aircraft were moved to Barkston Heath until it too closed for redevelopment in April 1943, by which time Cranwell was open again.

When Barkston re-opened in January 1944 plans had changed. The airfield became 'USAAF Station 483', under the US 9th Air Force who arrived in February fresh from the Italian campaign. The airfield bustled with the C-47 Dakotas of the 61st Troop Carrier Group (TCG) as they began their work-up for the invasion of Europe. On 1 and 2 June large numbers of American paratroopers began to arrive as the final preparations were made and, just before midnight on 5 June, 72 aircraft took off in 6 minutes and headed for Normandy carrying 1,167 men to Ste-Mère-Eglise, just behind the D-Day beaches. The drop was successful, although the troops were badly mauled on the ground; one C-47 was shot down and 6 were damaged. The following months saw a number of re-supply missions to France using C-47s and C109 fuel tankers, taking in gasoline and bringing out casualties.

Early Autumn 1944 was given over to work-up for 'Market Garden' - the Arnhem campaign. Before dawn on 11 September, 72 aircraft took 1,268 paratroopers to Heesum in Holland, and then on 18 September, 40 aircraft, each towing a WaCo CG4A glider, took off for Arnhem. Four failed to return. The period also saw some losses among ground personnel; 9 airmen were killed in a collision of 2 C-47s just west of Sleaford on 28 July.

The 61st TCG moved to France in March 1945 as the front moved forward, and was soon replaced at Barkston by the 349th TCG with 64 Curtiss C-46 commando transports, 2 C-109 tankers and a number of gliders. The C-46 earned a poor reputation among aircrew because of a number of fires in the air and it was grounded for a period. The unit moved to

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France in April, but for 2 weeks in May a detachment of 8 aircraft returned to Barkston Heath to ferry British airborne troops to Scandinavia.

After the war, flying at Barkston ceased. No 7 Equipment Disposal Unit (soon renamed 256 Maintenance Unit) took over the airfield on 1 June 1945 and it is said that they simply buried large numbers of American trucks and armoured vehicles which are presumably still there today. No 2 RAF Regiment Sub-Depot arrived in September 1945 and worked alongside the MU, but was under the control of the main Depot at Belton Park. Its task was the primary training and drafting of RAF Regiment personnel, and it had about 1,000 men on strength.

Flying started again on 1 May 1947 with Cranwell aircraft again using the field as a relief landing ground along with Fulbeck. Soon afterwards it was decided that Fulbeck alone was needed and Barkston Heath was put on 'care and maintenance' from the end of 1948.

The airfield was virtually deserted until flying training began again after Cranwell's expansion required a second relief landing ground in 1954. A Barkston wing of 2 Piston Provost squadrons (Nos 1 and 2) was formed to operate alongside the Vampire T11s and Meteor T7s of Cranwell. The aircraft and a hangar party of about 35 airmen lived permanently at Barkston whereas the flight cadets and instructors commuted in every day from Cranwell to their hatted accommodation. Away from the watchful eye of Cranwell it seems that many riotous parties were held and the landlord of the 'Houblon Arms' was kept in business. A popular period was in 1961 when the runways were re-surfaced and the 2 squadrons moved to Spitalgate - the WRAF initial training base. In addition to the Provosts, Valettas and Varsitys operated from Barkston, giving the pilot flight cadets 30 hours of navigation training.

In the Autumn of 1960 the Jet Provost 3 began to replace the Piston Provosts at Barkston and soon the Vampires at Cranwell. The Jet Provost 4 arrived in 1962 to supplement the Mk 3 fleet as the Vampires were retired. Air Traffic improvements took place in 1961, including the installation of the CADF and search radar.

A turning point was in 1966 when the CFL,

Wing Commander Derek Maddocks, decided that the accommodation and the bussing arrangements for the crews were unsatisfactory; the aircraft were brought back to Cranwell and Fulbeck was closed completely. Nos 1 and 2 Squadrons merged with 3 and 4, who occupied Hangars 29 and 30 as at present, while the domestic accommodation at Barkston was demolished. Barkston continued as a relief landing ground for Cranwell and has since seen innumerable circuits and landings by Jet Provosts using it to relieve the congested Cranwell circuit. In July/August 1982 Barkston experienced another brief moment of glory as the location of the BFTS Bulldog Flight with which HRH The Prince Edward completed a short and very successful flying course.

Nevertheless, in recent years, Barkston facilities have been considerably reduced; a

third of the land has been sold off and a number of hangars have been either demolished or used for storage by local farmers. A return to a more warlike operational role is soon to take place, however, as Barkston will be the site of No 25 Bloodhound surface-to-air missile squadron (A Flight) when they transfer from RAF Bruggen in 1983.

In conclusion, it is interesting to note that Barkston, in common with many old wartime airfields, enjoys the patronage of its own ghost. Several people during the last few years claim to have seen the headless American airman standing on the Barkston runway. If you see him, it might perhaps serve as a reminder that Barkston Heath has not always played as humble a part in aviation history as it has during the last few years.



Aerial Photograph of Barkston Heath taken on 16 May 1948 by a Spitfire of No 254 Squadron.

1982 - Flight to the North Pole

Exercise Far North – The No 15 GD ASC Flight to the North Pole

(This article has been prepared by the Flight Trials Training staff of the Department of Air Warfare.)

The General Duties Aerosystems Course (GD ASC) is a major course conducted by the Department of Airfare (DAW) at the Royal Air Force College. The broad aim of this 50-week course is to provide selected GD officers with a sound education in all facets of modern integrated aerosystems. A large proportion of the graduates of the GD ASC proceed to appointments concerned with the procurement, development and evaluation of avionic systems.

A major component of the syllabus for the GD ASC is flight trials training (FTT). This phase of the course has been designed as an introduction to the concepts and techniques of flight testing and analysis. In the first part of the FTT phase, the course members conduct 5 airborne trials in the Dominie T Mk 1 aircraft. The purpose of these trials, which are carried out on the existing navigation equipment of the Dominie, is to give the course members general experience of trials planning, execution and reporting.

The second part of the FTT syllabus concentrates on the operation and evaluation of modern avionic systems. Long-range flights are carried out in a specially equipped Britannia operated by the Aeroplane and Armament Experimental Establishment (A&AEE), Boscombe Down. These flights, designated Exercise Far North, carry a 45 strong trials crew consisting of GD ASC members, DAW staff and representatives from industry, MOD and NATO. The primary aim of Exercise Far North is to provide the GD ASC with experience in the use and evaluation of heading reference systems, inertial navigation systems (INS) and long-range navigation systems at high altitudes during long duration flights. To this end the flights normally route over the North Geographic Pole via Thule Air Base, Greenland.

An example of a typical Exercise Far North flight was the 1982 Polar Flight which took

place in late July and was mounted from RAF Brize Norton. During a 2-week period prior to the flight, the aircraft was fitted out at the A&AEE with a variety of equipment loaned for the mission by both industry and MOD sources. This equipment was installed in the passenger compartment and distributed on 8 tables around which crew members could sit.

Among the systems carried were 3 INS, of which one was a prototype based on a laser gyroscope. Other equipment included a development receiver for the GPS/Navstar satellite navigation system, an Omega world-wide navigation system receiver, 3 types of LORAN long-range navigation system receivers, 3 integrated area navigation systems and 2 types of heading reference units. Additionally, comprehensive on-board computing facilities were fitted to allow in-flight data processing.

The aircraft was positioned at RAF Brize Norton on the day preceding the flight. The trials crew were accommodated overnight in passenger transit accommodation at Gateway House and boarded the aircraft the next day for the outbound flight to Thule.

Once at cruising altitude the equipment evaluation process began. Every 5 or 15 minutes, depending on the system being assessed, readings of various output parameters were taken and compared with the outputs of a datum INS. Equipment error values were calculated and the data recorded for use in post-flight analysis. Every 90 minutes or so crew members moved on to another system to enable them to see the operation of a wide variety of the navigation equipment carried. Data gathering ceased prior to descent and the aircraft landed at Thule in the early afternoon (local time) after a 9-hour flight.

Thule, situated some 800 nm from the North Pole, is a US Air Force base on the north-west coast of Greenland. The airbase supports a Ballistic Missile Early Warning System (BMEWS) site. Members of the trials crew were briefed on the roles and facilities of the base and were given a comprehensive guided tour of the BMEWS site.

There are no trees at Thule, and very little vegetation of any sort. Arctic foxes abound and scavenge around the cookhouse and stores buildings. Situated 10° north of the Arctic Circle, Thule has daylight for 24 hours a day in summer, while in winter the base is in continual darkness. The passage of time can still be measured, however, by the traditional method of relating all times to bar opening hours! All posts are unaccompanied, Servicemen and Servicewomen serving a 12-month tour of duty.

On the second day, the Britannia was flown further northwards to the Geographic North Pole. For several years past, the pole has been cloud covered during our visit, but this year the sky was clear, and we could see a jig-saw of icebergs, separated by narrow leads of open water, stretching out in all directions to the horizon. After crossing the Pole, and after the various navigation displays had passed 90°N (90°16'N in one case!) the aircraft was turned through 180° to head back to the Pole, from whence one of the many southerly headings on offer was chosen to head back to Thule. However, the ever unpredictable Thule weather worsened and fog over the runway necessitated a diversion to Sondrestromfjord, 2 hours flying time south of Thule.

On the third day of the exercise the aircraft recovered to Brize Norton after a refuelling stop at Thule.

On completion of the 1982 Exercise Far North, a total of 44 hours had been flown of

which 37½ hours were devoted to data gathering and equipment assessment. The special-fit equipment was removed from the aircraft, and all data gathered during the flights was collected together and returned to DAW for post-flight processing.

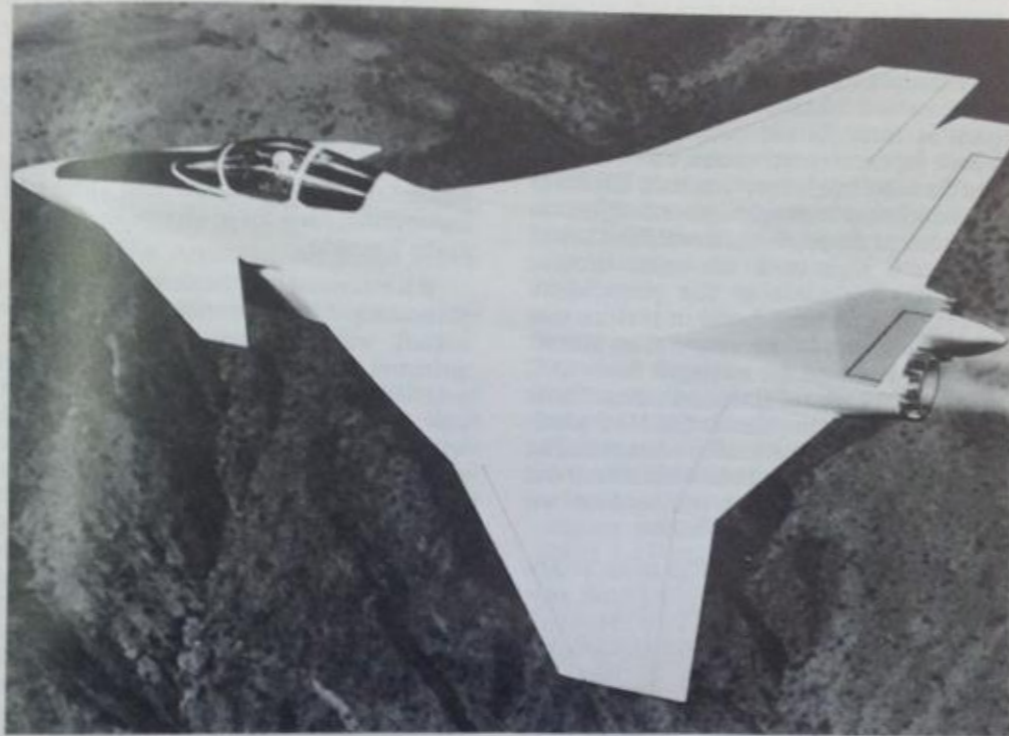
The lengthy analysis procedure comprised 2 distinct stages, the first of which was determining the best estimate of aircraft true position and heading at any particular time - the refined datum position and heading. The second stage involved comparing the outputs of individual navigation systems with refined datum values to obtain errors which were then statistically analysed to give an indication of overall system performance. The results for all systems carried, together with a qualitative assessment of performance, were then incorporated in a comprehensive report.

The annual Far North exercise is of great value on 3 counts. Firstly, it serves to bridge the very considerable gap between the Dominie phase of the GD ASC flight trials syllabus, carried out using the rather dated avionics of that aircraft, and the real-world trials work involving the assessment of the performance of modern aerosystems. Secondly, it permits the interchange of fresh ideas and expertise between all participants. Finally, it enables industrial companies to fly equipment which is still in the development stage, thereby providing trials results to the ultimate benefit of the Services.

1982 - Composites

Advanced Composites In Aircraft Construction

This article has been prepared by Flight Lieutenant J E Morton, Department of Specialist Ground Training.



Artist's impression of a future combat aircraft using carbon fibre composites. (Reproduced by kind permission of British Aerospace PLC).

There has been much research and development work over the past 2 decades devoted to producing better materials for aircraft structures. Better, in this case, means exhibiting more strength and stiffness for a given weight, together with improved

resistance to corrosion and fatigue. The most promising material that has emerged to date and which is incorporated in aircraft being designed today is carbon fibre composite or CFC. The carbon fibres themselves are finer than a human hair and are made by heating

nylon-like threads to a very high temperature. This gives them a strength to weight ratio greater than almost all other known materials. CFC is made by incorporating layers of the carbon fibres, packed densely either side by side or woven into mats, with a plastic matrix. The matrix is usually epoxy resin similar to the Araldite that we use for repair jobs around the home. The concept is similar to that of reinforced concrete where steel rods are used to reinforce a matrix of concrete.

Because CFC can be moulded into almost any shape and thickness when it is made, it has great potential for use in aircraft structures where excess material means excess weight and therefore inferior performance. The fibres can be oriented to give strength and stiffness in the required directions and rivetted and bolted joints are kept to a minimum because structures are made in one piece where possible. It has been found in practice that about one-tenth of the weight of an aircraft part can be saved by making it from CFC instead of the normal aluminium alloy. This is demonstrated in the Harrier GR Mk 5 which will enter RAF service in a few years time. The wing, front fuselage and tail of this aircraft will be made of CFC, which has produced an estimated weight saving of 400 lbs.

Even greater weight savings of up to 30% can be made by designing completely new aircraft to be made using CFC from the outset. At this stage a design can evolve which makes the whole aircraft smaller to take full advantage of CFC construction. Because costs are generally in proportion to overall aircraft size for a given aircraft type, a smaller aircraft which can fulfil a given mission will be cheaper to buy and run. In addition it is estimated that in the long term CFC structures will be no more expensive, or even cheaper, to make than the directly equivalent metal structures. One further advantage of CFC is that it seems to suffer much less than metal from fatigue damage caused by alternating loads. This, together with the natural resistance of CFC to corrosion, should reduce the 2 factors which cause a great deal of the RAF's airframe repairs

and modifications.

CFC does have some potential drawbacks, such as a greater susceptibility to impact damage than metals, and exhaustive tests and trials are currently being carried out by aircraft manufacturers to establish adequate design procedures to ensure that the strength advantages of CFC structures will be maintained during the service life of an aircraft. There is always this necessity to examine all possible implications before an innovation in the aviation world is fully accepted and the RAF is also currently studying the long-term maintainability and cost aspects of CFC construction. This is not only for aircraft like the new Harrier and others which may follow but also for CFC replacement parts for in-service aircraft such as the Tornado.

It is estimated that the aircraft of the 1990s, particularly high performance military aircraft, will have well over half of their airframes made from CFC. There are still areas where metals cannot be replaced by CFC such as high temperature zones and places where there are high concentrated loads in restricted spaces. These aircraft of the future might look like the Agile Combat Aircraft, recently shown in mock-up form by British Aerospace, or like the Grumman X-29A experimental aircraft with forward-swept wings. It has been possible to design practical high performance forward-swept wings like these only since the advent of CFC construction with its superior stiffness which can be tailored to make the wing twist advantageously under load.

To sum up, the use of CFC in aircraft construction has its disadvantages, which are currently being rigorously analysed by experimentation and monitoring, but the advantages are expected to outweigh these. Coupled with the other advances in aircraft technology, particularly in flight control systems, the use of CFC should lead to smaller and lighter but more capable combat aircraft which will slow down the ever-increasing cost spiral of past years.

1982 - Cranwell History by AVM Lyne (1)

A Review By Air Vice-Marshal M D Lyne (Retd) Of "The History Of Royal Air Force Cranwell".

(Published by HMSO, November 1982 Price £9.95)

Who was the Cranwell corporal who became a Nobel prizewinner?

When did the Cranwell officer strength include 55 Turkish officers, against only 107 Royal Air Force officers?

What were Prince Albert's reactions to life at Cranwell?

Under what circumstances did a Cranwell aircraft ditch in the Atlantic?

What is "The Argentine Air Force Senior Prize"?

How many coal gas spherical balloons were on strength at Cranwell in 1916/17?

Group Captain Haslam's "The History of Royal Air Force Cranwell" answers these questions as well as many others over an equally broad field. He lists the 23 Commandants who presided over 55 peacetime years. (Is there an error over Air Vice-Marshal Jack Baldwin? Surely his distinctive personality set the tone at my passing out parade in July 1939?) This list shows that every pre-war Commandant was a member of the Distinguished Service Order, although none of these wore it only 4th in their decorations as did Air Vice-Marshal L F Sinclair (1950-52). The notes and appendices alone occupy 49 pages, and would by themselves be worth a place on the shelves of any reader interested in Cranwell. With the addition of 129 pages of closely packed information in the body of the book, "The History of Royal Air Force Cranwell" indeed constitutes a formidable work of reference. The disciplines that go with having HMSO as publisher could be expected to enforce reticence in tricky areas, and Group Captain Haslam has touched only lightly on some of these. But he has set out pointers for others to follow in a less formal setting. He must have notebooks full of fascinating material bearing on what would nowadays be called "the rich sub-culture of College life". Perhaps he can be persuaded to ally himself

with a less formal publisher to bring these events to us in due course.

Inevitably the story of the Royal Air Force Cadet College occupies centre stage, but in this year in which, for the first time, a "double Cranwellian" has become Chief of the Air Staff it is good to note that the East Camp has not been ignored. We are reminded that in the early days, the Boys' Wing grew out of the amalgamation of trainees of the Royal Naval Air Service with boys of the Royal Flying Corps. Prince Albert (later King George VI) found everything "...in rather a muddle ..." - a cry which was to be repeated in the wake of later reorganizations, when the wafer-thin line between reorganization and disorganization was crossed all too frequently. Nonetheless the unit settled down to provide the high grade aero engine fitters and other skilled tradesmen who constituted the technical backbone of the Royal Air Force. After this wing had moved off to Halton, another unit vital to the effectiveness of our Service in World War II settled in East Camp. This was the Electrical and Wireless School. Not only did these schools provide highly-trained manpower for the hangar floor, but many officers of the wartime air force were also graduates. I am reminded that not all their early careers were a clear pointer to later success. In one case the muddle to which Prince Albert had referred had become too much for the men. A disturbance broke out. Three corporals were identified as ringleaders and the Service police plunged into the angry crowd and arrested them. In later years all 3 men reached the rank of Wing Commander.

But the stiff discipline of those days did not encourage transgression. One of Group Captain Haslam's witnesses gives us a chilling glimpse of the ceremonial thought necessary to mark an airman's dismissal from the Service. The difficulty most of us will have in understanding such Khomeini-like

procedures points up the effort needed to bridge the cultural gap between ourselves and the pioneers of our Service. Look at Plate 14 in the book, "After Church Parade on a wet Sunday morning", and then turn to Plate 31 "HRH The Prince of Wales after his Graduation". An unfair comparison, perhaps? After all the first group is some way past breakfast and some way short of its lunchtime sherry; the second would seem to be post-prandial. Possibly, though, there is a human link between ourselves and the pioneers which we ought to acknowledge in spite of barriers of style. We look at the stiffly uniformed (yes - even the bishop) dramatis personae who occupy the rather scruffy saluting base. We look again at the relaxed and individualistic personalities at the splendid main entrance of the College. We remember that it was Trenchard, a member of the inscrutable generation, who fought so long and hard first to found a vigorous community with a distinctive character, and then to fund a building worthy of the world's first air force college. In a parallel volume "The Commandants of the Royal Air Force College Cranwell 1920-1950" Group Captain Haslam gives brief biographies of the first 9 Commandants. We see the ex-soldiers with their neat moustaches. We see the ex-sailors, Halahan, Longmore and Cave-Brown-Cave, just as positively sailors in their bluff clean-shaven countenances. Were they as conventional as they look? Trenchard was not for a start. Although he moved easily enough in establishment circles, his proposals for providing officers for the Royal Air Force were, by the standards of the day, radical. One of his declared reasons for planting the College so far from the sister institutions of Dartmouth and Sandhurst was to spare his cadets from wounding social comparisons. He meant the officer ranks of our Service to be open to talented men regardless of social origins.

The men whom Trenchard sent to lead Cranwell may have looked conventional, but their careers were full of acts of enterprise. They all learned to fly between the years 1911 and 1915 - akin to being astronauts today. Some of them made early record-breaking flights. One, whilst serving in the Royal Air Force, ran an aircraft factory on the side. They had a difficult row to hoe (as shows in Andrew

Boyle's "Trenchard", which ought to be read in parallel with Group Captain Haslam's book) and their conventionality on the surface must have acted as a form of armour against the suspicion that they were engaged in weakening social conventions about who possessed "officer-like qualities". "The History of Royal Air Force Cranwell", Longmore's autobiography and also Haslam's "The Commandants of the Royal Air Force College 1920-1950" all dwell on the appeal of foxhunting. Nowadays this may seem a strange irrelevance in the growth of an air service which had all too little time in which to prepare itself to take on a highly technical adversary. The Royal Air Force had to live and indeed expand in a world in which those who counted regarded correct dress and behaviour in the hunting field as a mark of one who could be trusted: "one of us".

I remember Lincolnshire in the hey-day of the pre-World War II expansion in pilot training. The skies buzzed with the hideous noise of the Harvard aircraft's overspeeded propeller tips. The pubs and dancehalls were full of socially heterogeneous RAF officers and cadets. At ever decreasing intervals out-of-control aircraft would "crump" into somebody's fields (as it happens very few were from Cranwell, but who could tell). Air Vice-Marshal Jack Baldwin, the former Hussar, would be out hunting several days each week. His reassuring charm must have done much to keep influential people from impeding the work of flying training schools. As usual the British had started desperately late to prepare for the inevitable war. Those days in the saddle - improbable as it may seem - had their place in supporting the preparations.

It is natural that "The History of Royal Air Force Cranwell" should give space to the Commandants, particularly to Longcroft who started the College and to Atcherley who restarted it in 1946. Those who did not know the old College may be surprised to see the names of batmen and stewards. In fact this is no less than justice. They were effectively part of the instructional staff, if unacknowledged. Shrewd judges of men and with a clear idea of the proper etiquette between an officer and his servant, their contribution to training was intelligent and profound. Small wonder that few of their sons were available to step into their fathers' shoes. The sons were at

1982 - Cranwell History by AVM Lyne (2)

university.

The latter part of Group Captain Haslam's book must have made painful writing for one who had been Assistant Director of Studies at Cranwell. Occasionally Group Captain Haslam lets this slip out, and who could blame him? The academic side had always been squeezed between the upper millstone of the cadet's enthusiasm for flying or his other professional and vocational studies and the lower millstone of Service discipline and sport. But the great national expansion in higher and further education created expectations which the Royal Air Force felt bound to take into account. Group Captain Haslam carefully charts the attempts that were made to set up an appropriate syllabus. The old staff college tag "order, counter-order, disorder" may seem to apply, but perhaps it could not have been otherwise. So many things have happened

since the task was to make naval and military officers feel "... that they had their equals in the RAF in the qualities which went to make a good officer and gentleman". In the wake of the Falklands operation, when all 3 Services and the Merchant Navy have demonstrated the highest human and professional qualities the battle for acceptance is well over (if indeed it was not over by the end of World War II). A new setting creates new imperatives. Possibly Group Captain Haslam's most useful service has been to provide so copiously in "The History of Royal Air Force Cranwell" the data for informed debate on the future recruitment and training of the Royal Air Force.

Copies of the "History of RAF Cranwell" can be purchased from the College Secretariat, HQ RAF College, Cranwell.

1982 - Saudi Arabia 1983

SAUDI ARABIA 1983

This article has been prepared by Flight Lieutenant C R Huckstep, 1982 winner of the Prince Bandar Prize and Trophy, who has recently visited the Kingdom of Saudi Arabia.

"Welcome to the Kingdom" said the man next to me in the customs queue, as the Arab behind the counter unceremoniously confiscated all my precious books and dumped them on the floor. It was not a particularly auspicious beginning to my 2 week stay in Saudi Arabia; in fact I was able to reclaim my belongings the next day and from then on the Saudis I met were unfailingly courteous and hospitable.

I was very fortunate to be invited to visit the Kingdom of Saudi Arabia in January 1983 as the winner of the Prince Bandar Trophy for War Studies. Prince Bandar bin Sultan bin Abdul Aziz was a Cranwell cadet from 1967 to 1969 and awarded the trophy to the College in 1979. Any junior officer can enter for the trophy within a year of graduation from Initial Officer Training at Cranwell; the trophy is awarded annually for the best paper (of about 2,500 words) on a selected topic and the winner is invited to spend two weeks in Saudi Arabia as the guest of the Saudi Air Force. In fact one is looked after for the most part by RAF personnel working in Saudi Arabia as part of the MOD Team, with visits to various

Royal Saudi Air Force (RSAF) air bases and local places of interest.

During my stay I was able to spend some time at 3 locations in the Kingdom, namely Riyadh the capital, Dhahran on the Gulf coast, and Tabuk in the north-west corner, close to the Jordanian border. Riyadh has been described as "the largest building site in the world" and it is an apt description. The only building of any architectural or historical interest is the Al-Musmak fortress in the centre of the city which Abdul Aziz bin Saud stormed in 1901 to begin his creation of the modern Saudi Arabia. In 1900 the Arabian peninsula was merely a vast and vague patchwork of petty sheikdoms, colonies and tribal areas, and the great achievement of the House of Saud has been to harness oil, Islam and traditional desert values into one unique state able today to wield international influence on a major scale.

The pace of change has been rapid and there can scarcely be a town or village in the Kingdom that has not been touched by the wealth and drive for development that oil has brought. The Bedu of Lawrence and Thesiger

have almost disappeared and travelling around the Kingdom today one gets the impression that the Saudis are hastily modernising everything as fast as possible.

The RSAF is no exception to this, re-equipping with F-15s and recently taking delivery of five E-3A AWACSSs. The RSAF has been developing with good judgement, never acquiring equipment that it cannot absorb and systematically training its own people to take full operational responsibility. Underlying the big foreign training and support operations is the central theme of ultimate self-sufficiency in all respects. Most RSAF pilots are trained at the King Faisal Air Academy, equivalent to Cranwell, where they receive full military, academic and flying training up to Wings standard. Some are still sent to the United States for initial pilot training, while many of the senior officers have attended courses in the UK. In the RSAF ground-attack and recce capability is provided by the F-5, with the Lightning in the air defence role now being gradually replaced by the F-15.

Probably the most enduring memory of any visit to the Kingdom is the sheer emptiness and starkness of the desert. Rock, sand and sky combine to form a hard, bright landscape with every line etched sharp without the softening of soil or vegetation. The scenery is infinitely variable, from the classic rolling dunes to vertical sandstone pillars rising sheer for a thousand feet from the desert floor. From Tabuk we spent a day exploring the track of the famous Hejaz railway which used to run from Syria to Medina, blown up by Lawrence of Arabia and left unrepaired ever since.

A VISIT TO SAUDI ARABIA with the freedom to travel around the Kingdom is an opportunity not given to many. I would like to thank all those whose efforts made the trip possible and I can recommend the Prince Bandar Trophy to all recent graduates of the College.



1982 - Berlin

Impressions of Berlin – by Cdt Plt J Lesser RAFVR

In September 1982, Bristol UAS had the opportunity of sending a detachment of 15 staff and students to Berlin for a week. The aim of the visit was to broaden the experience of the students in military and current affairs by visiting this unique city where the East and West rub shoulders. Cdt Plt Jerry Lesser has been an RAFVR U/T Pilot on Bristol UAS since Jan 81 whilst studying for a BSc (Honours) in Aerodynamic Engineering. The visit to Berlin made a profound impression on him and this article is an expression of his thoughts.

One hundred years ago, tens of thousands of Russian Jews began to flee the pogroms in their native land. They left nearly all their possessions behind and arrived in countries all over Europe and North America, penniless and ignorant of their new language. Some went to Germany, others travelled to Britain. My great-grandparents came to London, where their descendants have remained ever since. Sixty years later, whilst my parents' contemporaries flew Lancasters over Berlin or fought the Germans at Monte Cassino, their distant relatives in Germany were disappearing into the darkness of Hitler's 'final solution'. Now, forty years later, I am writing my thoughts on Berlin, not only from the standpoint of an RAF Volunteer Reservist but also of a British Jew.

From the air, the city of Berlin already shows a hint of its uniqueness. Large forests of dark green, laced with waterways, surround a core of red-brown roofing and stone-grey buildings. But these surroundings hide the scar of war.

The Red Army arrived on the doorstep of Berlin on 20 April 1945, nearly 4 years after Germany had invaded Russia. In that time, the Soviets had suffered an estimated twenty million dead. It took the Russians 12 days to make Berlin capitulate. The British and American armies were still over 100 miles away.

There are 2 major military cemeteries in Berlin. The Commonwealth War Cemetery contains over 3,000 graves, each with its own headstone. Engraved on these slabs of white are names, messages, dates and ages, and the emblem of the service with which the fallen occupant fought. Crosses on each stone, the pattern occasionally interrupted by a Star of David, span the shaded grounds with perfect symmetry. There is the peace and dignity of a Kentish village green on a summer's Sunday.

The other cemetery is Treptow Park in the Soviet sector, more a monument than a final resting place. Tourists can wander from a statue of Mother Russia grieving for her dead, past white walls on which are carved the words of Stalin together with suitable militaristic murals, to large expanses of grass covering the mass graves of thousands of Russian soldiers. No names, no individuality – they all died out of duty to their homeland, their sacrifice for communism.

One of the final points of resistance to the Russian capture of Berlin was the Reichstag, parliament building of the pre-Nazi era of Germany. Pock-marked by bullets during the 1919 Communist uprising, nearly razed to the ground by arsonists in 1933, an act that signalled the start of Hitler's dictatorship, a target for the Allied bombing campaign, it finally burned leaving only a shattered exterior shell. Now its insides are modern, uncluttered and sterile with meeting rooms and a large conference hall waiting to welcome back a parliament of a united Germany – should the Russians ever permit it. Yet from one of its many balconies there is a view to cast a shadow over any optimist's most cloudless dreams. Two East German guards, less than 100 yards away, stare sullenly back from their watchtower. Behind and in front, 2 walls with barbed wire, dog runs, anti-vehicle traps, and search lights. (To be accurate, the wall is an organic entity. Its width varies along its length together with the facilities it offers to imprison citizens of the East!) It was on 17 August 1961 that the Soviet Union erected 100 miles of barbed wire encircling the US, British and French Sectors of occupied Berlin (West Berlin). This new fence snaked through back gardens, within buildings, along streets, under and across canals – it broke families into two overnight and stemmed the tidal waves of emigrés from the East. The Russians designated it the "anti-fascist protective barrier". Everyone else called it the Wall, and it just grew and grew.

Checkpoint Charlie is one of the few official breaches of the Wall. It consists mainly of what one colleague described as a concrete chicane – designed to stop escapees from the East and irritate visitors from the West. Sitting on a coach bending its way around sharp brick corners and sliding with inches to spare, through concrete corridors is typical of the tedious nature of crossing through Checkpoint Charlie. At another point on the Wall, there was an official handover some years ago. Not of spies but the remains of a Bomber Command crew. The Soviets found a crashed Lancaster in East Berlin and its crew interred within. They handed them back with full military honours. Apparently, the Russians respect Strength and the Dead – in that order.

Each sector of West Berlin has an airfield. RAF Gatow used to be the Luftwaffe college of the mid-30s. Tegel in the French sector now serves as the international airport for the Western half of Berlin. Tempelhof, formerly the airport during the Cold War, incorporates a building reputed to be the fifth largest in the world. Its construction began in the mid-30s and 10 years later was still not complete. Its shape is that of an eagle clasping, ironically, an unfinished swastika in its claws. Hitler built his monuments, giant and indestructible to last the 1,000 years of the Third Reich. He built in the style and extravagance of the Romans and, like the Roman Empire, his also fell. Now Tempelhof serves an American master who keenly watches the skies of Berlin and her corridors.

The Berlin Air Safety Centre (BASC), the 4-power body which regulates the airspace of Berlin and her corridors, resides in what was once the Supreme Court of Justice, later to become the Nazi's judicial showpiece – the People's Court. This building typifies what has happened to Berlin since 1933. Hitler turned what was a judiciary into a kangaroo court which produced hanging verdicts like Ziegfeld did the Follies on Broadway. It was in the People's Court that Von Staffenberg was tried for his part in the conspiracy to blow up the Fuehrer. The rumour is that twenty others, condemned for the same crime, were filmed hanging by piano wire in the basement of this eerie place, not in the nearby prison as is officially reported.

In the courtyard of this Germanic town-place is a bullet marked wall where the SS shot deserters and civilians refusing to fight the advancing Red Army; they were simply made to kneel and were shot in the head. Now, out of the hundreds of rooms available only a couple of dozen are used for the BASC.

The BASC is part of the 4-power occupation agreement. It provides 4 air traffic controllers from each contributing nation who sit in an operations room with telephones and

telexes, and pass slips of paper to one another. In effect, the Western powers inform the Soviet officer of air traffic movements and he agrees or refuses to rubber stamp their requests. If he refuses for a given flight, its safety cannot be guaranteed. All traffic in the air corridors and above Berlin is at the mercy of the USSR. If an airliner flies a few thousand feet too high, it will be harassed by Soviet fighters. If the Russians entice an airliner out of the safe airspace of a corridor with a false beacon, or shoot at a transport plane, there is an official protest by the West. In this small room, where East and West reluctantly rub shoulders, the peace can be shattered by a Polish airliner defecting to West Berlin closely followed by Russian interceptors.

The actions of the Russians in the Berlin airspace, corridors and checkpoints on the Wall is an indication of their resentment of the West. They need on one hand to contain the cultural and material influence of the Western sectors whilst on the other hand, they must persuade their own citizens of the intrinsic evil of the capitalist system. The 'anti-fascist protective barrier' they use to 'protect' their people only serves to increase the attractiveness of the West – the forbidden fruit. Any direct comparison of East and West is subjective. The fact is, on one side of the Wall there are crosses to mark unsuccessful and fatal attempts to flee the East, whereas on the other there are no hammers and sickles for their counterparts because there are no counterparts. The East Berliners have learned to laugh at their predicament. Their humour is a testament to this and I conclude with an offering of East Berlin wit. Two politicians, one from the East, the other from the West are gently teasing one another about the merits of their respective systems. The East German remarks, "All you in the West care about is money. You don't care about people the way we in the East do". "Ah", the other retorts, "that explains everything. That's why we in the West lock up our money, and you in the East lock up your people".

1982 - Mr J Holt

OBITUARY

MR J HOLT MBE, BEM

Those who were at the College in the 1950s will be saddened to hear of the recent death at the early age of 59 of one of Cranwell's most

legendary characters - Flight Sergeant (latterly Warrant Officer) Jack Holt. Perhaps in the whole history of Cranwell no member of its staff at any level has been so vividly

remembered. Many a current Station Commander would have sprung automatically to attention if he heard a scream of "Mr Murgatroyd"!! (if that was his name) uttered in the unique parade ground voice of Jack Holt.

Jack, who alternated between C Squadron and the Junior Entries for the 9 years following his arrival in 1952 as a 28 year old Corporal/Acting Flight Sergeant, was entirely in a class of his own as a drill instructor, so far ahead of any rival that I have never seen his standards approached. No one could look the part better - just above average height, immaculate in uniform, fierce in aspect, his prominent ginger moustache irreverently immortalised in his nickname "Bogbrush". His orders were awe-inspiring, his domination of a squad of up to 70 cadets at a time total, his correction of the minutest error of detail unerring, his grasp of humorous metaphor brilliant.

Yet Jack was far more than a mere drill

instructor. He was in his element in Junior Entries: it was he who decided and imposed the required standards of turnout and discipline. Indeed, he decided the minutiae of the Junior Cadets' lives. He made up and typed the daily orders, carried out the inspections - even ordained when cricket matches were to be played between the Junior Entry and the Sergeants' Mess. Perhaps the most important lesson he ever taught was that the highest standards can only be achieved in any activity by total effort. He gave - and got - total effort. He retired to his native Yorkshire after over 36 years service, with the MBE and the BEM, only last year.

He was, in a metaphor that those of the Cranwell generation he trained will understand, the Don Bradman of RAF NCOs: there were many other excellent individuals but he stood so far above all of them that he was completely in a class of his own. He will be very much missed.

1982 - Events

EVENTS AT CRANWELL



There have been a number of memorable events at Cranwell during 1982.

His Royal Highness The Prince Edward completed a 3-week course of flying training on a Bulldog aircraft at Cranwell on 8 August, having flown some 40 hours and qualified for the award of a Private Pilots' Licence. Prince Edward's instructor during the course was Squadron Leader David Walby, detached from the Examining Wing of the Central Flying School.

A major event at Cranwell was the Air Day on 11 July, the highlight of which was a heat of the Kings Cup Air Race in its diamond anniversary year. Eighteen light aircraft, including entries for the first time from the RAF, RN and Army, flew several laps of a 20 kilometre course at 500 feet. The winner was Mr Alan Dyer of Elstree, flying a twin-engined Cessna 310 at over 200 mph. The afternoon's displays included a fly past by the Battle of Britain Memorial Flight, formation flying by the College Flying Club, and displays by the Falcons and the Red Arrows. During the lulls between flying, the crowd of over 8,000 were

entertained by the marching and music of the Band of the RAF College.

On 15 May a group of 450 handicapped people from Derbyshire stopped at the RAF College Cranwell for refreshments and toilet facilities. Each year they travel to Skegness for an annual holiday and their refreshment break at Cranwell is known as Operation Good Samaritan. On a warm sunny day they were served refreshments by members of Cranwell Wives' Club, local Brownies, and volunteers from cadets undergoing Initial Officer Training.

On Saturday 30 October the RAF College, in conjunction with John Smiths Brewery, held an 'Oktober Bierfest' in aid of the South Atlantic Fund. A hangar at Cranwell was converted into a German Beer Hall with long tables, wine, German beer, bratwurst and bockwurst. Keller Funf, an 'Oompah' band, and Swing Wing, Cranwell's answer to Glen Miller, provided the music and kept the 800 people who attended dancing throughout the evening. The event raised over £1,500 for the South Atlantic Fund.