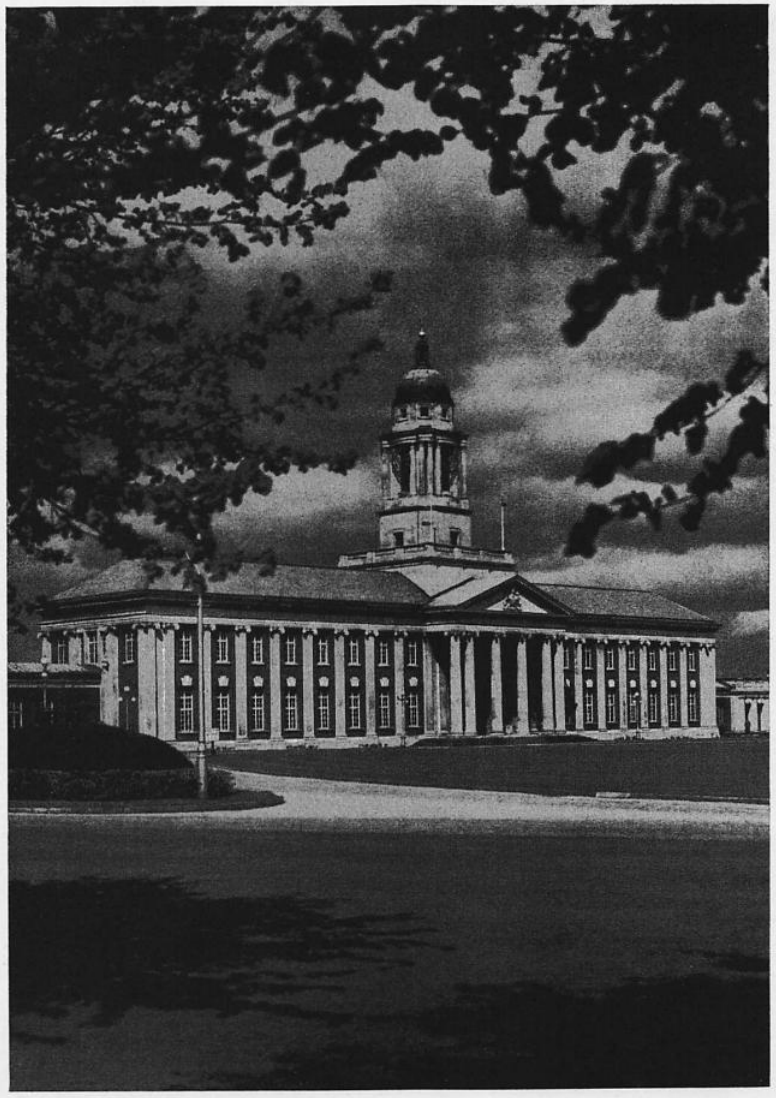
RAF COLLEGE CRANWELL
College Journal Extracts

March, July and December 1958

March 1958 - Lead Items



'Clouds over the College'

OBITUARY

Air Vice-Marshal

SIR CHARLES LONGCROFT

K.C.B., C.M.G., D.S.O., A.F.C.

First Commandant of the Royal Air Force College

AN inspiring connection with the heroic days of the founding of the College has been broken by the death at the age of 74 of Air Vice-Marshal Sir Charles Longcroft, K.C.B., C.M.G., D.S.O., A.F.C., the first Commandant of the Royal Air Force College. Sir Charles Longcroft's continuing interest in the affairs of the College throughout his later service and retirement was exemplified by his work for the Old Cranwellian Association of which he was President from its inception. The College offers its sympathy to Lady Longcroft in her great loss.

After an education at Charterhouse and Sandhurst, Second-Lieutenant Longcroft was commissioned in the Welch Regiment in 1903 at the age of 20. Nine years later he learnt to fly, his Royal Aero Club certificate being No. 192, and joined the Royal Flying Corps. In 1913 he was awarded the Britannia Challenge Trophy for the most outstanding feat of aviation during the year in flying non-stop from Montrose to Farnborough via Portsmouth in a B.E., with a 70 h.p. Renault engine, in seven hours and 20 minutes.

At the outset of the war Major Longcroft went to France with No. 2 Squadron, and one of his early reconnaissances first disclosed German forces on the move near Louvain. He was soon given the command of No. 4 Squadron and took part with other squadrons of No. 3 Wing in the battle of Neuve Chapelle and Aubers Ridge. The serious shortage of pilots led to his recall and gave Lieutenant-Colonel Longcroft his first real experience in the organization of flying training at the Central Flying School. By 1916 he was back in France in command of No. 2 (Corps) Wing and played his part during this period of tough, aggressive fighting in instilling the bold, offensive spirit in the new air service which was to be its hall-mark. By 1918 Major-General Longcroft was in charge of the Training Division and setting another Service tradition by visiting his units in a single-seater Camel. At the end of 1919, as an Air Commodore in the new Royal Air Force, he took over the command of Cranwell.

Selected by Air Marshal Trenchard for the crucial task of building up from scratch the new College, it goes without saying that he was ideally suited for the task and threw himself heart and soul into it. The first Professor of English at the College might not be expected to look back on his short stay at Cranwell with much affection, but in his autobiography Mr S. P. B. Mais speaks of a 'Commandant who appeared to be obsessed by three passions, hunting, flying and Cranwell. He took me over the station with much the same air of eagerness that a motor enthusiast might display when showing you his car.' The College opened on Thursday, 5th February 1920, and in its first year the impress of this great man set the College in a mould which it has never lost. All those—officers, flight cadets, airmen and apprentices—who served at Cranwell with him speak with love more than mere respect of his humanity coupled with strictness, his high personal standards, his fine appearance, his real interest in their welfare, and his drive and enthusiasm. They remember him as a leading figure hunting and beagling, outstanding at tennis and squash, playing cricket with the local farmers and soccer with the n.c.os; but above all they remember the manner in which he did things, the grand manner for the formal occasion, the easy, warm manner for personal meetings.

At the end of its first year the College was inspected by the Secretary of State for War, the Right Honourable Winston Churchill, M.P. The whole station paraded and marched past, and then the Secretary of State saw the flight cadets at work. In his report on the College, given in the gymnasium, the Commandant spoke of the founding of the Squadron system and of the place of flying at Cranwell. 'While an officer who cannot fly is useless to the Royal Air Force yet the mere ability to fly by no means qualifies an individual to become an officer in the Royal Air Force. In fact it is scarcely too much to say that flying in the Royal Air Force is now and will more and more assume the same relative importance to other branches of technical knowledge as riding does in the cavalry and marching in the infantry.' The principal problems which the Commandant had found also had a familiar ring to them; the wide diversity of subjects, the lack of traditions, and 'the difficulty of fitting flying training into an already overcrowded syllabus.' After 3½ years as Commandant of the College he left for an Air Ministry appointment, followed by command of the Inland Area before his retirement in 1929.

In a long obituary *The Times* said of Air Marshal Longcroft's period at Cranwell that it was one 'of great importance as the College was new and in the process of justifying itself. . . . That Cranwell has proved a brilliant success is due in very great measure to the officer who commanded it during those critical early years.'

Cranwell was fortunate to have an officer of this quality to set it on its road; and it seems that he was satisfied with its progress. On his penultimate visit to the College he was interviewed with the then Commandant, Air Commodore H. Eeles, in a recorded programme for the overseas service of the B.B.C. The idea of the programme was Cranwell in 1920 compared with Cranwell in 1955. After commenting on some of the physical changes he could see while watching a cricket match on the Orange, Sir Charles concluded:

'But none of this matters, what matters is the spirit is still the same.'

March 1958 - Passing Out Parade 71 Entry (1)

Passing-Out Parade of No. 71 Entry

Speeches by Air Chief Marshal Sir Ronald Ivelaw-Chapman and by the Commandant

ON 17th December 1957 the College welcomed Air Chief Marshal Sir Ronald Ivelaw-Chapman, G.C.B., K.B.E., D.F.C., A.F.C., as the Reviewing Officer at the passing-out parade of flight cadets of No. 71 Entry.

Believing in the theory that a good performance always follows a bad rehearsal gave reason for confidence, for the wet weather rehearsal in particular had been a poor one. In fact the theory was thoroughly borne out, as the final parade went off extremely well.

The weather was dull, and a slight breeze kept most cadets wishing they had put on that extra layer of clothing. The big disappointment was the cancellation of the fly-past due to low cloud base. However this was compensated, in some measure, by the appearance from the west of a flock of geese in admirable formation.

The Cadet Wing, commanded by Senior Under Officer P. S. Martin, marched on parade led by 'B' Squadron, with the Sovereign's Squadron following, and 'A' Squadron in the rear. The Squadrons were commanded by Senior Under Officer A. S. Cottingham, Senior Under Officer R. H. B. le Brocq, and Under Officer J. W. Blockey, respectively.

After the advance in Review Order, the Reviewing Officer presented the Sword of Honour to Senior Under Officer P. S. Martin, the Queen's Medal to Senior Flight Cadet T. H. F. Delap and the R. M. Groves Memorial Prize to Under Officer W. I. C. Stoker. Having done this the Air Chief Marshal made the following address:

The Reviewing Officer presentz the R. M. Groves Memorial Prize to Under Officer W. I. C. Stoker

The Reviewing Officer's Address

'Last weekend I happened to be turning out some old flying maps when my son who was home on leave at the time noticed in the margin of one of them some rather hastily scribbled flight plan figures and these revealed that the ground speed for that particular flight was 126 miles per hour. Now I cannot quote you verbatim what my son's remarks were but what it really amounted to was: "Poor old dad, you might as well have walked it." I should explain that my son is himself a student pilot in the R.A.F. but though he is flying nothing faster than a Vampire that was his immediate, and to my mind perfectly natural, reaction.

'Just as speeds have about doubled in that space of time—and the interval was only ten years—so too has everything else connected with military aircraft. The speed and tempo of this progress is a stimulus and indeed a challenge to all of us connected with military aviation, a category which includes all of you passing-out entry.

'It is quite impossible for me or for anybody else for that matter to come here and predict exactly what your precise role in the R.A.F. is going to be in 1977. How dull in fact it would be for you and the R.A.F. if I could have come up here with any sort of copybook answer to that question which may be foremost in the minds of many of you here on parade: "How do I stand since that issue of the White Paper Defence in April on this year." Frankly, I do not know the answer and it would be unscrupulous of me to pretend that I did, but this much I do know. The R.A.F. was made great by men who did not at every stage of their career work out from slide rules and calculate their prospects of promotion, and rates of pay ten years hence. It was made great by men who were prepared to take a chance on that and on a great many other things as well, and who kept keen through their love of the air and of the problems connected with the air.

'Maybe I can epitomize what I am trying to get at by quoting to you from the Marquis of Montrose who wrote these words: "He either fears his fate too much or his deserts are small who dares not put it to the touch to win or lose them all." Now although I cannot claim to predict the precise shape and size of the R.A.F. 20 years from now I can at any rate assure you of this one thing—the men who command it then, the men who will be the true exercisers of air power will be those who have learnt to master the problems of the air in the air and not those who merely studied them in textbooks or in the laboratories. There are many dismal Jimmies going round with neither knowledge nor experience prophesying that this Service of ours is on its last legs. They do far more harm to the R.A.F. than they either know or intend.

'Now this morning I would like to say a special word of thanks and welcome to those parents, friends and relatives who have taken the trouble and effort to be present with us on this occasion, and in return I think I can assure them that those young men are now entering a Service where the word Cranwell is a hall-mark which is accepted, respected and welcomed by all. Moreover, they will be joining a community where I think I can claim that they will still have a reasonably high standard of ethics to guide them and, moreover, in a short time they will become members of what we are pleased to call the British way of life.

'As to your parade I am going to say very little. I think I have some idea of how much blood, sweat, tears, bad temper and all that sort of thing goes into the rehearsing or producing a parade of the type we have seen this morning. Over the years we in the Service have come to expect perfection or very near perfection, in these Cranwell passing-out parades so if I merely say that this morning's parade was up to standard which I do, you can take that if you like as a typical piece of British understatement but in point of fact it is the warmest compliment that I can pay to your instructors and through them to you.

'Now mid-December and mid-Lincolnshire are neither the time nor the place for a long open-air harangue and I am only going to keep you one minute more but there is one point that I think may be worth saying. It is conventional on these occasions for the Reviewing Officer to offer some words of advice to the entry passing out and I can think of nothing, or scarcely anything that won't have already been said either by your instructors here or on similar passing-out parades before—the five or six which you may have attended during your three years here, albeit maybe in not quite such an imposing position which you hold today. There is one thing which is so terribly important to the whole of your future: Over-confidence in the air. This bugbear, this gremlin of over-confidence, and here I speak from my own personal experience, is likely to rear its ugly head on about three stages in a chap's flying career. The first, and possibly the most critical, is within the next 50 hours or so of your flying, and frequently shows itself again about the 1,000-hour mark and sometimes again 1,000 hours later than that. The cure for it is a perfectly simple one. First of all to know of its existence, secondly to recognize the symptoms and lastly to nip it in the bud before, if I may put it this way, the bud nips you.

'My final point is this. I personally am convinced that air power has become one of the major factors in international relationships between big powers in the world today. Until that fact is accepted and acted upon by all who shape and control the destinies of this country I think it is unlikely that we as a country will regain the former position that we had in world affairs. The main instrument of that air power is and always will be the R.A.F. and into that Service I now welcome all of you as fully fledged members, and with that go my best wishes for an enjoyable and successful and an adventurous career. If you enjoy your 40 years in it as much or even half as much as I have mine, then you will never regret that choice. Jolly good luck to you all.'

Presentation of Wings and Prizes

On the eve of the passing-out parade, at a ceremony in the College Lecture Hall, the Commandant presented wings and individual prizes

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to members of the Senior Entry. In his address the Commandant said:

'Once again we are assembled, as many of us as will fit into this rather small hall, to say good-bye to the Senior Entry and I must mark the occasion by first saying a word of welcome to the parents, relatives and friends who have braved the rigours of our Lincolnshire winter to be with us tonight and to join us in wishing success to these young officers who are about to embark on what we all hope will be distinguished careers in the Royal Air Force. This is essentially a family occasion, an occasion for rejoicing, and it is good to have you with us and to celebrate together.

'At this particular ceremony it is always my privilege, and I should add, one that I greatly value, to express our congratulations to the Passing-Out Entry both on their corporate achievements as a team and on their individual achievements—those of you who have just put up your wings which I hope you will always cherish and wear with distinction and those of you in the Equipment Branch whose contribution to our Service will, I am sure, be as great.

'I must extend my congratulations to those of you who have carried off the prizes and honours. You have done extremely well and I hope that these awards only mark the beginning of many more similar achievements once you apply your talents and enthusiasm in the very much larger sphere you are about to enter. Well done.

'I must also pay a tribute to all the members of 'B' Squadron for their well-directed and successful efforts to become Sovereign Squadron.

'And finally I know the College would not wish me to let the opportunity go by without applauding the achievements of the rugby team, and without paying a tribute to Senior Under Officer Martin the captain, Flight Cadet Jago the leader of the scrum and the members of the team. Nor should we forget Squadron Leader Wood and Squadron Leader Harris who between them run a team which for two years in succession has swept the board.

'Now you have been given so much excellent advice during the past three years that you will have difficulty in remembering, let alone acting upon, much of it. I do not wish to add to this flood but in these last few moments before you take up the duties and responsibilities of officers I would like you to think for a moment about the future.

PRIZE WINNERS, DECEMBER 1957, AFTER THE PARADE

From left to right: Pilot Officers J. A. Tiffen, W. I. C. Stoker, C. P. J. Coulcher, P. S. Martin, D. H. Scott, T. H. F. Delap, J. J. R. Cohu

'You have just completed the first step in what the Supreme Commander of the Allied Air Force recently called the most honourable and responsible of all careers open to young men today.

'You could, of course, have no better grounding than Cranwell for a career in the Royal Air Force, but I want you to remember two things about this course. First, it has cost a lot of the country's money. You represent an investment. It is up to you in common honesty to see that the investment proves to have been a good one. Secondly, that this is only the first step. My staff have equipped you as well as they can for your chosen career; but your real apprenticeship to your calling is only just beginning, and your success will depend on your personal efforts, not your collective past.

'Each successive generation in the Royal Air Force has its own distinctive problems to face. You can learn a lot from the way in which previous generations faced their problems and the solutions they found; we call this tradition. Tradition can act as a spur but it can do no more to help you answer your contemporary problems. At the French Air Academy at Salon they christen their entries in the name of some hero of the past. I have been toying with the idea of christening No. 71 Entry in the name of the principal problems which I think you will have to solve during the course of your careers.

'I might call you something on the lines of "the Entry of Cadets into the Welfare State in the year of the sputnik." An impossible title, of course, but one which outlines the problem because it suggests that we are not only a Service of machines or only a Service of men, but rather a Service of machines and men.

'First, the mechanical aspect. As I have said on a previous occasion there is a tendency to avoid any serious study of the technicalities of our profession, to rely too much on the specialist and thus to lose the initiative and the power of decision based on a thorough understanding of all the issues involved. We are inevitably moving towards a situation where the scientific and technical aspects of our profession take on more and more weight, and it is very necessary that the General Duties officer in whom the command and control of Air Forces is vested should be capable of appreciating the complex problems which will be faced in the Air Force of tomorrow.

'It is clear that you will all have full, and I hope satisfying, flying careers. It is also clear that your generation will be concerned with such toys as the I.C.B.M. The I.C.B.M. will present a great challenge to the G.D. officer and it would be fatal to the national interest if you did not respond to the challenge; if you copied the proverbial cavalry man reluctant to accept the tank, or the Arab reluctant to say a poetic farewell to his steed in favour of a Cadillac. The right response implies that while you are mastering your flying you will also be devoting more than a passing thought to the changes in technology and considering the particular lines of personal development which will enable you to meet these particular responsibilities.

'Second, the human aspect. In all three Services we hope soon to return to our tradition of purely voluntary forces. National Service will end, it is expected in 1962, and we will return to a regular Air Force composed of volunteers. However, you should not think of this change simply as a happy return to an earlier system. The regulars of tomorrow will come from a very different background from that of their fathers 25 years ago. He will have to be recruited from the field of full employment and from the security of the Welfare State. Everyone must welcome the good in what we now call the Welfare State but it is idle to pretend that it does not present a challenge to the Services. I am not just saying that we must compete in the open market for recruits; the challenge is more fundamental than that. In the old days (before the security of the Welfare State) the ordinary man appreciated the need for a leader—someone to whom he could turn; in the villages and in the towns. Today the State as a whole is taking over more and more. The young recruit now does not turn so readily to the officer and demand a lead; the first step must now come from above. The officer must show the man that the lead he can give is not merely necessary but good. The perfecting of the new technique of leadership in this new environment is a charge on the energy and imagination of your generation. Though the techniques of applying it may change the nature of leadership is immutable. Men will follow you willingly if, amongst other things, they believe in your integrity, in your professional efficiency, and in your interest in them as individuals. To know them as individuals you must have a wide acquaintance with their problems; this in turn means an up-to-date knowledge of our new social order. In four or five years time as flight commanders you will be the officers upon whose quality and understanding will depend the success or failure of this highly desirable end to National Service, and the efficiency and morale of the regular Air Force of the future.

'You have your flying life; make the most of it and enjoy it. You have your unique responsibilities as the holders of the Queen's commission;

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live up to them. You have the challenge of the future: prepare yourself intelligently to face it in your own interests and as in duty bound. And now, leaving you with these thoughts, I would like, on behalf of the College and all of us here tonight, to wish you members of No. 71 a life of achievement and a full measure of success in the Royal Air Force.'

Order of Merit

No. 71 ENTRY

General Duties Branch

T. H. F. DELAP, Senior Flight Cadet: Queen's Medal; Abdy Gerrard Fellowes Memorial Prize; R.N.Z.A.F. Trophy; Air Ministry Prize for Commonwealth and War Studies; Sailing (Captain); Ski-ing; Fine Arts (Secretary); Dramatics; Music.

R. H. B. LE BROCQ, Senior Under Officer: Cricket (Full Colours); Soccer (Half Colours); Boxing; Hockey; Squash; Wild-fowling (Secretary); Sub-Aqua; Motor Club.

M. A. F. RYAN, Senior Flight Cadet: Athletics (Full Colours); Cross-Country (Full Colours); Choral (Secretary); Jazz; Sub-Aqua; Ski-ing; Engineering; Film.

J. J. R. COHU, Under Officer: Philip Sassoon Memorial Prize; Tennis (Captain, Full Colours); Rugby (Half Colours); Squash (Half Colours); Wild-fowling (Vice-Captain); Motor Club; Film.

C. P. J. COULCHER, Under Officer: Royal United Services Institution Award; Rugby (Half Colours); Boxing; Tennis; Mountaineering; Canoeing; Pot-holing; Wild-fowling; Gliding.

A. S. COTTINGHAM, Senior Under Officer: Rugby; Athletics; Ski-ing; Engineering (Secretary); Gliding; Sub-Aqua; Debating (President).

A. C. R. INGOLDBY, Under Officer: Swimming (Full Colours); Water Polo (Full Colours); Athletics; Rugby; Film.

P. S. MARTIN, Senior Under Officer: Sword of Honour; J. A. Chance Memorial Prize; Rugby (Captain, Full Colours); Cricket (Captain, Full Colours); Squash (Half Colours); Ski-ing (Captain); Motor Club.

N. G. STEEL, Senior Flight Cadet: Boxing (Half Colours); Cross-Country; Jazz (Secretary); Canoeing; Archery; Music.

J. D. HERON, Senior Flight Cadet: Fencing (Full Colours); Golf; Cricket; Photographic; Jazz; Dramatics.

R. B. NELSON, Under Officer: Arnold Barlow Award; Rugby; Rowing.

M. V. P. H. HARRINGTON, Under Officer: Athletics (Full Colours); Cross-Country (Captain, Full Colours); Dramatics (President); Pot-holing (Captain); Sub-Aqua; Choir; Film.

A. J. CHAPLIN, Under Officer: Shooting (Full Colours); Rugby; Wild-fowling; Film.

P. D. CLIFF, Under Officer: Cricket (Full Colours); Squash (Full Colours); Rugby (Half Colours); Film.

H. R. PLOSZEK, Senior Flight Cadet: Rowing (Captain, Full Colours); Soccer; Squash; Tennis; Printing (Secretary); Engineering; Sub-Aqua; Motor Club; Film.

R. G. KERR, Senior Flight Cadet: Tennis (Half Colours); Cross-Country; Soccer; Gliding; Radio; Ski-ing; Film.

J. W. BLOCKEY, Under Officer: Athletics (Full Colours); Rugby (Full Colours); Hockey (Full Colours); Riding (Captain); Archery (Captain); Motor Club; Film.

G. C. WILLIAMS, Senior Flight Cadet: Hockey (Full Colours); Swimming (Half Colours); Tennis; Sub-Aqua; Riding; Jazz.

J. H. SCULLARD, Senior Flight Cadet: Printing; Canoeing; Music; Film; Jazz.

D. H. SCOTT, Senior Flight Cadet: Dickson Trophy; Michael Hill Memorial Prize; Shooting (Captain, Full Colours); Cricket; Rugby; Motor Club; Film.

W. I. C. STOKER, Under Officer: R. M. Groves Memorial Prize; Athletics (Half Colours); Rugby; Hockey; Modern Pentathlon; Photography; Dramatics; Motor Club; Film.

N. B. YOUD, Senior Flight Cadet: Cricket (Half Colours); Hockey; Canoeing (Captain); Sub-Aqua; Motor Club; Film.

E. J. NANCE, Senior Flight Cadet: Golf (Captain); Soccer; Hockey; Dramatics; Jazz; Motor Club; Film.

Equipment Branch

D. J. GIBSON, Senior Flight Cadet: Rugby (Secretary, Full Colours); Soccer; Cricket; Tennis; Choral; Dancing; Gliding; Sub-Aqua.

J. A. TIFFEN, Senior Flight Cadet: Air Ministry Prize for Equipment Studies; Boxing (Captain, Full Colours); Rugby; Cricket; Squash; Canoeing; Gliding; Film.

March 1958 - A Tribute

FLIGHT SERGEANTS ANONYMOUS

Of all the Flight Sergeants I've met
'Tis exceedingly rare that you get
One who says 'Cha-a-arming'
With voice so disarming,
In dulcet tones hard to forget.

'On commencing your flying just mention
'The word and I'll take out my pension.
'I'll depart on that day
'To some place far away
'Until you've incurred your suspension.'

'Before I grow very much older
'I'll have white hairs down to my shoulder.
'You could only enhance
'Our victory chance
'By becoming an Enemy soldier.'

Sharp is the favourite expression
Which he uses on every drill session.
'You are gutless and spineless,
'Your boots couldn't shine less,
'You should give a more sparkling impression.'

My mind still retains the sad sight
Of someone addressing him 'Flight.'
The fact that he lacked
As a matter of fact
Was swiftly and surely put right.

This Flight Sergeant exists on no station
He belongs to no factual nation.
I know I'm all right
He can't get me for slight,
For he's purely a mental creation.

March 1958 - 71 Entry (Dec 57)

THE SENIOR ENTRY: DECEMBER 1957

Back Row (left to right): S.F.C. T. H. F. Delap, S.F.C. N. G. Steel, S.F C. N. B. Youd, U.O. P. D. Cliff, S.F.C. J. D. Heron, S.F.C. E. J. Nance, S.F.C. M. A. F. Ryan.
Centre Row (left to right): S.F.C. J. A. Tiffen, S.F.C. D. H. Scott, S.F.C. D. J. Gibson, S.F.C. J. H. Scullard, U.O. C. P. J. Coulcher, U.O. M. V. P. H. Harrington, S.F.C. G. C. Williams, S.F.C. R. G. Kerr, S.F.C. H. R. Ploszek.
Front Row (left to right): U.O. A. J. Chaplin, U.O. J. W. Blockey, U.O. J. J. R. Cohu, S.U.O. R. H. B. Le Brocq, S.U.O. P. S. Martin, S.U.O. A. S. Cottingham, U.O. W. I. C. Stoker, U.O. A. C. R. Ingoldby, U.O. R. B. Nelson.

March 1958 - Lead Article

THE GREAT DETERRENT

by Sir JOHN SLESSOR

The Publishers, Cassell & Co. Ltd., have kindly allowed 'The Journal' to print this extract from 'The Great Deterrent' by Sir John Slessor

A LOGICAL strategic policy for the Atlantic Alliance, which must be the basis of any sound organization of our strength, must surely be based on one of two assumptions. The first is that, in the unlikely event of the great deterrent failing to prevent total war—which we are all agreed must be the primary aim—we must be ready to fight another prolonged global war. In that event there is no case for basing the 'main elements of the Royal Navy upon a small number of carrier groups'; and so far from providing modernized surface and air anti-submarine units 'on a somewhat reduced scale,' they should be provided on a largely *increased* scale in view of the strength of the Russian submarine fleet; and a long-war assumption certainly provides no basis for such a drastic reduction of the Regular Army or for the relegation of its reserves to a purely Home Defence role.

The general impression gained from a careful study of the White Paper is, however, that the British Government incline to the acceptance of the second alternative assumption, which is that in the event of total war the ultimate weapon would inevitably be used—not necessarily immediately, but sooner rather than later—and that therefore such a war could not possibly last more than a matter of weeks, or a few months at most. It must be admitted that the acceptance of such an assumption involves a terrifically heart-searching decision for a nation dependent for its very existence on supply from overseas. And the failure to face it without ambiguity in this White Paper may perhaps be ascribed to a very human inability to forget the background of British history—especially of two World Wars in living experience—and to a dogged survival of the 'broken-backed war' theory in Churchill's last White Paper of 1954.

As it stands at the moment we are having the worst of both worlds; we are certainly not fitting ourselves for a prolonged global war, a sort of modernized version of 1939–45 which I for one find inconceivable in a thermo-nuclear and guided missile age; and we are not taking advantage of the economies which would flow from the acceptance of the short war assumption —economies which would permit us, not to reduce the overall allocation of our resources to the fighting Services, but to apportion them more in accordance with the real requirements of modern strategy, particularly by the avoidance of such dangerous reductions in the strength of the Army.

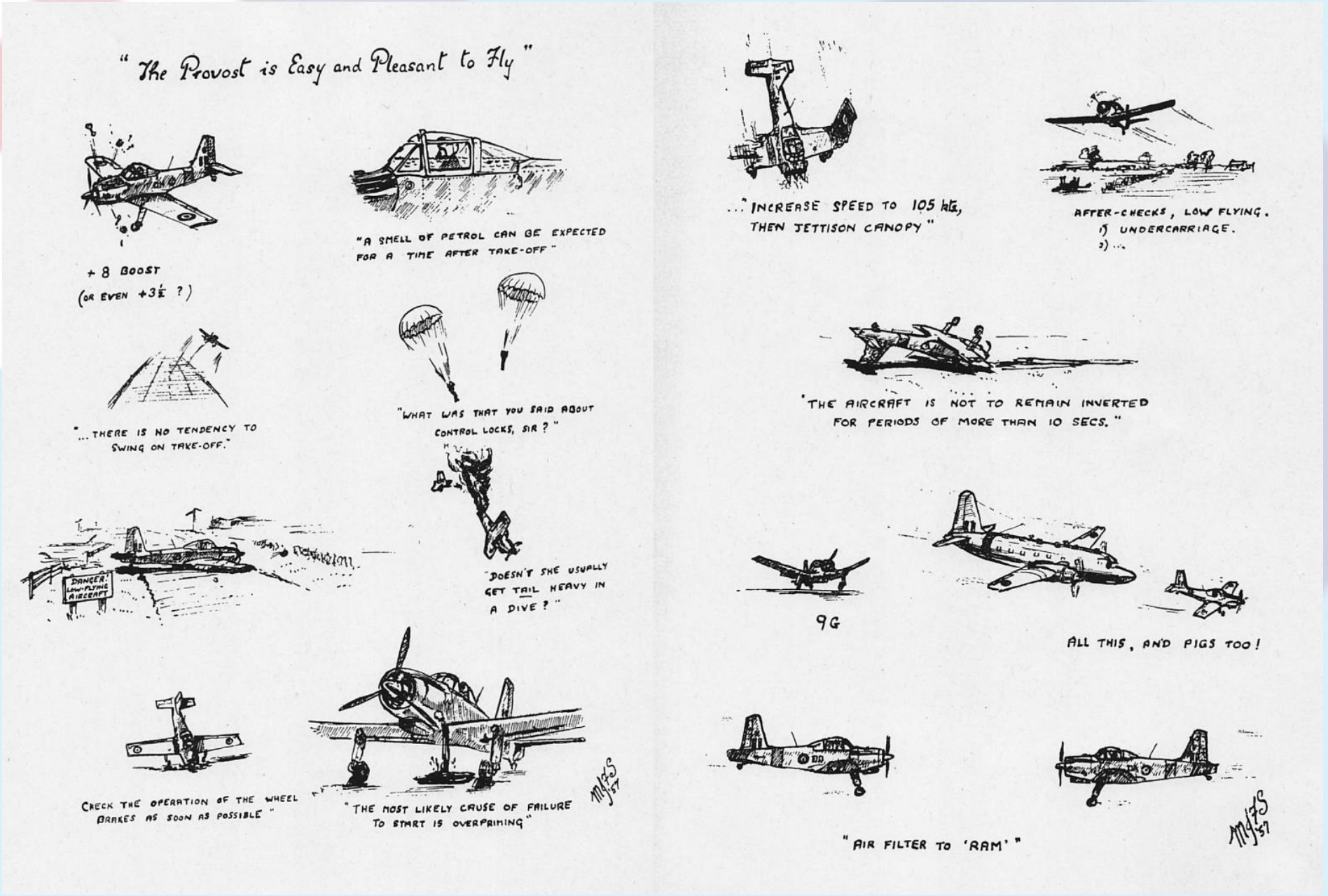
Nevertheless, the facts of life must be faced and the decision must be made, not only by Britain but by her Allies, more particularly by the United States. It is not one which can be made alone by one member of the Alliance. The White Paper itself states bluntly the truth which should have been evident for years that 'the Defence of Britain is possible only as part of the collective defence of the free world' (the same, by the way, can and should be said with equal truth and bluntness of the United States). There are many in Britain who share the dissatisfaction widely expressed among our Allies at the lack of adequate prior consultation before the publication of the White Paper (though it must be admitted that the U.S. does not habitually consult us on such matters). That may in part be due to a failure in public relations policy; much misunderstanding might have been avoided by careful explanatory briefing of the Press and other organs of public opinion by our Ambassadors in Allied capitals, which should have been perfectly simple to arrange in spite of the somewhat hurried final stages of the preparation of the paper. It is true that the whole thing was necessarily somewhat hurried by exigencies of the British Parliamentary system; the White Paper had to precede the Budget, which has to be submitted to Parliament early in April, and Mr. Macmillan's Government had by then only been in power for a period so short as to make extended consultation with our Allies very difficult, to say the least of it. It is true that on a number of occasions in the past two years the need for a radical review of the N.A.T.O. defence effort has been urged upon our Allies by the Foreign Secretary as well as by Mr. Macmillan himself as Chancellor; no doubt our intentions were disclosed to the President in Bermuda; and in at least some aspects they were discussed with the Supreme Commander and with our Allies in Western European Union, in connection with the proposed reductions in the British forces in Germany. It is none the less difficult to feel satisfied that the principle of consultation within the Atlantic Alliance has been observed as it should have been. The Atlantic Council has never been used as it was intended to be used when it was reconstituted at Lisbon in 1952; and we do not yet seem to have taken advantage of the new system of consultation within N.A.T.O. arising out of the Lange-Pearson-Martino Committee. As between Britain and America there has been a deterioration in the arrangements for mutual consultation in recent years, and the valuable habit of informal discussions in the politico-military field established during the Korean war has fallen into disuse since the accession of Mr. Dulles to the State Department—a fact which both our countries have reason to regret in the light of recent experience.

All that having been said, it remains somewhat surprising to anyone at all familiar with the trend of British thinking on strategic policy in recent years that this White Paper should have created such a stir among our Allies. Its basic tenets are nothing new. The emphasis on the importance of N.A.T.O., priority for the prevention of war by an effective deterrent to which Britain must make her contribution, the tendency for expenditure on the Army to decline, the need to be able to undertake limited operations to resist local aggression and protect Allied and British interests in the Middle and Far East, the possibility of the use of tactical atomic weapons in limited war, the importance of the guided missile, the need for a strategic reserve capable of rapid transportation in an emergency—all these have figured in pronouncements on British defence policy since the Statement on Defence in 1954, and even earlier. The general policy in its broad fundamentals is virtually the same as that discussed by the British Chiefs of Staff with their American colleagues in 1952, which had at least a significant influence on the formulation of the so-called New Look in U.S. defence policy in 1953. And the inescapable truth that British military capability is conditioned by the economic factor, particularly by the balance of payments and the strength of our gold and dollar reserves, was stated in no uncertain terms by Mr. Eden to the Atlantic Council at their Lisbon meeting in 1952.

The economic factor was among the reasons for the British Government's committing itself to what is perhaps the most sensational feature of the White Paper—the decision to plan on the basis that compulsory National Service will come to an end in 1962. There are those in Britain who take the somewhat cynical view that this decision was determined more by electoral than strategic or even economic considerations, and are sceptical of the validity of the claim that Britain cannot afford to be strong. They remember the days when, little over a year before the outbreak of World War II, the material basis of British defence planning was a ruling by the Government of the day that this country could not afford more than £300 million a year *for all three Services* over the five years 1937 to 1941—this at a time when it was known that the Germans were spending more than three times that amount; and they reflect with some bitterness upon the number of millions a year we had to pay in the ten years after 1939 for the luxury of being weak *in* 1939. This appeal to economics is a hand that can be overcalled.

The real issue is what should be the function—or in American terms the roles and missions—of the British Army. As far as the forces in Europe are concerned that is to ask what is the role and mission of the forces under S.H.A.P.E.? On this point it seems clear from the White Paper that in the view of the British Government it is *not* to fight another prolonged war in Europe beginning with a modernized version of the 1940 campaign. To some the rather unfortunate word 'tripwire' suggests that the function of General Norstad's forces is to provide a façade, a thin red line, 'there to be overrun' so to speak, thus touching off the nuclear deluge upon Moscow, Stalingrad, and points East. This is a demonstrably fantastic conception. The true function of the N.A.T.O. screen is indeed primarily to avoid just that, to stand between the hydrogen bomb and the frontier policeman, to act as a fire brigade to smother the small local conflagration or frontier coup, to ensure that we do not find ourselves again faced with the treacherous *fait accompli*; finally to ensure that, in the almost inconceivable event of the Kremlin embarking on the desperate gamble of an attack on Western Europe, they have to do so in such massive force as to make it unmistakably clear that this is war to the death and to remove all inhibitions including, it is to be hoped, the fear of suicide. If we are not prepared in the very ultimate resort to accept the possibility of suicide to avert the certainty of annihilation—then we are lost. I for one see no superior attraction in being disembowelled by a Russian bayonet or pounded to death by V.2 missiles deployed along the Channel coast, rather than risk extinction by the hydrogen bomb.

March 1958 - Provost Cartoon



July 1958 - Passing Out Parade 72 Entry (1)

Passing-Out Parade of No. 72 Entry

Speeches by Air Chief Marshal Sir George H. Mills and by the Commandant

ON 1st April 1958 the College welcomed Air Chief Marshal Sir George H. Mills, K.C.B., D.F.C., A.D.C., as the Reviewing Officer at the passing-out parade of the 23 flight cadets of No. 72 Entry. The weather was fine and the sun warm as the Cadet Wing, commanded by Senior Under Officer C. C. Lane, marched on parade. The Squadrons were commanded by Senior Under Officer F. G. Marshall, Senior Under Officer T. E. Close and Under Officer J. G. McCluney respectively. The Reviewing Officer arrived at 1128 and seconds later a formation of 16 Vampires of the Advanced Flying Wing heralded his approach to the dais. After the advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer C. C. Lane, the Queen's Medal to Senior Flight Cadet P. R. Adamson and the R. M. Groves Memorial Prize to Senior Flight Cadet R. L. Thomas. He then made the following address:

The Reviewing Officer's Address

'When I was first asked by your Commandant to take this Parade, obviously my first thought was of extreme pride to be asked to do it after having been a cadet here myself. My second was much more practical. I wondered what the duties of a Reviewing Officer could be so I asked my staff. None of them knew—all they could tell me was that I was to wear No. 1 uniform with sword and that was not much help. Eventually I asked my Chief of Staff. He said you have two jobs, one is to be a sort of focus point for the parade, to see whether the chaps look as if they will be useful, and the other is to give some words of advice which will help them afterwards.

'Well, now I have done the first part of my job very well indeed today—I congratulate you on your parade — an excellent parade — I was delighted to see it. I congratulate you and all your instructors on the show that you have put up today.

'Now comes the second part where you cannot do the work for me, I have to do all the work myself, and this I approach with very great misgivings because I have to let you into a small secret, a confidence I have kept for many years, over thirty-six years—I cannot remember who passed me out, or a single word that he said! I distinctly remember there was a ceremony because we had a prize-giving afterwards and I won a prize, a great prize to me, a pair of binoculars, the prize was worth ten pounds—I had a choice of a pair of binoculars or two tin uniform cases. To my regret I chose the binoculars. Afterwards I thought how wonderful to go up to the dais and be presented with a pair of tin uniform cases!

'Well, I have finished my confession. If you cannot remember me in thirty years you will probably remember the date because this is quite a special day—1st April 1958—the R.A.F. is forty years old today—forty years—when I was here the R.A.F. had yet to celebrate its second birthday. By that time the R.A.F. had a most tremendous reputation as a fighting force. Its reputation as a body that could administer itself had not arrived. But as a fighting force it had an absolutely first-class name. Since then the R.A.F. has not only shown it can look after itself but has maintained its name; it is hard to say improved on it because it had such a name at the end of the first war it would be difficult to make that name greater—but if anything they *have* made it greater—a very difficult thing to do.

'Why has this happened? Well the answer, I think, is very, very simple. It is because the people who made up the R.A.F. at the beginning and since are not a special race of person, they are just ordinary British people with ordinary British courage and guts. Men of vision made the Air Force, gave it its organization, men of vision and courage. Men of science produced its equipment. But none of this would be any good without men who had that courage which never knows that it is beaten, never looks round to find an easy way out—without that the science and the vision would be nothing. I wish people would remember that nowadays—remember the long-standing British reputation for holding on when there is no hope at all and not grumbling and not seeking to find some wonderful new way that is going to let them out. I think we are remembering it in this country now and I hope it will go on.

'Well now, that has been the tradition which has moulded this body of men that I have worked with for the last thirty-eight years—but if I talked to them of this courage they would only laugh; they would never believe it. We can only talk about it on a day like this when we can talk about solemn things. This courage is a commodity that everyone has in different degrees. We do not all have the same kind. We use it as best we can. The result being that everyone has done his part in these last forty years to build up our Air Force.

'Now when you go out into the R.A.F.—I mention this because I in my task or job see a lot of people—the competition you are going to be up against is high, very high indeed. I go round and I see these young people in squadrons, they may be Americans, French, Belgians, Dutch, Germans, British—sometimes I really forget who I am talking to—there is a great company of very fine men waiting there. It is the most inspiring thing you can think of to be in a headquarters, to ring a bell, and have an American, or a Belgian, or a Dutchman, come to discuss business just as if I were discussing it with one of my own British staff. I have mentioned this because I have found in my experience in dealing with people that the man who makes the best showing at that job is the man who at heart is a sound airman, or a sound soldier, or a sound sailor, and he is a sound British person or he is a sound American or he is a sound any other nationality—he is true to his own Service and he is true to his own nationality. I have learned to trust that man. They are the ones I want who will recognize other people's ability, other people's special needs and requirements but first and foremost are true to themselves—none of this wishy-washy business "everybody is better than me, I am so sorry." I do hope when you go out you will know in your hearts that the R.A.F. is better than any other Air Force, providing you try to be that—and remember you have got to work damned hard to keep it up.

The Reviewing Officer inspects

'Now your patience is running out and my wisdom, I am quite sure, is finished. You who are passing out will be anxious to get on your way. You will be marching off to the tune of Auld Lang Syne—I always look on it as a rather sentimental tune—the rather nostalgic feeling it brings into one's mind—and I think it is played here to remind you that in the profession you have chosen there can be no nostalgic looking back. It is looking forward that will make you happy, looking forward to take hold of opportunities, to think of ways of using the machines you are given, of leading the men you are given.

'Now I wish you good fortune; I cannot wish you any better fortune or happiness than I have had but I wish you at least equal happiness with me. Some people say they would live their lives over again if they really enjoyed them. I would not dare, I have had too good a time, and I am quite sure that the luck could not possibly go that way again. May you, as you get older, look back and be able to say the same. Good fortune to you, God bless you and as the French so well put it, "Bon Courage".'

Presentation of Wings and Prizes

On the eve of the passing-out parade, at a ceremony in the College Lecture Hall, the Commandant presented wings and individual prizes to members of the Senior Entry. In his address he said:

'Once again we are approaching the great moment which all flight cadets are said to look forward to so eagerly—the day they leave the College as commissioned officers—although I can't help hoping that their eagerness may perhaps be tempered with some regrets that they are leaving this warm and well-appointed home-from-home after such a short time in residence.

'No. 72 Entry, of course, are the *prima donnas* of this occasion—perhaps there can be so many *prima donnas* in one show with such a strong supporting cast of juniors, of staff, of parents, friends and relations. To all of you I would like to extend a very warm welcome to this simple and rather informal ceremony at which we can all join together in congratulating the prize-winners and the successful graduates, and in wishing them every success in what we all hope will be long and distinguished careers in the Royal Air Force.

'It is a happy augury that on the first day of the year in which you receive the Queen's commission as pilot officers, one of your predecessors became the first Cranwell-trained officer to reach the other extremity of the ladder. On 1st January, as you know, Sir Dermot Boyle was promoted to

July 1958 - Passing Out Parade 72 Entry (2)

Marshal of the Royal Air Force. You can regard yourselves, as the astrologers in the Sunday papers might say, as being born into the Service with Sir Dermot Boyle in the ascendant.

'As Commandant I made a signal of congratulation on your behalf to the Chief of the Air Staff on his promotion and I was particularly impressed by the last phrase of his reply. I will repeat it. He wished us all "the great future which always lies ahead of those with courage and ability and who loyally put service before self."

'During your time here you have shown in many ways that you have courage and ability, and those attributes will stand you in very good stead when you join your squadrons. I hope also that your experience here, your instruction and the example set by members of the staff, will have shown you that the man whose ambitions are purely personal is of limited use to the Service. None of us joined the Royal Air Force to make a fortune—or if any of you did, I fear he must prepare himself for a grievous disappointment. I expect that our motives were various but they all contained to a large degree the element of feeling that there was a worthwhile job to be done in the Service and that we wanted to do it, or, in other words, there is or should be a strong element of vocation in the make-up of those who join the Service.

'Now I know very well that you are all fully aware of this but I rather want to emphasize these words of C.A.S's partly because it is not always too easy to live up to them and partly in the hope that this occasion will serve to remind you of them from time to time.

'Everybody is always subject to a tension between the claims of the community in which he lives and the claims of self, the claims on him of others and the claims of his own personal interests. In a somewhat limited way here you will have often experienced this clash between what you want to do and what you know you ought to do. You will have also had many opportunities of appreciating that most of our activities here are encouraged and supported by officers, and you will have found that their support and encouragement was sometimes at the expense of some personal interests of their own. Everybody's free time is precious to him in some way and so to renounce it in favour of other people very often demands a conscious and deliberate effort. Nevertheless any officer who has a real sense of vocation will consider it natural, even demanded of him, to show a close interest in the men whom he leads or with whom he is associated by taking part in their activities and by identifying himself positively

The Reviewing Officer presents the Sword of Honour to Senior Under Officer C. C. Lane

with their lives and with the life of the community which he is serving.

'I am sure that you appreciate this and I hope that nothing you find when you get out into the Air Force will shake the good resolutions which you have made here. However, I do not suggest that it is always a simple thing to do and it becomes even more difficult when it is a question not of self versus Service but of family versus Service, because wives and families have become a part of the Service landscape at a much earlier stage than used to be the case.

'The question of marriage is, to say the least, rather contentious and I am not keen to invite the fate of King Canute and make myself ridiculous by rebuking the tide. I could talk about the dangers of too early marriage. Undoubtedly the early marrier misses a lot but undoubtedly you cannot persuade him of this, and equally undoubtedly it would be unchivalrous not to admit that he gains a lot in a different currency. Early marriage is the present social usage and the Service has to live with it.

'However, if our social customs have changed it does not mean that we should throw discretion to the winds and the essential thing is to remember and admit that any dauntless lady who is brave enough to marry an airman is at the same time taking on the Service.

'Marriage to a Royal Air Force officer has advantages and disadvantages. On the one hand your wife will rarely have a settled home; on the other she will see a lot of this country and the world. She will sometimes live in rather dreary flats but she will also preside over nice houses and important formal occasions. She will have to endure your reactions in dull or frustrating appointments; but she will also share the excitements and exhilarations of the crucial days and stimulating posts. Any life has its pros and cons; the Service is no exception. But the officer's wife, like the parson's wife or doctor's wife, is marrying the job as well as the man.

'A wife who can face the drawbacks and make the most of the advantages will be worth her weight in gold. One who is temperamentally unsuited to the life will be unhappy. The family unit may then be a liability to the Service instead of an asset and neither party will be happy.

'My advice, therefore, is not that of the often-quoted tag from *Punch* in his Advice to Those about to Marry—Don't. It is rather that when you marry you should remember the implications for both sides, not the least important one of which is your obligation to the Service.

'Tomorrow when you pass out from the College you will raise the number of Cranwell officers in the Service to 949. There are 22,000 officers in the R.A.F. today and you do not need a slide rule to prove that wherever you are you will find yourselves in the minority. This is nothing to be despondent about. This ratio, more or less, has always existed in the Royal Air Force and we have always regarded it both as a compliment and as a challenge. It is a compliment to be regarded as a small but *élite* body of officers to whom the Air Force looks for the highest standards of efficiency and conduct both in the air and on the ground, both professionally and personally.

'At the same time it is a challenge because when you get to your squadrons, and indeed throughout your careers, people will be looking to you to raise and maintain the standards amongst your contemporaries, and you yourselves will be judged as individuals by an even higher standard than those who have not had the same background.

'You therefore carry responsibilities which are not limited to the extent of your personal ambitions but are part of your inheritance as Cranwell officers, an inheritance which each successive entry before has shouldered with success and distinction.

'I am confident, from what I know of you, that you will meet the challenge with courage and determination and I am sure that I need say no more other than to wish you, on behalf of us all at the College, every success and a life of achievement and satisfaction and, as an Old Cranwellian, I welcome you into our ranks in the knowledge that though your numbers are small your influence will be large.'

The Reviewing Officer presenting the R. M. Groves Memorial Prize to Senior Flight Cadet R. L. Thomas

Order of Merit

No. 72 ENTRY

General Duties Branch

P. R. ADAMSON, Senior Flight Cadet: Queen's Medal; Abdy Gerrard Fellowes Memorial Prize; R.N.Z.A.F. Trophy and Air Ministry Prize for Commonwealth and War Studies; Athletics; Soccer; Riding; Ski-ing; Photographic; Aeromodelling; Film.

J. G. MCCLUNEY, Under Officer: Hicks Trophy; J. A. Chance Memorial Prize; Rugby (Captain, Full Colours); Modern Pentathlon (Captain, Full Colours); Athletics (Half Colours); Fencing (Half Colours); Swimming; Motor; Film; Jazz.

C. C. LANE, Senior Under Officer: Sword of Honour; Rugby (Full Colours); Tennis (Secretary, Full Colours); Sub-Aqua; Film; Chess; Choral.

R. L. THOMAS, Senior Flight Cadet: R. M. Groves Memorial Prize; Kinkead Trophy; Dickson Trophy; Michael Hill Memorial Prize; Shooting (Half Colours); Rowing; Motor (Secretary); Music; Film.

July 1958 - Passing Out Parade 72 Entry (3)

SULAIMAN BIN SUJAK, Under Officer: Philip Sassoon Memorial Prize; Badminton (Captain); Soccer; Tennis; Gliding (Captain); Mountaineering; Fine Arts; Film.

D. P. MALIN, Senior Flight Cadet: Hockey; Mountaineering; Gliding; Aeromodelling (Secretary); Film.

D. A. NOON, Under Officer: Fencing (Vice-Captain, Full Colours); Cricket; Cruising; Gliding; Film; Choral.

T. E. CLOSE, Senior Under Officer: Rugby (Half Colours); Cricket (Half Colours); Music (Secretary); Choral (Secretary); Dramatic (President); Film.

D. L. BYWATER, Under Officer: Swimming (Vice-Captain, Full Colours); Water Polo (Captain, Full Colours); Soccer; Mountaineering (Secretary); Gliding; Photographic; Jazz.

P. S. ALCOCK, Senior Flight Cadet: Cross-Country; Engineering; Gliding; Photographic; Jazz; Film.

A. C. E. HOLBOURN, Under Officer: Rugby (Full Colours); Film (Secretary); Photographic; Sailing; Cruising.

F. G. MARSHALL, Senior Under Officer: Hockey (Full Colours); Sailing; Cruising; Film.

R. B. GILVARY, Under Officer: Arnold Barlow Award; Royal United Services Institution Award; Fencing; Rugby; Cricket; Riding; Sailing; Fine Arts; Film.

R. L. B. BELL, Senior Flight Cadet: Victoria League Award; Rugby; Sailing; Photographic; Debating; Dramatic.

P. B. CURTIN, Senior Flight Cadet: Cricket; Hockey (Secretary, Full Colours); Mountaineering; Sub-Aqua (Captain); Wild-fowling; Riding; Pot-holing; Motor; Jazz; Film.

L. H. A. NEL, Senior Flight Cadet: Victoria League Award; Swimming (Captain, Full Colours); Water Polo (Full Colours); Modern Pentathlon; Ski-ing; Photographic.

I. HENDERSON, Senior Flight Cadet: Tennis (Half Colours); Hockey (Half Colours); Canoeing; Dramatic.

H. G. CRACROFT, Senior Flight Cadet: Rugby; Tennis; Riding; Film; Jazz.

J. N. TURNER, Senior Flight Cadet: Shooting (Full Colours); Gliding (Secretary); *Journal* Photographer; Motor; Film.

Secretarial Branch

D. J. FORSTER, Under Officer: Rugby; Tennis; *Journal* (Editor); Wild-fowling (Captain); Pot-holing; Mountaineering; Film.

D. G. G. WATERMAN, Under Officer: L'Ecole de l'Air Trophy for French Studies; Sailing (Captain); Gliding; Wild-fowling; Film.

J. F. FORSHAW, Senior Flight Cadet: Arnold Barlow Award; Air Ministry Prize for Secretarial Studies; Athletics (Half Colours); Cross-Country; Fencing; Sailing; Gliding; Dancing; Film.

B. I. MASON, Under Officer: Rugby (Full Colours); Modern Pentathlon (Vice-Captain, Full Colours); Swimming (Full Colours); Water Polo (Full Colours); Riding (Captain); Wild-fowling; Field Shooting; Film.

CADET WING LISTS

PROMOTIONS

'A' Squadron: Flight Cadet Senior Under Officer G. D. Andrews. Flight Cadet Under Officers J. T. S. Lewis, D. M. Waller, R. Humphrey, J. R. Maunsell-Thomas.

'B' Squadron: Flight Cadet Senior Under Officer A. E. Thomson. Flight Cadet Under Officers P. P. W. Taylor, W. P. Jago, D. Goucher.

'C' Squaaron: Flight Cadet Senior Under Officer G. S. Whitley. Flight Cadet Under Officers M. E. Bee, M. J. C. W. Dicken, J. S. Watson.

STAFF APPOINTMENTS

The following officers have joined the College staff since the last issue of *The Journal* went to press:

Tutorial Wing: Flying Officer C. G. Dodd; Squadron Leader I. D. Bolton; Lieutenant-Commander J. D. McCarthy, R.N.; Major John N. Robinson (U.S.A.F.); Major B. D. H. Clark.

Flying Wing: Flight Lieutenants D. G. Murchie, J. D. Austin, R. A. C. Goldring, H. E. Clements, W. D. Barber, T. S. C. Jones; Flying Officer J. D. Davis.

Technical Wing: Squadron Leader L. S. Denyer.

Administrative Wing: Flight Lieutenants E. W. Coules, W. P. Usherwood, S. D. Geflryes; Flying Officer W. A. J. Pickett.

STAFF DEPARTURES

The following officers have left the College staff since the last issue of *The Journal* went to press:

Squadron Leaders: A. Garretts, J. A. Wilson, G. D. Durbridge-Freeman.

Majors: A. J. Noble, J. W. Jackson (U.S.A.F.).

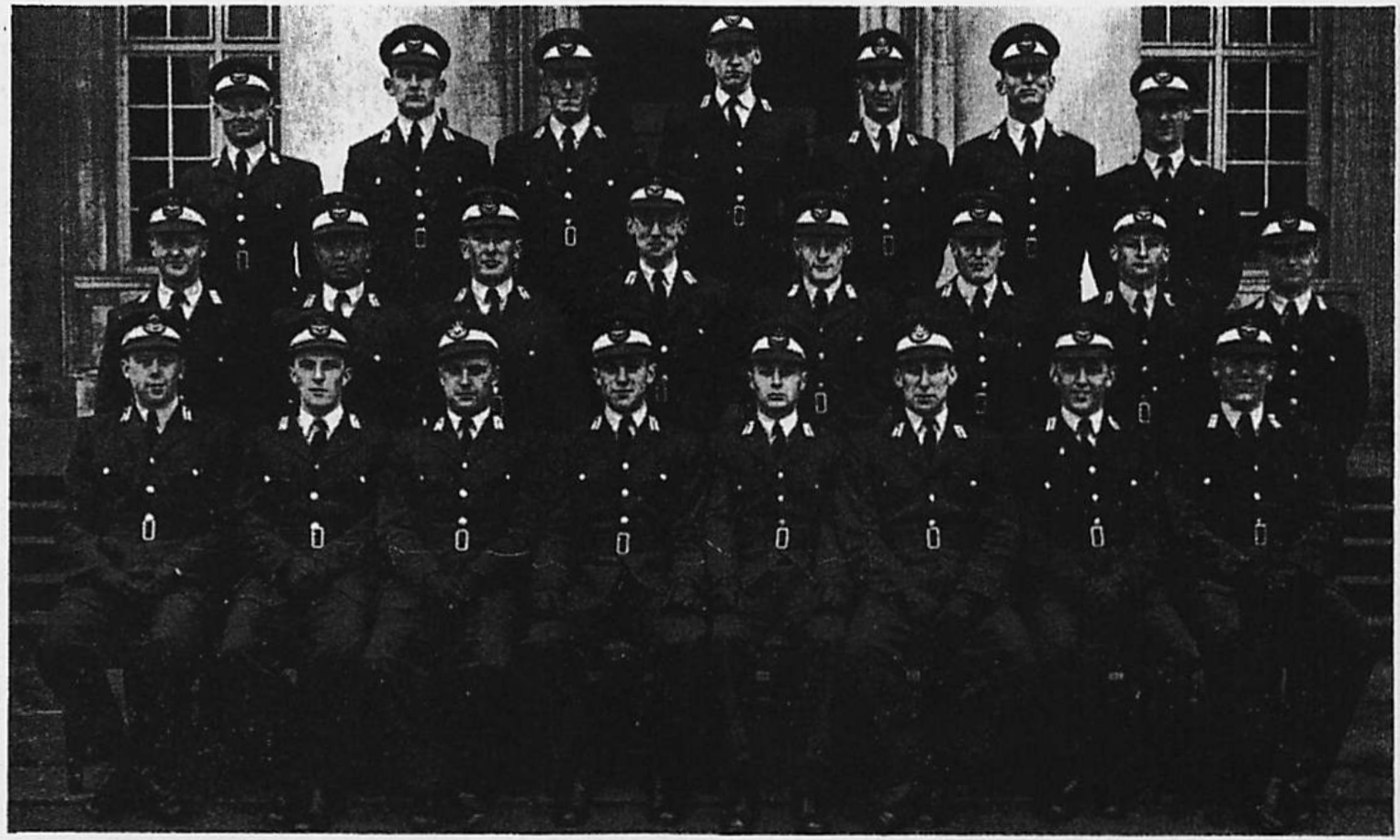
Lieutenant-Commander: P. C. Shaw.

Flight Lieutenants: M. W. Tarrant, J. A. Horrell, M. J. Neil, D. M. A. Samuels, B. W. Dove-Dixon, J. H. Hardaker, J. A. Hinwood, D. E. C. Keeling, K. P. Kelleher, J. Hanus, L. H. Blonstein.

Flying Officers: J. D. Penrose, C. L. McVitie.

Pilot Officer: B. Levett.

July 1958 - 72 Entry (Apr 58)



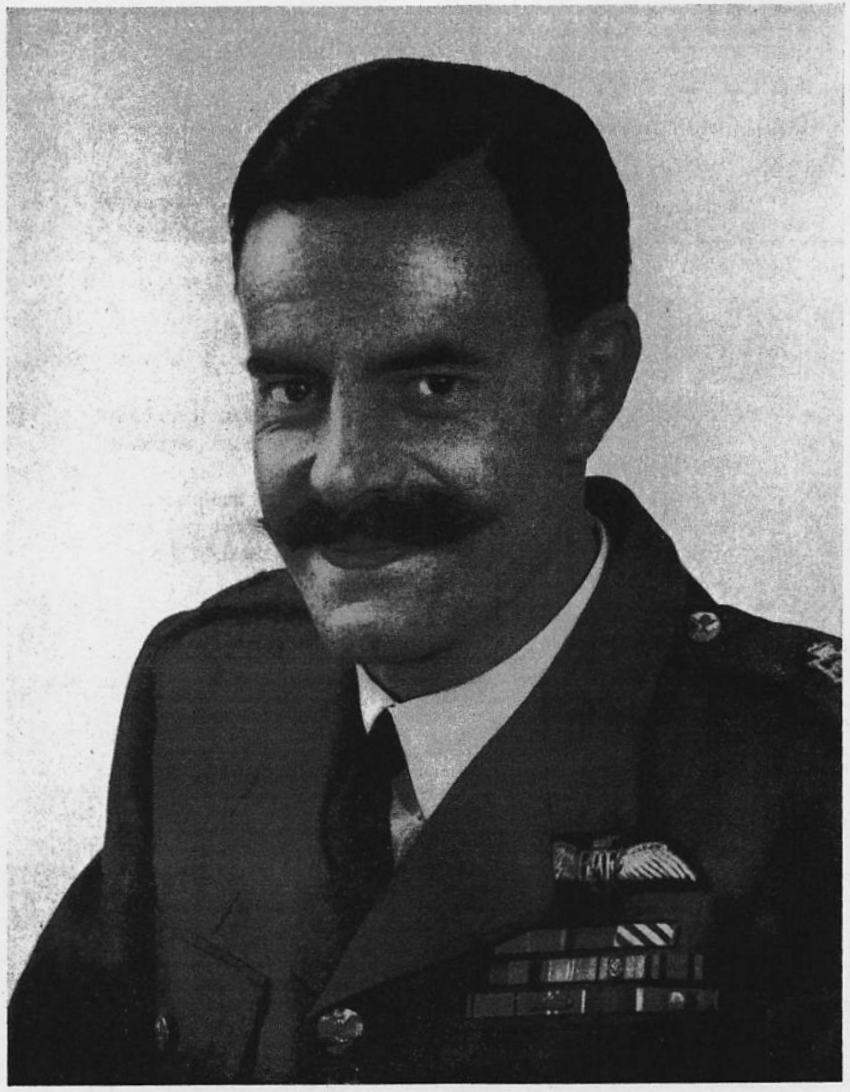
SENIOR ENTRY, APRIL 1958

Back row (left to right): S.F.C. R. L. B. Bell, S.F.C. J. F. Forshaw, S.F.C. I. Henderson, S.F.C. J. N. Turner, S.F.C. P. S. Alcock, S.F.C. D. P. Malin, S.F.C. P. B. Curtin.

Centre row (left to right): S.F.C. L. H. A. Nel, U.O. S. Bin Sujak, U.O. R. B. Gilvary, U.O. D. G. G. Waterman, U.O. D. L. Bywater, S.F.C. H. G. Cracroft, S.F.C. R. L. Thomas, S.F.C. P. R. Adamson.

Front row (left to right): U.O. A. C. E. Holbourn, U.O. D. J. Forster, S.U.O. T. E. Close, S.U.O. C. C. Lane, S.U.O. F. G. Marshall, U.O. J. G. McCluney, U.O. D. A. Noon, U.O. B. I. Mason.

December 1958 - Lead Photo



Air Commodore D. F. Spotswood, C.B.E., D.S.O., D.F.C., A.D.C.
Commandant Royal Air Force College

December 1958 - Passing Out Parade 73 Entry (1)

Passing-Out Parade of No. 73 Entry

Speeches by General Lauris Norstad and by Air Marshal Sir John Whitley

ON 29th July, 1958, the College welcomed General Lauris Norstad, Supreme Allied Commander, Europe, as the Reviewing Officer at the passing-out parade of the 30 flight cadets of No. 73 Entry.

The elements looked kindly on the Cadet Wing, commanded by Senior Under Officer A. E. Thomson, as it marched on parade. The squadrons were commanded by Under Officer P. P. W. Taylor, Senior Under Officer G. S. Whitley and Senior Under Officer G. D. Andrews.

The Reviewing Officer arrived at 11.28 hours and seconds later a formation of 16 Vampires of the Advanced Flying Wing heralded his approach to the dais.

After the advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer A. E. Thomson, the Queen's Medal to Under Officer M. E. Bee and the R. M. Groves Memorial Prize to Senior Flight Cadet I. D. C. Tite. He then made the following address:

The Reviewing Officer's Address

'It is indeed a great honour to be invited here today and a particular privilege to be the Reviewing Officer at this passing-out parade.

'I am sure you will understand that this ceremony today, and the surroundings in which it takes place, remind me of my own service school, West Point. My graduation—or passing-out, as you say—took place shortly after the earth began to shrink as a result of the first successful transatlantic flights. After his trip from New York to Paris in 1927, Charles Lindbergh spoke of himself and his aircraft together as "we" and this use of the word was thus given a rather special meaning, at least to the American people.

'In those days, almost all of the officers of the several branches of the Army, including what was then the Air Corps, were drawn from the graduating class of West Point. Since each officer on permanent duty at the Academy had an interest in maintaining the high standards of his own branch, there was a considerable amount of proselytizing going on during the four years of a cadet's academic life. This reached a high point during his last year when visits were arranged to the service detachments located on the Academy grounds, where outstanding salesmen attempted to influence the cadet's choice. Like all others, my class went through this process.

'I recall particularly a visit to the cavalry detachment, which was presided over by a rather dashing cavalry-type with great enthusiasm for his service. He concluded his presentation—his advice—in this way. He said: "Gentlemen, you are about to become officers of the United States Army. You have a degree of choice as to the branch in which you will serve. If you like *men*, you should join the Infantry; if you like *men* and *horses*, go into the Cavalry." Finally, with a bite in his voice, concluded by saying: "If you can call a *gasoline engine* '*we*', go in the *Air Corps*."

'This produced a very loud and favourable response in which I participated with great enthusiasm, because at that time I looked forward to being a Cavalryman.

'Later, when I took my flying training and served in the Air Corps, I must admit that the humour of the remark faded somewhat, but, at the same time, I recognized that this Cavalry enthusiast had emphasized the fact that in the Air Force there is an extremely close relationship between man and the machine he uses to carry out his assigned tasks.

'Up to now, this machine has been primarily the airplane, and it has only been within recent years—even recent months—that the aircraft has been challenged by the missile.

'My judgment on the outcome of this challenge is no better than yours. I would simply like to say this: We must seek the very best means—the most effective equipment with which to perform the important tasks with which the air forces are charged. This will certainly mean the introduction, in increasing numbers, of new weapons of all kinds. On the other hand, it is a general opinion of military experts—and to which I subscribe—that for as long as we can see into the future there will continue to be very important, essential roles—both support and tactical or combat—for manned aircraft. That is, in the man-machine team that is the Air Force, some tasks may be best accomplished by the machine taking to the air, the man remaining on the ground directing and controlling; but other tasks seem to require that both man and machine be together in the same point in space.

The Reviewing Officer Inspects 'A' Squadron

'Military flying is one of the truly fascinating experiences in life—and I am certain you will enjoy your full share of it—all, I hope, in times of peace.

'The change demanded of the officer is no less revolutionary than that taking place in his equipment. He must not only be better qualified than those who have preceded him in the particular skills of his profession, but his field of interest has become infinitely broader. He must work in a much closer association with the other two services and must develop an understanding of their functions and of their problems. There is no place for a single service outlook in the military activities of our day. Much as I would like to simplify our defence arrangements—pleased as I would be to be able to say honestly that the airmen can do the job alone—my experience in Allied Command Europe has thoroughly convinced me that, in our plans for the future defence of our peoples and our territories, we will continue to need land forces, naval forces *and* air forces.

'Perhaps the outstanding characteristic of our time, from the standpoint of the service officer, is that he is almost constantly operating in an international context. As a junior officer, he is in squadrons which make up a part of his country's contribution to the Alliance. Later, he serves on one of the international staffs or becomes a commander of a N.A.T.O.-committed unit.

'This international service, you will find, is not only a requirement imposed upon us, but it is in fact *the* great satisfaction of service in our times.

'The inevitable product of working harmoniously with the other services and with the many nationalities with whom we are allied, will be a broader and wiser officer and, consequently, one far abler than those who have preceded him. An important element—understanding—will have been added.

'I am impressed with this matter of understanding, because I live in the midst of it every day of my life. I see at S.H.A.P.E. Headquarters the uniforms of the three services of the fourteen countries. Even after having seen this for many years, I am still greatly moved by the fact that all of these peoples, with their different backgrounds, work together for a common purpose—and they do their common job very well indeed.

'We at S.H.A.P.E. are proud of the contribution the military forces have made to peace and security, and we are pleased that we have added to the strength the confidence and the hopes of our peoples. But military requirements are but one contributing factor. We know full well that the great weapon—the great deterrent—is the strength that springs from the *unity* of our countries.

'Some day soon you will serve as part of the British contribution to the North Atlantic Treaty Organization. In preparing yourself for this duty, you should support a position already established

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by your country and its Allies by reaffirming your "desire to live in peace with all peoples and all Governments," your determination "to safeguard the freedom, common heritage and civilization" of your peoples "founded on the principles of democracy, individual liberty and the rule of law" and your resolution to contribute your "efforts for collective defence and for the preservation of peace and security".'

Presentation of Wings and Prizes

On the eve of the passing-out parade, at a ceremony in the College Lecture Hall, Air Marshal Sir John Whitley presented wings and individual prizes to members of the Senior Entry. In his address he said:

'I feel very honoured to be invited to present the wings and prizes to 73 Entry today. I believe it is the first time that an Air Member for Personnel has had a son passing out from Cranwell during his period of office and I think I can safely say this has given me some insight into the anxieties passing through the minds of the cadets and possibly some of the parents, too, and I would like to try and say something to dispel these anxieties, but first I would like to congratulate the General Duties cadets on getting their wings and the Equipment and Secretarial officers their scrolls. Next I should like to congratulate all those who have been up here this afternoon to receive their prizes and I should like to congratulate the squadrons who have either recovered or retained their trophies—in particular I must congratulate 'C' Squadron on being the Sovereign's Squadron for, I gather, the third time running.

'Now I do not know whether parents fully realize the high standards that are set before their son can be admitted to Cranwell in the first place—and once they are admitted, the testing time they have before they can graduate; the "chop rate" as we call it is pretty high and many fall by the wayside during their three-year course. Those therefore that are passing out tomorrow have really acquitted themselves well and parents are to be congratulated, if I may say so, in producing such fine offspring! Maybe we should take a new look at some of them! Next I should like to say a word of thanks as a parent to the members of the staff who have devoted themselves so selflessly to the training of our sons. I cannot speak too highly of their patience and the fine example they have set.

'About the future—I know there has been a certain amount of alarm and despondency amongst the cadets about the future. I think they wonder whether they are going to be taken out of the cockpits to push buttons. Their fears have been fostered by some of the headlines they have read in the Press. My own view is that they need have no worry on this score. I was very interested to read in the *News Summary* of the British Joint Services Mission in Washington the following comment made by an air vice-marshal who was recently on the staff, which rather confirms my view. He said that there is an almost total absence of worry about the role of aircraft in a military sense in the future. It is taken for granted that manned aircraft and missiles of all sorts will be complementary—I am sure this is the correct outlook. Nothing has ever or will ever replace the human brain with its flexibility—and I commend that to those who have just scraped through here! One must have it in the aircraft because the nearer one can get the human brain to the target the better the chances of success. Of course there will be missiles but we must have aircraft as well.

Under Officer M. E. Bee, Queen's Medal; Senior Under Officer A. E. Thomson, Sword of Honour; Senior Flight Cadet I. D. C. Tite, R. M. Groves Memorial Prize and Kinkead Trophy

'In my capacity as Air Member for Personnel I have to look ahead somewhere into the 1970's, and I estimate that in the General Duties branch there will be more flying posts to be filled in the front line, in the flying training organization and non-operational flying than there will be General Duties ground posts which include the missile posts. My worry is in fact not how to fill the flying posts but how to fill these General Duties ground posts. Again, the structure of the General Duties branch has always been such as to safeguard the career of the permanently commissioned officer—it will also safeguard him from the flying point of view because, although the number of aircraft will contract as time goes on, the impact will in the main fall on the short-service officer, on the non-permanently commissioned officer—the bulk of the flying posts in the service has always in the past been filled by the short-service officer.

'In 1951 and 1952 we were bringing into the service 20 to 25 short-service officers for every cadet we were bringing into Cranwell. Now with a contracting front line we expect by the 1970's to have reduced this short-service element considerably, but their numbers even then, in the 1970's, will be three or four times the number of cadets we are bringing in. So you see, as the front line is contracted we reduce the short-service entry. Now we know roughly how many Cranwell cadets will graduate each year with permanent commissions. We must therefore earmark the requisite number of squadron leader posts to ensure them automatic promotion to this rank. The remainder of the squadron leader posts are filled by giving permanent commissions to the short-service officers. If the establishment is reduced then automatically we apply the brakes on the short-service entry and we lessen the permanent commissions. You may say that is all very well but what happens to the more senior officers. This is an awkward problem which we have in hand now. Fortunately the Government realizes what a serious impact a major change of policy has on the personnel of the service and they have offered, I think, generous compensation to those volunteering to leave the service. So you see, as the front line has contracted we have admitted fewer short-service officers and given fewer permanent commissions so the impact does not fall on the permanent officer, it falls on the short-service element.

'Now, much as you would probably like it, I do not want to give you the impression that your service career is going to consist of nothing but flying. In you we look for our future commanders and members of the Air Council. We therefore intend to give you a broad education. This is done by giving you experience in a variety of General Duties ground posts while you are in the junior ranks so that by the time you reach the higher ranks you will have a sound flying background and a sound administrative one as well.

'Ideally this is what should happen in the next 20 years—depending amongst other things on how you get on. I am assuming that you graduate at the age of about 20 or 21. During the next ten years you should do about four different tours, each of about 2½ years. Some of these may be consecutive. The thing that I think will interest you is that we reckon that in your first ten years, three of your tours should be flying posts and one administrative—as a station adjutant, an A.D.C. or in a Command or Group staff post. During this ten years you ought to pass first your flight lieutenant and then your squadron leader promotion examinations, and if you don't pass them you will get left behind. At the end of the ten years, at about 31, you should become a squadron leader. During the next five years as a squadron leader you ought to do, ideally, one ground tour and one flying tour, and you ought in this period to do a course at the Staff College—and I reckon that doing Staff College is an important milestone in your career.

'As a squadron leader you are in the swim for promotion alongside those short-service officers who have been given permanent commissions, and I would like to make a point here—that ex-Cranwell cadets and short-service officers who have been given a permanent commission are considered on level-pegging terms for promotion to wing commander and onwards. They are promoted entirely on their merits and no special promotion is given to the ex-Cranwell cadet.

'After five years in the rank of squadron leader you should become a wing commander—that is at about the age of 36. As a wing commander during the next five years you should, ideally, do a ground tour and a flying tour, and here I must admit that some may do both tours in a ground job, but do not let this worry you—

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where there is a will there is a way. I can only call on my own experience in this and to say that during the time I have been an air vice-marshal and an air marshal I have managed to collect in five years some 500-odd hours, mostly on Canberras, so the opportunities are there.

'Now I have taken you right up to the age of 41, or roughly 20 years after leaving Cranwell, and if I have explained myself properly you will reckon that during these 20 years you should have done about three or four ground tours to four or five flying tours, which I think is a fair balance and should give you the requisite experience for your promotion to group captain, which may involve the command of possibly a couple of thousand men as well as all the families on the station and I think this takes you quite far enough, and if you have done your stuff and have the ability there is nothing to stop you rising to the top.

'I believe it is customary to offer the cadets some advice on how to get on in the Service but I rather think I have overrun my time and I would commend to you the remarks at the wings and prizes ceremony made by your Commandant when 72 Entry passed out. This advice, if I may say so, was simply excellent.

'Good luck to you all and God bless you, and I assure you there is a great future ahead for those with courage and ability who *really* put service before self.'

Order of Merit

No. 73 ENTRY

General Duties Branch

M. E. Bee, Under Officer: Queen's Medal; R.U.S.I. Award; Hick's Memorial Trophy; J. A. Chance Memorial Prize; Swimming (Captain, Full Colours); Water Polo (Captain, Full Colours); Gliding; Pot-holing; Photography; Jazz; Choral.

A. E. Thomson, Senior Under Officer: Sword of Honour; Air Ministry Prize for Commonwealth and War Studies; Rugby; Athletics; Ski-ing; Gliding; Mountaineering; Motor Club; Film.

J. T. S. Lewis, Under Officer: Fencing (Vice-Captain, Full Colours); Hockey; Music (Secretary); Gliding; Pot-holing; Bible Study Group; Motor Club; Film.

G. D. Andrews, Senior Under Officer: Cricket (Full Colours); Squash (Captain, Full Colours); Athletics; Tennis; Mountaineering (Captain); Debating; Motor Club; Dancing; Film.

J. S. Watson, Under Officer: Dickson Trophy; Michael Hill Memorial Prize; Tennis (Vice-Captain, Full Colours); Rugby; Gliding; Angling; Ski-ing.

G. S. Whitley, Senior Under Officer: Philip Sassoon Memorial Prize; Rugby; *Journal* (Editor); Gliding; Ski-ing; Wild-fowling; Choral.

P. P. W. Taylor, Under Officer: Cricket (Captain, Full Colours); Rugby (Half Colours); Sub-Aqua; Motor Club.

T. W. G. Carlton, Senior Flight Cadet: Tennis (Half Colours); Rugby; Sub-Aqua (Captain); Wild-fowling; Field Shooting; Film.

P. E. Wormall, Senior Flight Cadet: Cross-Country (Captain, Full Colours); Athletics; Dramatics; Pot-holing; Ski-ing.

J. F. Willis, Senior Flight Cadet: Boxing; Gliding; Aeromodelling; Dramatics; Engineering; Film.

J. R. Maunsell-Thomas, Under Officer: Rowing (Vice-Captain, Full Colours); Rugby; Cross-Country; Athletics; Motor Club; Mountaineering.

R. Humphrey, Under Officer: Cricket (Full Colours); Soccer (Full Colours); Cross-Country (Half Colours); Mountaineering; Film; Choral.

M. G. Simmons, Senior Flight Cadet: Hockey (Half Colours); Rowing; Pot-holing (Secretary); Sailing; Ski-ing.

I. Bentley, Senior Flight Cadet: Canoeing (Captain); Pot-holing.

C. B. Taylor, Senior Flight Cadet: Shooting (Full Colours); Dramatics; Motor Club; Film.

I. D. C. Tite, Senior Flight Cadet: R. M. Groves Memorial Prize and Kinkead Trophy; R.A.F. Ski and Winter Sports Association Cup; Hockey (Half Colours); Shooting; Pot-holing; Ski-ing; Motor Club; Dancing; Sailing.

B. N. Rogers, Senior Flight Cadet: Athletics (Captain, Full Colours); Soccer (Captain, Full Colours); Cross-Country (Half Colours); Ski-ing; Film.

D. R. Kuun, Senior Flight Cadet: Victoria League Award; Rugby (Full Colours); Pot-holing (Captain); Sub-Aqua; Film.

M. T. Wandawi, Senior Flight Cadet: Athletics (Half Colours); Gymnastics; Hockey; Swimming; Wild-fowling; Dancing; Riding; Film.

W. P. Jago, Under Officer: Rugby (Full Colours); Swimming; Water Polo; Engineering; Canoeing; Wild-fowling (Secretary); Film.

A. H. Hassan, Senior Flight Cadet: Shooting; Mountaineering; Gliding; Fine Arts; Riding.

R. J. Manning, Senior Flight Cadet: Fencing (Captain, Full Colours); Tennis (Captain, Full Colours); Choral (President); Gliding; Archery; Film.

Equipment Branch

D. M. Waller, Under Officer: Air Ministry Prize for Equipment Studies; Athletics (Half Colours); Cross-Country (Half Colours); Hockey; Motor Club (Secretary); Debating (Secretary); Sailing; Ski-ing; Film.

P. H. W. D. Shrimpton, Senior Flight Cadet: Hockey (Captain, Full Colours); Tennis; Mountaineering; Dancing; Film.

P. C. Atkins, Senior Flight Cadet: Cross-Country (Vice-Captain, Half Colours); Boxing; Cricket; Tennis; Dramatics; Pot-holing; Mountaineering; Ski-ing; Film.

M. Perkins, Senior Flight Cadet: 'Per Ardua' Beagles (Senior Flight Cadet Whip); Sailing; Fine Arts; Sub-Aqua; Motor Club; Film.

J. Purcell, Senior Flight Cadet: Soccer; Cricket; Wild-fowling; Motor Club; Film.

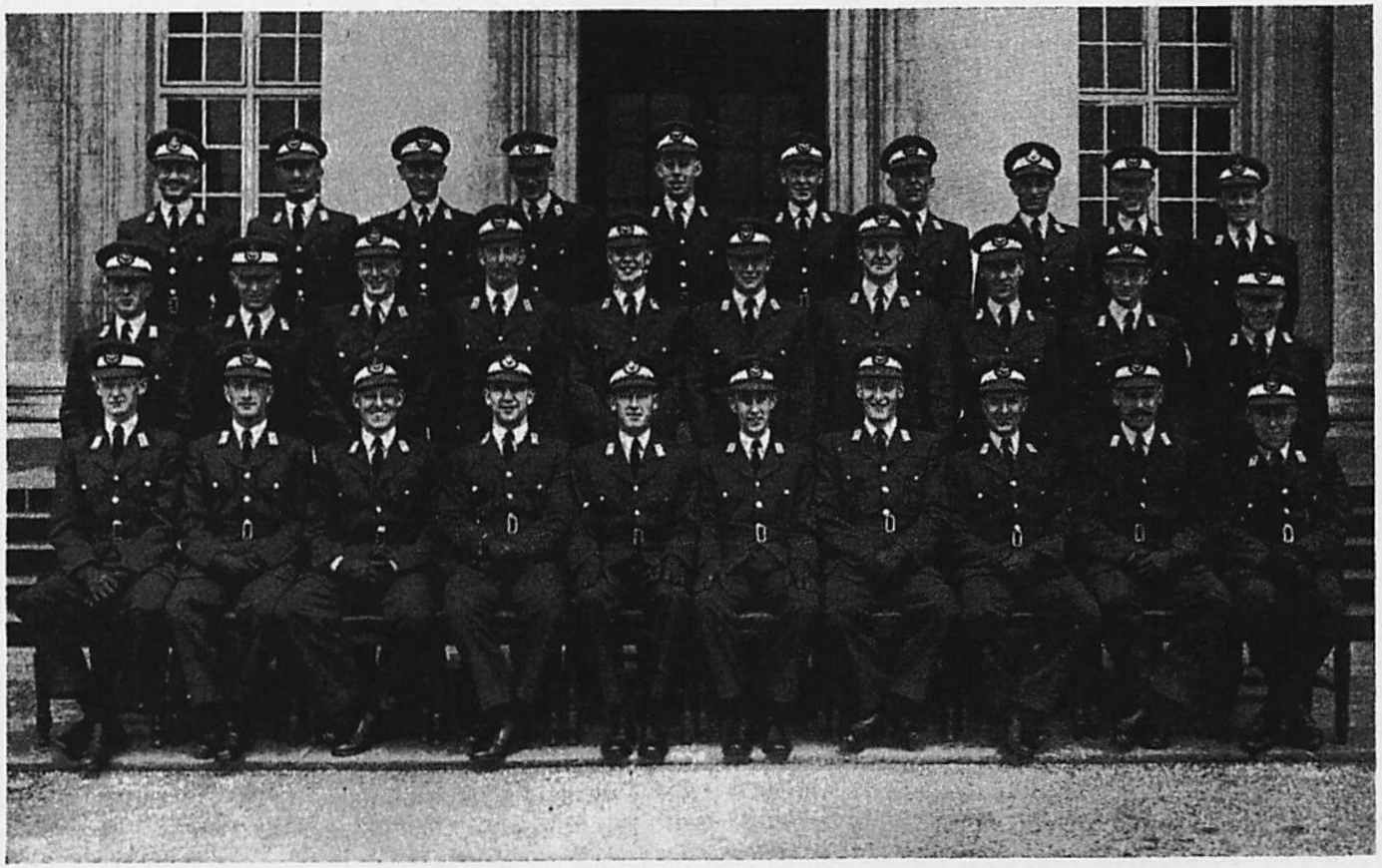
Secretarial Branch

D. Goucher, Under Officer: Air Ministry Prize for Secretarial Studies; Cross-Country; Dramatics (President); Debating; Bible Study Group; Dancing; Motor Club; *Journal* (Sub-Editor); Film; Ski-ing; Sailing.

M. J. C. W. Dicken, Under Officer: L'Ecole de l'Air Trophy; Shooting (Captain, Full Colours); Rugby; Debating; Wild-fowling; Fine Arts; *Journal* (Sub-Editor); Motor Club; Film.

J. W. Hartley, Senior Flight Cadet: Rowing (Full Colours); Swimming; Rugby; Canoeing; Motor Club; Pot-holing; Fine Arts; Film; Jazz; Field Shooting; Angling; Riding.

December 1958 - 73 Entry (Aug 58)



THE SENIOR ENTRY: AUGUST 1958

Back row (left to right): S.F.C. A. H. Hassan, S.F.C. M. T. Wandawi, S.F.C. J. Purcell, U.O. R. Humphrey, S.F.C. M. G. Simmons, U.O. D. Goucher, S.F.C. J. F. Willis, S.F.C. P. E. Wormall, S.F.C. I. Bentley, S.F.C. P. H. W. D. Shrimpton

Centre row (left to right): S.F.C. R. J. Manning, S.F.C. C. B. Taylor, S.F.C. I. D. C. Tite, S.F.C. M. Perkins, S.F.C. J. W. Hartley, S.F.C. J. R. Maunsell-Thomas, S.F.C. D. R. Kuun, S.F.C. B. N. Rogers, S.F.C. P. C. Atkins, S.F.C. T. W. G. Carlton

Front row (left to right): U.O. D. M. Waller, U.O. J. T. S. Lewis, U.O. P. P. W. Taylor, S.U.O. G. S. Whitley, S.U.O. A. E. Thomson, S.U.O. G. D. Andrews, U.O. M. E. Bee, U.O. M. J. C. W. Dicken, U.O. W. P. Jago, U.O. J. S. Watson

December 1958 - Cadet Wit (1)

Passing-Out Parade of No. 174 Entry

Speeches by Marshal Rodion Malinovsky and by the Commandant

ON the 18th December the Academy welcomed Marshal Rodion Malinovsky as the Reviewing Officer for the graduation parade of No. 174 Entry. The weather was fine, inside, and punctually at 1108 the cadet wing marched on under the command of Senior Commissar Comrade Cadet Z. Z. Kruschev through snow that was only chin high.

A formation of 16 aircraft of Advanced Flying Wing flew past, some with and some without smoke trails—one more proof of the freedom allowed in our people's democracy—as the Reviewing Officer's head, which could just be seen above the snowline, approached the dais.

After the Advance in Review Order, Marshal Malinovsky dug out the Parade Commander and presented him with the Three-Stage Rocket of Honour, the Sputnik Medal for Lunar Studies, and the R. M. Laika Memorial Prize. Watching the presentations carefully was N. S. Kruschev, the father of the prizewinner. The Reviewing Officer went on to make the following speech:

The Reviewing Officer's Address

'It is indeed a great honour for me to be here today and as you know it is customary for the reviewing officer to offer you some few words of advice. Be always on your guard against those detestable bourgeois traits of initiative, resourcefulness and leadership, for these are the arch-enemies of the all-important virtues of comradeship and uniformity. For you know, this is how we of the Free World have so great an advantage. We at the Warsaw Pact H.Q. are proud of the contribution the military forces have made to peace and security, and we are pleased that we have added to the strength, the confidence and the hopes of our peoples. But military requirements are but one contributing factor. We know full well that the great weapon—the great Deterrent—is the strength that springs from the *unity* of our countries.

'This, you see, is where we are so different from those wicked N.A.T.O. countries; take this opportunity of reaffirming your "desire to live in peace with all peoples and all governments," your determination "to safeguard the freedom, common heritage and civilization" of your peoples "founded on the principles of democracy, individual liberty and the rule of law," and your resolution to contribute your "efforts for collective defence and for the preservation of peace and security".'

On the eve of the Passing-Out Parade the Commandant addressed the members of the Senior Entry in a short, touching ceremony.

The Commandant's Address

Igloo 439
Komsomolets Island
Latitude 82°N.

December 1958 - Cadet Wit (2)

ORDER of MERIT

D. G. LUCASTA

Struck down before his goal at the very height of the battle this valiant fighter did not spare himself but took up Chess.

R. VOLGA-DON

One of our less inhibited comrades who hails from the outer provinces. His greatest ambition at the moment is to travel; he should go far.

IVAN ORFULITCH

This photograph belies the towering build of this slim Norseman from the Pripet marshes. All life's difficulties he takes in his long, loping stride.

O. U. BAGEROV

Taciturn, unsmiling, Muscle-man First Class of the Soviet Union; his prowess in all realms of sport needs no comment from us.

C. U. LAITA

Missile marksman Laita, who in private life is no mean organist, introduced the mortar into the Wild-fowling Section and bagged 7½ geese, 3 wolves and 2 gamewardens.

Z. Z. KRUSCHEV

Like his father he has gone Secretarial and there is that certain something about his looks that makes one think he is set for success.

December 1958 - Main Articles

Cranwell 1958

CRANWELL is a hot, humid place situated in American-occupied territory just off the coast of France.

Our Intelligence services had warned us that the training camp consisted of just one central building of average proportions surrounded by a sordid shanty-town of primitive wooden huts, but we were stunned to discover that these were actually indoctrination rooms and that each contained at least six radiators. It is little wonder that British industry lags so far behind when fuel is used for mere bodily comfort.

But even worse shocks awaited us. Cranwell is only accessible to sons of aristocrats and wealthy business men. Industry and ability are no qualification; no boy can enter the college unless he is of the correct social strata—they even keep their own paid servants as in pre-Revolution days.

The place is riddled with slothful practices: on our first morning, for example, we came back after our sprint, took our cold shower, read the morning's extract from Marx and even then at 5 o'clock the British cadets were still in bed.

Indeed, they were still there when we took breakfast at seven, with the day nearly over. When at long last we got to the airfield we were told that flying was stopped although visibility was still perfectly good up to three metres. At this, the cadets seemed positively relieved, and brushing aside our proffered copies of that most influential newspaper the *Daily Worker* they rushed with hoarse cries to a huge red machine in the corner.

Our agent at Cranwell, who is still operating undetected just a stone's throw away from the War Propaganda room in the heart of the so-called 'Western bloc,' quickly briefed us about this. The machine serves bottles of 'Croak' an infamous brew. One sip and you are worse than an addict, you slip helplessly into American domination, for they are the sole suppliers.

Horrified we watched them seize the stuff with quivering hands and gulp it down. For some considerable time afterwards all we could get from them as they sat slumped deep in armchairs were so many unintelligible grunts.

In the afternoon, after yet another meal, we were shown the sports field. (This is in fact an airfield but the runways have still to be built.) The rugby team were playing a local all-male side so I asked my host if the cadets ever played games with women. From his most peculiar reply I can only assume that at Cranwell they do not take their sport as seriously as we do. Most cadets in fact take part in decadent pastimes such as beagling, horse-riding, archery and 'cricket,' a game designed to pander to the Americans and obviously copied from baseball.

In the evening we went out to a nearby people's bar to celebrate the occasion of our visit. I think that our hosts would have gone out drinking regardless of our presence, but it was considerate of them to take us. I cannot understand the outlook of that college. If you put work before pleasure and strive towards the supreme honour of achievement you are called a 'loathsome sweat.' If you attend the physical training period each week you are called 'chicken.' And once your sense of duty forces you to report on the dishonourable activities of one of your fellows you become a 'fingerer' and are despised and tormented insufferably.

All this we learned after several rounds of beer; it was potent stuff and I began to feel dizzy. But at this stage we were challenged to a drinking race and it was this that caused the final act of unforgivable turpitude.

At the very end of a closely fought contest the last man of the British team drank only half his beer and tipped the rest down his shirt. The British cheered and shouted at their 'win'; we were shocked beyond words.

Only one course of action remained open to us. We tendered a formal note of protest and picking up hats, coats, gloves and dizzy, we left.

United Arab Republic 1958

OUR TU-104 rocked to a halt. This was Damascus, peace city of the Middle East and starting point for our tour of the United Arab Republic. Ten cadets under the command of Colonel Engineer Ducksky were cheered down from the aircraft to face the battery of press and TV cameras. The lucky ten had been chosen for their sociability, sportsmanship and grenade-throwing ability. We were welcomed on the official dais by the Chief of Air Staff, and then driven off.

Syria, our ancient and honourable ally in the struggle for freedom, is renowned as a haven for peace-loving peoples throughout the world. We were to visit units of the Defence Air Force during the following three days. We looked forward to another modern manifestation of the power of the socialist world.

The Syrian Air Force is a highly efficient, well-equipped service with an outstanding all-weather capability. This is in no small part due to the superb equipment supplied under our mutual aid programme. As fate would have it, those three days were festive holidays throughout the country and so all aircrew, maintenance and control staffing was being done by Soviet volunteers, and so we had no opportunity to meet those intrepid Syrian pilot aces whose names and exploits are on everyone's lips.

From Syria we flew south-east to Egypt, our ancient and honourable ally in the struggle for freedom. Cairo, that gem of a city, washed by the limpid waters of the Nile, is the seat of freedom in the Middle East, and is a byword amongst men of culture everywhere. On arrival there we were interviewed by the Service correspondent of Cairo Radio—'The Voice of Truth.' That day was a public holiday celebrating the latest peace plea of President Nasser, whose benign portrait smiled down on us wherever we went. Although at the last minute the President had to forgo his pre-arranged meeting with us, we had the great honour of being received into audience by his seventh secretary in person.

But the prime reason of the visit was to liaise with our comrades in the Egyptian Air Force, so with eager anticipation we travelled out of the city daily visiting several of the defensive airfields located in the area. As always, it was in the Mess after working hours that we gained most value from our contacts. Wide-eyed and breathless we listened to intrepid Egyptian pilot aces relating their stories of the heroic battles fought in the defence of liberty against the imperialist aggressors in those sunny November days of 1956. We thrilled again to the immortal words of hero-leader Nasser—'I have never promised anything but blood, toil, tears and sweat.'

The last honour accorded to us was to set foot on the sacred sands of the beach at Port Said, before we had to leave on the final stage of this tour—to the Yemen.

En route, we flew south over the famous High Dam on the Nile, which, although not yet completed, is a fitting tribute to the tenacity and determination of the ordinary hardworking Egyptian.

The Yemen, our oldest friend in the struggle for freedom, has built, out of desert sands, a modern, democratic nation that the free world can be proud of. It was here that we had the honour of going out on a mission with one of the famous, hard-hitting Yemeni commando peace patrols. It was their unpleasant task to defend the southern frontier against the incursions of unruly tribesmen from the backward Aden protectorate. During this limited police action we were harried by the V-fighter, the front-line aircraft with which reactionary English forces are seeking to achieve their policy of territorial expansion. On every occasion they were beaten off by small-arms fire from the patriots. As a climax, we captured a rebel-held fort, vainly defended by lackeys of the Press Lord Beaverbrook.

At dusk the same day we left for home and it was with regret that we turned our backs on our noble allies, having presented them with a dagger as a token of the deep bonds of friendship that exist between our two nations.