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Colin Hinson

In the village of Blunham, Bedfordshire.



THE MAGAZINE
OF THE
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WIRELESS SCHOOL
ROYAL AIR FORCE,
CRANWELL.

No. 7.

DECEMBER, 1938.

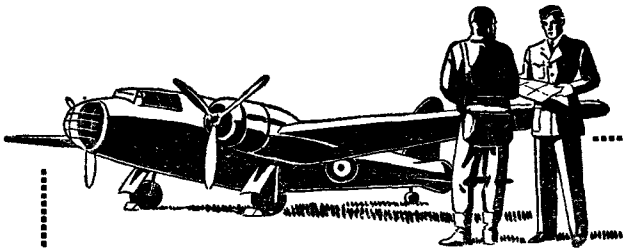
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INTENDING contributors will save the Editorial Staff and the Printer much time, trouble and exasperation if they will conform to the following rules:—

1. Write in ink on one side of the paper only.
2. If a covering letter is necessary, write it on a separate sheet, and don't mix it up with the matter for publication.
3. Use foolscap if possible, not cigarette packets and old envelopes.
4. Leave a wide margin on the left-hand side of the sheet—this is essential for corrections and directions to the printer.
5. Take especial care to write names legibly—editors can guess much, but have limitations.
6. Remember that the Magazine is not published until some weeks after your contribution is written, so choose your tenses accordingly if you are giving "news."
7. Get your C.O.'s authority before submitting articles which deal with active operations or special duties, as such matters must frequently remain confidential.
8. Avoid the purely local joke, unless it is likely to be appreciated by other readers.
9. Avoid excessive paragraphing. A "para." containing only a few words looks foolish in print and wastes valuable space.
10. Submit drawings in Indian ink on plain paper, preferably unfolded. They should be larger than the blocks which are to be made from them.

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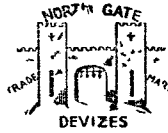
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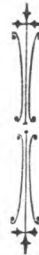
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CRANWELL TATTOO, 1938.

P.T. DISPLAY BY NO. 2 (APPRENTICES) WING, ELECTRICAL AND WIRELESS SCHOOL.

By courtesy of "The Lincolnshire Echo."

The Magazine of the Electrical & Wireless School

No. 7.

December, 1938.

Sixpence.
(By Post Ninepence)

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WE are living in stirring times. Big events tend to obscure the little ones and though changes in our editorial staff may belong to the latter class, nevertheless we take this opportunity to pay tribute to the retiring General Editor, Capt. E. G. R. Wingham, whose ability and energy have contributed in great measure to the success of the magazine. Fortunately, he is still with us and his valuable advice is greatly appreciated.

We welcome Mr. R. A. Pomeroy as our new Sports and Societies Editor.

The movement of No. 1 Wing to Yatesbury entails considerable geographical separation but we look forward with confidence to a continued interest in the magazine in respect of both contributions and sales.

There continues to be a shortage of humorous contributions—particularly short stories and verse—which is a state of affairs we hope to see remedied before the publication of our next issue.

To all our readers we send Christmas Greetings and Best Wishes for the New Year.

NOTICE.

IT will be greatly appreciated if home and overseas contributors to our next issue will arrange for their contributions to reach the Editor not later than 31st May, 1939.

NEWS AND EVENTS.

THE expansion of the Electrical and Wireless School continues and numerous wooden huts are still under construction. An Instrument Repairers Sub-School came into being on November 1st and an Electricians School is in the process of formation. To meet additional requirements the existing Valentia flying classrooms have been supplemented by two D.H.86s.

At long last we are able to publish official news of the formation of No. 2 Electrical and Wireless School, Yatesbury. A recent Air Ministry Order announced the opening of this School at Yatesbury on 1st December, 1938. The existing School at Cranwell will in future be known as No. 1 Electrical and Wireless School. The personnel of the Wireless Operators School (Airmen) in West Camp will be transferred to Yatesbury for training there in January, 1939. Advance parties of training and administrative staffs have already arrived at Yatesbury and are now busy making preparations for the reception of No. 1 Wing in the New Year.

We hope in the future to be able to inaugurate a joint Magazine to cover the activities of Cranwell and Yatesbury, and we look forward therefore with some eagerness to the Yatesbury section of the Magazine which we hope will be a prominent feature of our July issue, 1939.

The Passing-Out Inspection of the September 1935 Entry of Apprentices took place on July 27th, the Inspecting Officer being Air Chief Marshal Sir Edgar R. Ludlow-Hewitt, K.C.B., C.M.G., D.S.O., M.C.

We congratulate the following :—

Awarded Cadetships:

567960 S/A. Temlett, C. B., I.Mkr.

567917 C/A. MacDonald, J. M., W.O.M.

Awarded Prizes:

567960 S/A. Temlett, C. B., I.Mkr.

Hyde-Thomson Memorial.
2nd Highest Aggregate.
2nd Highest Technical.

567903 S/A. Bentley, H., I.Mkr.

Highest Aggregate.
Highest Technical.
Highest Educational.

567962 A/A. Hole, T. E., W.O.M.

2nd Highest Educational.

The Passing-Out Inspection of the September 1935 Entry of Boy Operators took place on September 20th, the Inspecting Officer being Air Vice-Marshal J. E. A. Baldwin, C.B., D.S.O., O.B.E.

We congratulate the following :—

551599 Boy Cook, P. H. Highest Technical.

551576 C/Boy Thompson, H. Squadron Prize.

A party from the Electrical and Wireless School, under the command of Squadron Leader K. C. McKenzie, M.B.E., was on the R.A.F. Stand at the Manchester Radio Exhibition, from September 27th to October 8th. Keen interest was displayed by many visitors and much favourable comment was made on the intelligence, education and technical knowledge of the Aircraft Apprentices and Boy Operators who explained the exhibits.

Loud speakers have been placed at convenient points in both East and West Camps and marches are broadcast before, after and between instructional periods. This innovation is much appreciated; it makes for efficiency in "change-over" and helps to maintain the cheerfulness and high standard of march discipline of Electrical and Wireless School personnel.

We offer our congratulations to Group Captain E. C. Emmett, M.C., D.F.C., Group Captain B. W. M. Williams and Wing Commander F. G. A. Robinson, D.F.C. on their recent promotions and to F.O. A. E. Sims, M.B.E., L.R.A.M., A.R.C.M., on his appointment to a commission.

An Armistice Sunday Service was held in the Station Church on November 13th, the address being given by the Bishop of Southwell. The Lessons were read by Air Vice-Marshal J. E. A. Baldwin, C.B., D.S.O., O.B.E. Many distinguished visitors were present. The service was relayed to a crowded Cinema.

OUR LOUD SPEAKERS.

A BRACE of pips, a muffled roar
And Period Three's now Period Four—
Or will be when we've marched a bit;
I've cleared the bench and checked my kit.

"The Washington Post" now strikes the ear;
The tune's all right but the tempo's queer—
Ah! Now they seem to have it right—
Our marching's getting pretty bright.

And—sneer who may—the system's sound,
It adds a lilt to the daily round.
It scorns the faulty watch or clock
And gives the loiterer a shock.

The record's changed—we're out of step;
That's soon put right—we march with pep.
We can't resist old Sousa's charms—
Why, even "civvies" swing their arms!

THE FIRST HURRICANE SQUADRON.

BY SQUADRON LEADER J. W. G.

SO little was known of our new aeroplane that there were few regulations about our training. It was up to us to discover how much could be done. It was important that no accidents should occur, for if they did small regulations would necessarily creep in, which might hinder our training and cramp the type of morale which we considered it sound to stimulate.

With this end in view we gave all our officers and sergeant-pilots clearly to understand that as members of the first Hurricane Squadron they had a mission; they had to show that in spite of its performance and its more complicated mechanism, the Hurricane was a simple, safe and efficient aircraft in which to go to war.

The first aeroplane arrived on 17th December, 1937, and in the order of things the Squadron Commander had been ordered to a Station 70 miles away to investigate why a fitter had failed to check the oil in a Tutor, which had successfully "forced-landed" some months before.

During January, 1938, all our pilots went solo by day and three of the more experienced went solo by night; and by the end of the month the unit was beginning to think that there was little difference between the Hurricane and any other aeroplane.

On the morning of 1st February, 1938, the Commander-in-Chief visited our unit and was glad to hear that there had been no difficulty with the new aircraft.

The same afternoon a pilot was killed unaccountably; but the same night the remainder of the Squadron did their first night solo.

Before this we had made endurance tests at the operational height, largely to see how long the aeroplane could stay in the air; it became a regular custom to fly up to Edinburgh, turn round and come back at various air speeds.

Once a pilot, flying at one of the slower speeds, had returned from Edinburgh in sixty-five minutes at an air speed of 220. This was mentioned to the Technical Branch from the Air Ministry, who were visiting the Station, and they reported the matter to the Press Section.

The Press Section rang up the unit and asked for more details, saying they felt the matter should be reported in the newspapers. They were given all the details and requested not to hand their information to the Press because under the same conditions (but at full power) the journey could be done in under fifty minutes; then was the time to let the Press know.

This it was thought would not cheapen the Royal Air Force and produce such headlines as "Edinburgh—London Record Beaten." This the Press Section agreed to do, and one or two newspapers who had heard about these tests agreed to wait until the full-power trial had been completed. They were told that apart from the effect on the speed of the journey, in the interests of safety it was essential to have a strong following wind, as it was not anticipated that the endurance at full power would exceed fifty minutes.

I made this flight myself, and this is how I tell the story:—

“I was slumbering in the ante-room after lunch—a pleasant custom I had learned in the East—and it was a bitter day, a gale was blowing and the clouds were at 500 feet. All our aeroplanes were in the hangars and there appeared no prospect of our being disturbed; all our paper work was complete, and I had heard that the telephone system in the Camp had broken down. There were lots of coal on the fire and I remember wondering in my sleep whether it was not one of those days when one smoked one of the fast diminishing supply of cigars I had received as Christmas presents, when I was rudely awakened and shown a paragraph in a technical paper: ‘Hurricane Flies from Edinburgh in Sixty-five Minutes.’

“The afternoon was spoiled. I remembered the full-power trial which had to be—reluctantly.

“I went to the telephone, called the Air Ministry to hear about the weather. They spoke of everything from ice formation to clouds covering the high ground; but they did say wind was from the north at 75 miles per hour at 17,000 feet.

“This was the end of an afternoon of leisure.

“I went down to the hangars at 2 p.m.; I had the aeroplane pulled out and started, and sent a telegram to Turnhouse asking for petrol. I was just going to leave when I was called back to the Mess—‘wanted by the Air Ministry’; the Press Section had noticed the announcement in the Technical Press. When was the full-power trial to be done? This afternoon they were told, and requested not to ask questions. I wanted to be back by dusk and I promised to ring them on my return, and flew off to Edinburgh.

“I have read much about the return journey; but nothing about the journey up, which was much more hazardous. As the wind was much stronger than I expected I arrived at Turnhouse at 4.15 p.m. instead of 3.45 p.m., and found no petrol waiting, as I had arrived sooner than my telegram; but owing to the efficiency of the Station this was forthcoming quickly, and I was ready to start back at 4.30 p.m.

“But a characteristic of the Hurricane engine when hot is that it is hard to start. Finding that I could not start the thing I left it on the tarmac while I made an inquiry about the weather the next morning. While I was doing this an inquisitive airman climbed into the cockpit and made the thing go.

“It was now approaching dusk; there were no clouds in Edinburgh and the sky was that dark blue that precedes the dusk. There was a northerly gale blowing and I decided that I would fly back as I felt it would be impossible to miss London in the dark. Taking off at 5.5 p.m., and climbing at 200 m.p.h., I noticed with some pleasure that I had no drift, and at 5,000 feet that I had a considerable sensation of speed. This meant a good wind and less chance of running out of petrol in the dark near London in the event of a miscalculation.

“The ground then disappeared and soon I was at my height with only my instruments, and a rapidly tiring left leg. My air speed varied between 305 and 325. The engine revolutions were constant at 2,975, and boost constant at $5\frac{1}{2}$ lb.

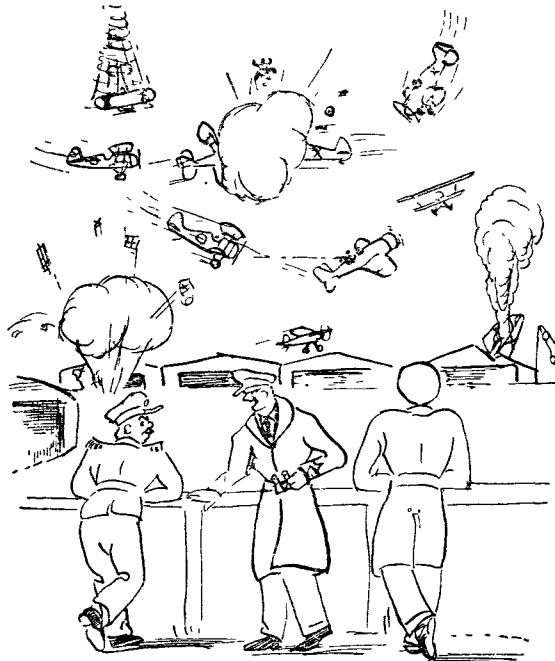
There were ten minutes of high cloud to go through, when the cabin frosted up, and a hoar-frost formed on the wings.

"Sometimes I felt sorry that I was doing this, and thought of the comfort of the mess at Northolt; at other times I felt glad. After forty minutes I decided to descend. The air speed was now 400; the revolutions 3,600; the ground speed was probably 550. I had an odd feeling flying through a cloud at night at a speed I knew to be in excess of 500 miles per hour. Coming out of a cloud at 5,000 feet, I saw momentarily a red light flashing the letter of my Station. By the time I had registered this I was seven miles further on.

"The signal time from the take-off to going over Northolt was 43 minutes; the time on my own watch 44 minutes.

"I returned to Northolt five minutes later and landed."

*(This article is reprinted from the "Journal of the Royal Air Force College"
by kind permission of the Author, Editor and Manager).*



"WELL GENERAL - HOW DO YOU LIKE THE NEW MARMALADE?"

DRAT THAT RAT!

FIRSTLY I must apologise to the originator of this tale for I merely put into writing what I have heard recounted.

During the Great War, a service unit at a little place called Cashprize submitted, on the appropriate form, a demand for 120½ rations. After several weeks, the War Council heard of this particular demand and caused a letter to be typed in sextuplicate (one copy to O.C., Cashprize) asking for an explanation. In his reply, the O.C. explained that the extra half ration was for a cat which kept rats away from the clothing store.

The War Council put aside the trivialities of war in order to discuss this important matter. Strange to relate, they came to a decision—the cat was unnecessary and must go! As usual a letter was typed in sextuplicate (one copy to O.C., Cashprize).

The next demand was for 120 rations but it was cunningly accompanied by a demand for two tunics alleged to have been eaten by rats. This was referred to the War Council who, with commendable promptitude, decided that rat traps should be introduced into His Majesty's Service. So a meeting was called for the next week and well-known armament firms were requested to bring along their best lines in rat traps. After several hours, a particular type was chosen and appropriately named "Traps, rat No. 1 Mark V. 10/R/176354."

Two of these superb traps duly arrived at Cashprize. They were accompanied by (a) Publication No. 1793—"Rat Traps, their use and abuse" and (b) Form 857—"Results of use of Rat Traps". From the former, one gathered that the springs were of copper and that the wood was English beech, cut across the grain for strength. The form possessed about twenty columns, the more important of which were headed "Traps, rat, in use", "Rats Caught", "Tunics Lost" and "Bait used" respectively. The completed form had to be rendered, in triplicate, at the end of each month.

The first return from Cashprize showed:—

Traps, rat, in use.	Rats caught.	Tunics lost.	Bait used.
2.	nil.	2.	Cheese Mk. II A.

Needless to say, the War Council was not pleased by this state of affairs. They therefore introduced Cheese Mk. IIB, 4711, GORG., Ref. No. A/10/7/3654 and, naturally, a pamphlet No. 2153—"How to bait Traps, rat No. 1 Mk. V. 10/R/176354." The next monthly return from Cashprize read:—

Traps, rat, in use.	Rats caught.	Tunics lost.	Bait used.
2.	nil.	2.	Cheese Mk. II B. 4711, GORG.

This put the War Council on its mettle; they introduced a new type of Trap, rat (No. 2 Mk. VB.) with steel springs and an oak base. They also issued an amendment to Pamphlet 2153, suggesting that cheese for baiting should be toasted, and a new Publication No. 1794 to go with Traps, rat, No. 2 Mk. VB.

Cashprize submitted in its next return:—

Traps, rat, in use.	Rats caught.	Tunics lost.	Bait used.
2—Mk. VA.	nil.	2.	Cheese Mk. II B.
2—Mk. VB.			4711, GORG. (toasted).

The War Council were now really peeved at this obvious waste of public funds. Another conference led to a momentous decision. A Sergeant must be trained in the use of Traps, rat No. 2 Mk. VB, and he eventually arrived at Cashprize. Being very businesslike, he trained two men in the use of traps, rat. Great things were now expected.

Nevertheless, the next (and final) return from Cashprize read:—

Traps, rat, in use.	Rats caught.	Tunics lost.	Bait used.
4.	nil.	2.	Cheese as before. (Smells as if it had gone before).

The final entry got the clothing stores clerk into hot water.

By this time, the War Council were exasperated beyond measure. In sheer despair they decided that the cat could be again added to the ration strength. But to save face (darned clever these Chinese!) they decided that Traps, rat and Sergeant (Ratter) should be retained for instructional purposes only. According to rumour the cat laughed so much that it had to be admitted to hospital; this led to further trouble about "Medical Comforts"—but that's another story.

J.A.P.



OFFICE!!

THE CRANWELL TATTOO - 1938.

THE 1938 Tattoo was held in the Stadium on Friday July 15th and Saturday July 16th. The weather experts predicted that rain would increase towards evening on both days—and this time they were right. With the exception of a few bright periods when it drizzled, it poured; despite this a total of 6,077 people attended, which in itself was a testimonial to the great popularity of the Tattoo.

The addition of 20 large floodlights kindly loaned by the makers did much to improve the spectacle and to provide illumination comparable with some of the largest Tattoos produced in the country. A complete telephone system from all enclosures and operation points was installed in connection with a local exchange and with an extension to the Camp exchange. Two raised stands holding 400 people were obtained from the R.A.F. Display Committee, Hendon, and erected on either side of the old Stadium stand. Further seating for 500 was erected north and south of the track with entrances and refreshment tents in each enclosure. The preparatory work took some three months to complete and was carried out entirely from our own resources.

The background was most ably erected and painted to resemble a magnificent type of hangar out of which marched the parties for the various displays, headed by their bands. Popular features presented in past Tattoos were retained, and additional items in this year's programme included Illuminated Aero-Wheels and a Massed P.T. Display. In spite of wretched visibility a performance of illuminated flying and aerobatics was attempted with the help of the Anti-Aircraft searchlights, and a gas attack upon a transport column in bivouac was carried out to the awe of some, and to the amusement of other, spectators.

The massed P.T. Display by 800 Aircraft Apprentices formed one of the most spectacular demonstrations seen in the Stadium, while the displays of gymnastics and club swinging by Boy Entrants were better than ever. The Tattoo closed with Airmen of No. 1 Wing carrying out their torchlight evolutions in a darkened Stadium while all other performers took up positions for the finale. When the massing of the performers as a background for illuminated "Wings" was complete, the floodlighting of the scene made a most impressive conclusion to a highly successful and attractive display.

It is impossible to refer by name to all who contributed so willingly to the preparation and production of the Tattoo without mentioning nearly every member of the E. and W. School and the College Band at Cranwell. The results achieved, in spite of the most adverse weather conditions, enabled no less than 250 guineas to be sent to the R.A.F. Benevolent Fund and numerous smaller amounts to local Charities. All ranks much appreciated the congratulations of the Air Officer Commanding, an extract from which ran as follows:—

“ I wish to congratulate all ranks on the manner in which they carried out their duties in connection with the above Tattoo. In spite of rain during

a number of rehearsals and on the Dress Rehearsal and on both nights of the Tattoo, the whole performance went with a swing and no one gave any hint of the depressing weather conditions having to the slightest degree damped his ardour towards putting up the very best show possible.

The Tattoo afforded the public a wonderful example of the present spirit of the Royal Air Force and reflected great credit on those responsible for its organisation."

A NIGHT IN THE JUNGLE.

I AM an Indian Wireless Operator in the Indian Air Force and during my service I have spent quite a lot of time on detachments, working with the Army on the North-West Frontier and with the Royal Artillery both in the Sind desert and in lovely Southern India. A detachment in India, as many English Wireless Operators know, is generally full of unusual experiences which, fortunately, end happily for the people concerned.

I well remember one incident which happened whilst we were working with the Royal Artillery at Hyderabad. I was behind the guns in a R/T tender carrying a battery ground station and a radio telephony set. We were doing manoeuvres round the fringe of a tract of jungle. Keen sportsmen speculated regarding the possibilities of big game being found in its depths. I was not to know that I was fated to spend a night in the depths of this jungle. On this particular day, the co-operation with the artillery continued till late in the evening and at dusk a despatch rider came to take us to Headquarters, a distance of about eight miles. We had hardly gone two miles, when he reported that he had lost his way in the darkness. We were now completely stranded in the thick jungle so we connected our accumulators and obtained lighting for our small hut. None of us could get any sleep and it was a night of vigilance. Every one of us looked worried and longed for morning to come.

Day dawned and the very first ray of light that streamed in, brought new life to us. We heard the humming of an aircraft, and opened the R/T watch in the hope that the aircraft carried Radio Telephony. What luck! Our first call was answered in the familiar tones of one of the officers of No. 1 Squadron Indian Air Force. The aircraft, out on dawn patrol, had picked up our message saying we were hungry. We were told to wait and the aircraft disappeared, soon to reappear just over the trees to drop food on our position.

Having satisfied our hunger we commenced our return journey, led by the aircraft which gave us directions by radio telephony. We were soon clear of the jungle and its terrors of the previous night, and connected with G.H.Q. An experience long to be remembered!

H. S. Abdus Salam Butt, W.Öp., Indian Air Force (Ambala).

OUR EXAMINERS.

IN a small station, not far from the R.A.F. Depot, is housed a body of officers and men who for many years have exercised a big influence upon the Technical Training of the Royal Air Force.

This is the C.T.T.B. which is composed mainly of individuals who themselves have been "through the mill." Their duties are to examine trainees at the end of a course of instruction, candidates for remustering, and recruits entering directly into a skilled trade; to conduct the technical examination of airmen for reclassification as L.A.C. and, at a later stage in an airman's career, to test his technical knowledge by means of a written examination.

In the execution of these duties great care has to be taken that the standard required by the Royal Air Force is maintained and that every airman is given a scrupulously fair examination. The members of the Board are usually men of long practical experience; hence the tendency is for the examination to be of a practical nature and no matter how "highbrow" a syllabus may be, the essentials can be extracted and applied to the practical job. "Practical" in this sense does not mean merely an actual workshop task, but any part of the work an airman is required to do, whether it be tuning receivers, key-tapping, calibrating instruments or anything else connected with his job.

But we are concerned in a more personal way with the members of this Board; we want to know how they treat us when testing our knowledge. The necessary standard must be maintained, but an airman must have every opportunity of proving his own standard.

So let us imagine an examination is about to begin. The examiner, pencil and paper handy and surrounded by bits and pieces, sits comfortably at his table. Apparently he is waiting like an ogre in his den ready to pounce on the trembling object about to enter. Anon the T.O. walks (or crawls) into the den with limbs shaking, eyes glassy, brow wet, and an empty feeling in the pit of his tummy. No wonder the average victim feels almost a corpse at this stage! But does the ogre pounce? Oh no! Plump and comfortable, he is already well fed. The would-be A.C.2, 1, or L. is gently invited to take a seat and to make himself at home. During the next few minutes the examiner endeavours to put the victim at ease—one of the most difficult of his tasks. At last the trembling eases—sometimes in fact ceases; the eyes lose their glassy look and a glimmering of intelligence dawns; the victim becomes articulate and the patient examiner feels he can start the inquisition.

Now frequently begins a tug-of-war—the examiner probing into and pulling from the dim recesses of the mind that knowledge which the victim seems determined to withhold. So, for a time, the task proceeds. At last, satisfied or exhausted, as the case may be, the examiner releases his victim and takes some sustenance before commencing an attack on another candidate. So it may seem to some of us.

In order to assuage this savage thirst for information on the part of the examiner, to soothe and pacify him more easily and so render him gentle and kindly to all, let us propound a few hints :

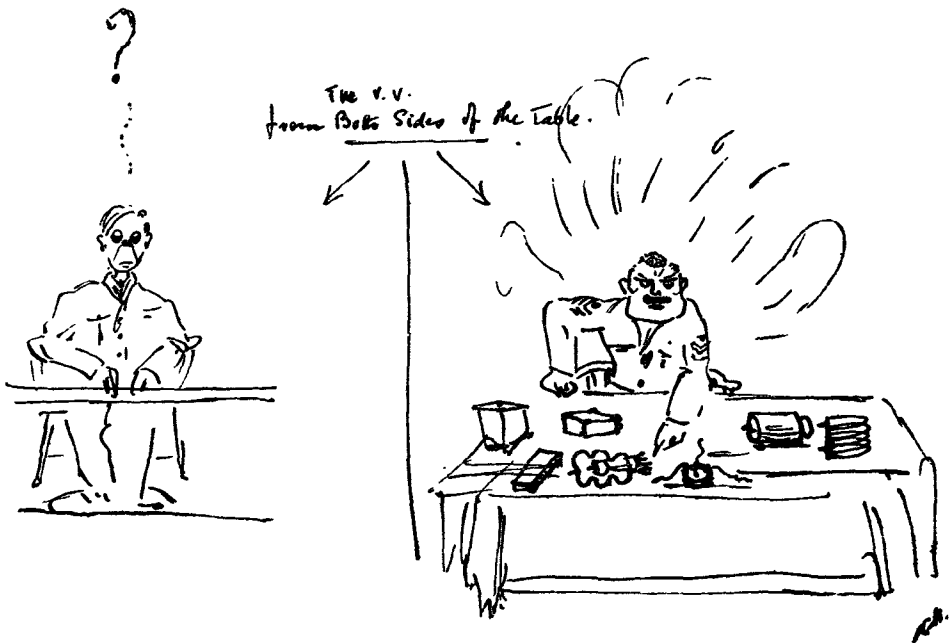
Abandon the fear and trembling. Although the examiner may appear to be an ogre, really he is a sympathetic family man who takes a keen interest in gardening—chiefly to keep his figure trim. He is still young enough to remember his own early struggles and is willing to help as much as possible.

Take care to know your job. It is no use bluffing—your bluff will be called—for these examiners know not only their practical job but also their job as examiners. As a result of long experience they can readily separate the wheat from the chaff.

Not only know your job, but know how to make the examiner know that you know. To do this, avoid padding ; answer straightforward questions in a straightforward manner, fully and clearly. For if you give only half an answer the examiner will have to probe for the other half and the poor fellow gets so tired of doing this that eventually he may think you “just don’t know”.

Above all, don’t look for a “catch”. If you do, you will be caught because there won’t be one. The examiners are simple souls who aim at doing their job well and, as already stated, that means giving a fair deal to the Service and also to the trainee or airman. They are never so happy and contented as when a willing victim has just left them, having answered all questions readily, shown an intelligent interest and gained a substantial reward.

XX.



SAILING AT KARACHI.

*"There is nothing I like better. . .
Than messing about in boats".*

MANY R.A.F. Stations are near the water, and in every case there is a certain percentage of airmen possessing boats or otherwise having interests in them.

At Drigh Road we are not quite near, the distance to the Harbour being some eleven miles. Nevertheless, the recently formed "Drigh Road Yacht Club" has sixteen members representing seven boats, with the promise of two or three more in the near future. Some Port Trust and Imperial Airways employees have shown considerable interest and are potential members.

The boats are as follows:—

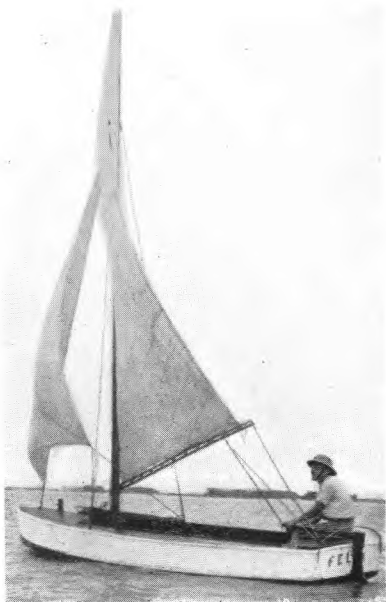
- No. 1. 12 ft. Pram Dinghy, built by Thornycrofts of Singapore.
- No. 2. do. built by "chippies" on the Depot.
- No. 3. do. built by "chippies" on the Depot.
- No. 4. 12 ft. Converted Lifeboat (known, for some reason obviously connected with its appearance, as the "Brown Bomber").
- No. 5. 16 ft. Sharpie, Bermuda Rig, built by Cpl. Scruby and the writer last year.
- No. 6. 12 ft. Gaff Rig Dinghy.
- No. 7. 11 ft. Dinghy Flattie.

"Felix" the sharpie, fond progeny of our labours, has not raced yet. Extensive modifications to the centre-board ("drop-keel" to you land lubbers!) were found necessary. The book from which the design was taken stated a certain ratio of centre-board to sail area, which to our surprise was considerably greater than that indicated in the actual design.

After much cogitation, we decided that the designer was likely to know best; so we gave it a trial, only to find that we made more leeway than headway when pointed into wind. What with that and a "tyro" crew, to whom a sheet was a sail and a halyard a piece of string or rope or something, the "Felix" found herself in difficulties, to say the least; indeed, upon occasion, she came near shipwreck. So it was that the writer and mate found themselves blown against piers, entangled in coal-barges, hawsers and anchor lines, and eventually suffered the indignity of being hauled back by boat-boys. All this, to the accompaniment of much gratuitous advice and probable barracking in waterfront Urdu, from a crowd of coolies, boatmen and officials, the like of whom we had never seen on the Wharf before!

When we did manage to get out of the basin with the old centre-board, as many as twenty tacks were often necessary. I feel certain that the designer of this otherwise perfect little boat must have had in mind the gentle Zephyrs on English rivers rather than the fetid blasts of the Sind Coast.

Initially we had fitted an oak external keel, thinking it would stand up well to frequent beaching. This appears to have provided a treat for all the marine-



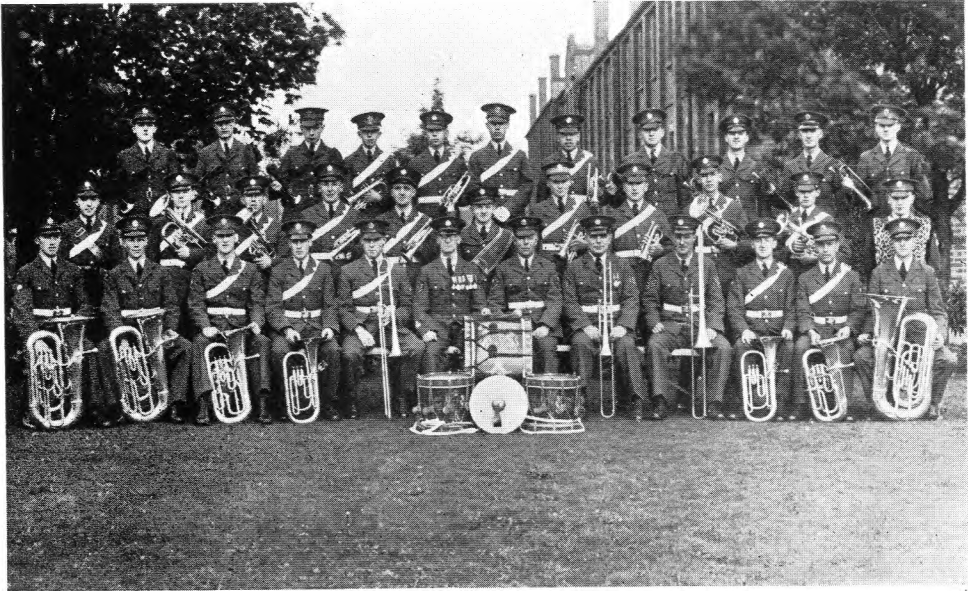
SOLO, IN A LIGHT AIR.



THE SHARPIE AFTER
HER SECOND LAUNCH.

THE WRITER AT WORK.





E. & W. SCHOOL BAND.

Back Row : A/A. Cooke, A/A. Ramsey, A/A. Goss, A/A. Barthropp, Boy Smith, A/A. Berrill, Boy Collett, A/A. Dale, A.C. Ford, A.C. Judge, A.C. Corlett.
Middle Row : L/A. Boagey, A/A. Duke, A.C. Rowan, A/A. Williams, A.C. Harvey, A.C. Hewerdine, A/A. Sheppard, L/A. Hunt, A/A. Lee, A/A. Winborn, A/A. Armitage.
Front Row (Seated) : A/A. Robinson, A/A. Morris, L/A. Bailey, A/A. Akehurst, A/A. Powell, Sgt. Cirtley, Sgt. Houghton, Sgt. Rhodes, Sgt. Lillywhite, Boy Brindley, A/A. Nash, A/A. King.



E. & W. S. (NO. 2 WING) BAGPIPE BAND.

Back Row : A/A. Gould, A/A. Birnie, A/A. Drury, A/A. McLean, A/A. Paterson, A/A. Fraser, A/A. Grieve, A/A. Pearson.
Middle Row : A/A. Lampard, A/A. Owen, A/A. Truelove, A/A. Macfarlane, A/A. Lewis, Boy Tait, L/A. Craigmyle, A/A. Stewart, A/A. Munday.
Front Row : C/A. Forbes, F.Lt. Hellier, D.F.C., W.Cdr. Barnett, M.C., Sgt. Loxham, A/A. Ames, L/A. Gibson.

borers in the Harbour; for, notwithstanding the anti-fouling paint, that oak (5 in. x 5/8 in.) was eaten rotten by Teredo Worms in less than three months. We are now firm believers in "nothing but teak". As one Hindustani-speaking wise-guy said to me, "Oak is *theek* with the Teredo boys".

I am glad to say that "Felix", new edition, is a great success, and she completely surprised us on a recent occasion by going out with but one tack!

The Club is setting up a hut as a Club-room on Manora Island, at the other side of the Harbour, where the "Karachi Yacht Club" has a Club-house and moorings. It is proposed to erect it near the site of the projected R.A.F. motorboat slipway, which would be most convenient. A large packing case, which once housed a "Mespot Wapiti", was acquired for the purpose; members are now working on it in the Camp, fitting a sloping roof, doors, windows and internal panelling. One of our members is well in with a Port Trust official, and hopes to get the services of an old buoy-sinking steamer to tow the hut across. The "Bhistee", which is the name painted on this diabolical contraption, has been in service longer than anybody in the Port can remember; it is now known the Port over as the "Beastie"—and believe me it looks it! It is too much to hope to get our hut aboard, so it will have to be floated. Members have been heard discussing whether we should caulk its seams!

Sailing here is good. In winter, one may go outside the Harbour and down the coast; or, if one stayed on the same tack, one might eventually arrive at Aden—so far as the waves are concerned. But one is confined to the Harbour in summer, when heavy on-shore winds are a permanent feature and the swell outside is too much for a small open boat.

The Harbour, however, is quite extensive, measuring some five miles by two at a guess, in a rough "Y" shape. Day trips may be taken to "Sandspit"—so known because after sailing some four or five miles, apparently inland, one comes across a beach thirty yards on the other side of which the ocean rollers are breaking. Here is bathing to choice. On the one side, wonderful seething surf-rides for those who like so to disport themselves; on the other, smooth warm water for the serious swimmer or idle floater.

The channels to Sandspit shift somewhat, so that the buoying is unreliable, and one is apt to run aground once or twice—a diversion from the concentration required whilst tacking up against wind and tide.

Or one may go to the "Lido," Mecca of the Thursday and Sunday crowd (desirous, no doubt, of getting brown before they go home) and bask in the sun, taking the care that experience has decreed; for the cooling effect of wind and water makes the sun's burning power as deceptive as a mirage—as so many know to their cost.

Races are efficiently organised for us by the long established "Karachi Yacht Club" which, benevolently disposed towards us, kindly provides the services of a timekeeper complete with starting gun and permits the use of its own courses and buoys—all for a purely nominal sum. Boat types are so diverse that every race must needs be a handicap; but that matters not, for the sport's the thing and

everybody is happy with a close finish. From little preliminary scraps with "Felix" against one or two of the others, we are confident of showing them our rudder all the way.

C.E.J.

"C" SQUADRON (No. 2 Wing).

IN the Electrical and Wireless School, until comparatively recent times, the designation "C" Squadron had no special significance so far as Trade was concerned. In January 1937, however, it was constituted as a Squadron of "Instrument Makers" and since that time it can claim, with justice, to have made its mark in all spheres of Apprentices' activities. During formation, not the least of its troubles were the lack of a Commanding Officer, scattered dormitories and very few seniors.

The first two of these difficulties have disappeared. Our Commanding Officer, Squadron Leader R. A. Whyte, came to us from Air Ministry in July, 1938, and the Squadron extends to him a hearty welcome.

Our third difficulty—lack of seniors—was understandable because the number of Apprentices in each Entry was small; the grand total of Apprentices comprising the three Entries which have passed out since the Squadron was formed amounted only to forty-six. Against this, the Entry due to pass out this December is, in itself, thirty-five strong. The increase in the strengths of the individual Entries is now visibly reflected in the increased number of seniors.

Two Cadetships have been awarded—one in each of the last two Entries to pass out—and it is worthy of note that they were the first to be awarded to Instrument Makers.

The 8J12 Entry will be on the point of passing out when this article appears in print. All members of the Squadron wish them the best of luck after they leave Cranwell. The Entry is the biggest to complete the course, so far, and we hope that their passing out results will show that a big Entry can be trained just as successfully as a small one.

We must congratulate the 9J7 Entry on being the best at all round sports the Squadron has ever had; only in Fencing have they failed to beat the senior Entry. The Squadron holds the Inter-Squadron Swimming Cup and the McEwan Fencing Trophy. Since its formation the Squadron has had representatives in the Station Swimming and Fencing Teams and hopes soon to figure in a similar capacity in other sports. It came second in School Athletics.

In conclusion (and subject to verification) "C" Squadron believes that it possess the smallest individual serving in the Royal Air Force, namely, A/A Bridgman, who is "x" feet tall—or should it be small?

B.C.

INTERLUDE IN CYPRUS.

QUITE a number of pleasant and interesting jobs fall to the lot of the "wireless bloke", more particularly during his Overseas service, and when such a job occurs in ideal surroundings, then a brief account of it may prove encouraging to those who have so far been less fortunate.

As is probably known, the Imperial Airways service to the East suffers from the minor disadvantage that between Athens and Lake Tiberias, in Palestine, the flying-boats have to traverse two sides of a triangle, viz., Athens—Alexandria—Tiberias. In the spring of 1932 an attempt was made to shorten the journey by utilising the third side, and flying certain services from Athens via Cyprus to Tiberias. The southern port of Limasol was selected as the landing-place in Cyprus, and a wireless station was, of course, required there. In view of the experimental nature of the undertaking, Imperial Airways did not desire to establish a permanent station of their own until events had justified such a course. Therefore, the R.A.F. Headquarters, Middle East, was called upon to erect and operate a semi-permanent W/T Station at Limasol.

Accordingly, a corporal and the writer, then a very junior L.A.C., with F.Lt. (now S.Ldr.) G. P. H. Carter in command, left Cairo on April 4th. Having collected some 2½ tons of equipment in thirty packing-cases from the Depot at Aboukir, we accompanied it to Alexandria and thence by Khedivial Mail steamer to Limasol, a voyage of some eighteen hours. My first view of this fishing and wine-manufacturing port was most encouraging—low, white, sun-drenched buildings against a gently-rising background of green, and the sea blue as only the Mediterranean in tranquil mood can be. But we had gone to do a job of work, and by the time those thirty packing-cases had been opened we knew all about it. They do things thoroughly at the Depot.

F.Lt. Carter obtained an ideal site for the station, a three-roomed bungalow with a large field adjacent, on high ground about a mile inland. While he dealt with the necessary official procedure, we removed the equipment from the Customs sheds and started to unpack. There was no electric power available; the station was to run on accumulators, charged from a Douglas petrol-electric set. Our first job, therefore, was to unearth the accumulators, fill them, and get them on charge, a task not simplified by our being unable to find the Douglas tool-kit which contained the starting-handle. This turned up many days later in a case marked "Cleaning material". Meanwhile we had persuaded the local blacksmith to make us a starting handle, and when we had removed a pound or so of grease from the magneto (they take no risks at the Depot), the Douglas consented to run. It ran for a couple of hours before seizing-up. Horror-stricken, we examined this mainstay of our station-to-be, and found that in addition to filling the appropriate tanks with petrol and oil, it was advisable to put oil in the sump. We dealt with the tortured bearings, rectified our omission, and heaved a united sigh as the engine purred smoothly thereafter.

While the accumulators were charging, we erected two 70 foot steel masts, with the help of some soldiers from Tröodos, six miles away in the hills. The aerial was made and hauled up, earth mats laid out and connected, and the transmitter and receiver laid on the floor and "hooked up". With an 80-watt motor-generator supplying the power, we opened up at 1530 hours on the 13th and were soon in communication with Heliopolis. After arranging daily periods, we closed down and descended to Limasol for a self-congratulatory drink.

On the following day we took a signal from Heliopolis which gave me furiously to think. It recalled F.Lt. Carter and the corporal to Cairo; they were to sail on the next day. I, on my first real practical job, was to be left on my own with an embryo station, and the flying boat service was to start in a week!

The language of the island is Greek, and I knew not a word of it. There were very few English people in Limasol, and they were high officials, so an old Greek woman, who hadn't a word of English or French, was to come in and "do" for me. This was scarcely an encouraging prospect, and when the corporal wished me luck before he sailed I sensed the unspoken words—"You'll certainly need it." However, my linguistic difficulties were solved by an English-speaking Greek shopkeeper, who gave me a list of about a hundred Greek words, and before very long I was able to make myself understood to my housekeeper and in the town.

Meanwhile I was very busy installing the sets, medium power with a low power auxiliary installation. Change-over switches, for rapid changing from one set to the other in case of temporary failure, had to be arranged, and the whole permanently wired. Batteries had to be kept well charged—they were the life-blood of the station—and that meant keeping the Douglas in good order. Finally, the earth mats had to be buried—a task I try to forget.

In the midst of this, a bulky package arrived on the boat from Egypt. It contained a treatise on meteorology, and instructions that I was to study same, and, using certain instruments belonging to the local Public Works Department, commence issuing meteorological reports in International code within a week. There followed days of cloud-scanning, estimating type, height and amount, measuring wind-speeds, gauging visibility, etc., and finally a first tentative and not very confident meteorological report.

Working on 333 k/cs., it was necessary before the service started to test with numerous stations, among them Alexandria, Athens, Rodi, Castelorizo, Tiberias, Beyrouth (for weather reports), Heliopolis, and the Airways depot ship, the S/Y "Imperia", stationed at Mirabella in Crete. I found the camaraderie among the stations on this frequency a pleasant change from the more formal working necessitated by Service procedure. When the service commenced, the flying boats were on the route twice a week, and on those days a continuous watch had to be kept from 0530 hours until 1830 hours—a long and busy day. Three of the stations, Rodi, Castelorizo and Beyrouth, had to be worked in French, for although the International Q code covers most requirements, it occasionally needs amplification, and weather reports in plain language had to be translated.

On non-flying days, four periods were kept on the frequency. There was, of course, charging and other maintenance and a good deal of clerical work to be done, but even so one found time for exploratory wanderings in Limasol, and frequent swims in the incredibly clear sea. In calm weather the sea-bed is clearly visible in twenty feet of water, and diving is a sheer delight.

It was very pleasant in the evenings to visit the little cafés and listen to the men singing. The Greeks are accomplished singers, favouring romantic music, and their harmonising is delightful. I became acquainted with several Greek and Turkish gentlemen, and found them unassuming, friendly and generous. M. Stylianou, the Greek manager of the Eastern Telegraph Co.'s Limasol station, spoke excellent English and had a library of English and European classics, on which he was an authority.

The O.C. British Troops in Cyprus, Major Harington, took a paternal interest in my welfare and paid several visits to the station. I have a painful memory of kneeling in the yard one blazing morning, clad in shorts and singlet, and very hot and dirty, blasphemously coaxing a reluctant blowlamp into life. I was giving vent to my feelings in no uncertain manner when a discreet cough caused me to look up, and there in the doorway stood Major Harington, cool and immaculate, attended by an equally immaculate and even cooler captain. The Major was kindness itself, but the look on the captain's face is with me yet.

So the weeks passed. The station was permanently wired and working smoothly; figs, apricots and lemons were ripening in the garden round the bungalow; the pomegranate was in full bloom; tobacco was plentiful. But even such a halcyon existence can become monotonous when one is largely alone, and has no other Englishman to argue with, so that I was not really sorry when, after three months, my relief arrived from Cairo. It had been an instructive, pleasant and very valuable experience. But if the job had broadened the mind, three months of Greek cooking had broadened the waistline, and I was glad to get back to Egypt and a spot of sport.

The station continued to function for about a year, being finally dismantled when it was found that Limasol was too rough for flying-boats during the winter months.

MORE HOWLERS.

LIGHT waves travel through the heather.

Baseball is a game where you hit a ball with something like a short stick and run round in circles.

Obsolescent:—The state of about to be no more.

Barbarians:—The small steel pellets found in the hubs of cycles.

Meteorological Section:—A section of a newspaper dealing with births, deaths and marriages.

Camber:—Yellow stuff made into beads and necklaces.

Azimuth:—An alloy or metal.

Dyne:—An Americanism, e.g. "Brother, spare a dyne."

THE TALE OF A MONKEY JACKET.

THIS story, which has the virtue of being true, takes us back to the dim and distant days of 1917 when the R.N.A.S. Wireless School consisted of the building in East Camp which is now occupied by the N.A.A.F.I.

An urgent demand for pilot and observer trainees was received at Cranwell—and Colonials were stipulated in this particular case. In the workshop we had a man of exactly the type required; he was an Australian and as keen as mustard. At our previous station and through me, he had repeatedly scrounged the "odd flip" with the late Sir John Alcock who was always ready to encourage the keen airman. Here was a man made for the job—an efficient Observer-to-be. Within a few hours he was accepted, had packed his kit and was about to leave for his new station.

At the parting handshake he said, "Kitting out will be a bit of a rush." As he spoke I happened to look in the direction of my old and greasy "Square Rig" jacket which hung on a peg in my office. What did it matter? The jacket I was wearing was already shop-soiled, so I offered the old one to the Aussie, suggesting that it would save the brand new rig on which the naval tailor would soon be busy, from the customary oil-bath for which it was destined. In any case a few more blotches of oil wouldn't matter, and he jumped at the offer. I did not know that his opposite number, Chips, had an eye on that jacket—but of this, more anon.

Some months passed. The submarine menace was at its height and one day Chips came to me with the news that his father's ship was reported sunk. (His father was Chief Engineer in a "Cargo Shifter"). Could he get away to glean such information as he might from the owning company? It was a week-end, so I fixed matters for him. The company confirmed the news of the sinking of the ship—the "Resolute Cape"—and said she had last been sighted from her landmark namesake which juts out into the English Channel; but they could give no news of the crew.

From day to day Chips waited for news; no great length of time should separate him from this at least, for the enemy had allowed other crews to take to the boats and cast off clear in the hope of being picked up. A further visit to the company's office was suggested, arranged and followed by a visit to the adjacent docks. Still no news and another futile journey! But was it?

As Chips was leaving the docks, his attention was arrested by the shrill whistling of a cheeky little Cockney boy strutting along and apparently intent on letting the world know how good it was to be alive. The boy was wearing a jacket which fell little short of his knees and the sleeves of which muffled his hands. Chips knew that rig! Hailing the boy, he asked why he was so pleased with life. The boy replied, "Well gov'nor, wouldn't you be blinkin' pleased if you had just made port after being torpedoed?" To cut a long story short he had been ship's boy in the "Resolute Cape" and was one of the crew which took to the boats. "Yes, gov'nor," he said, "the Germans made us pull alongside the submarine

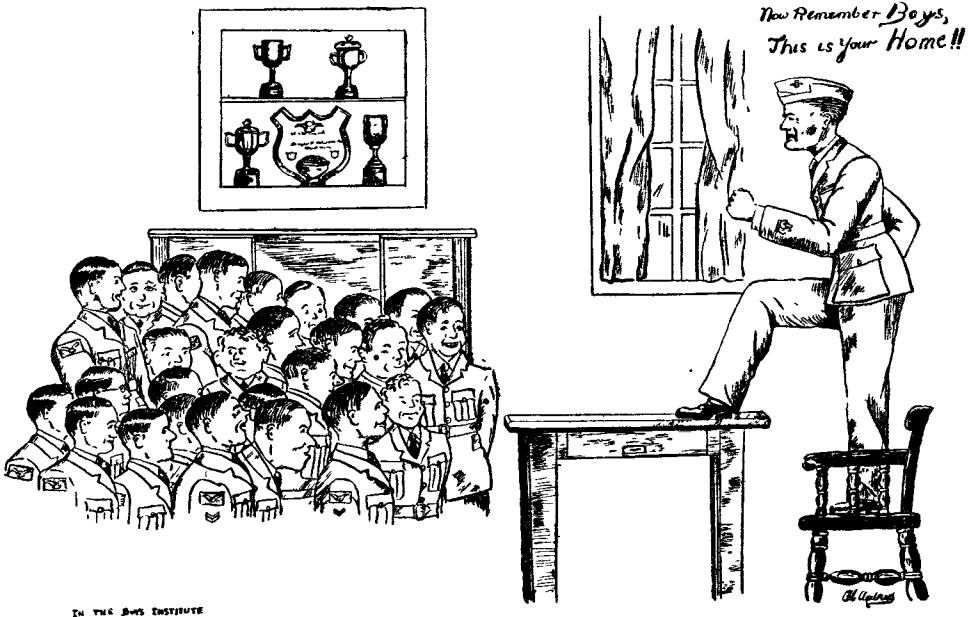
and they took the Skipper and Chief Engineer aboard; they were both giving the Germans a bit of their minds when we pulled clear—but not before the Chief threw this coat at me with a cheery ‘Get this around you boy; you’ll need it.’ Blinkin’ cold it was!”

A year passed and Chips wished, with me, that he had replaced that coat with a new one; but maybe the boy would not have become a party to such a deal. “Yes”, said Chips, “I had my eye on that old coat you see. In fact I had half-promised it to the old man—just the thing for the engine room as you know, sir. When you gave it to Aussie he promised to let me have it in due course. Well, he kept his word just before he went overseas, and that old coat did a few watches in the ‘Resolute Cape’ after all.”

Aussie’s active career overseas was soon cut short. He was taken prisoner by the Turks. The same fate had already befallen the officer who had given him his first “flip” and was later to become world famous. On the day they both landed in England I met them. The jacket Aussie arrived in was far more disreputable than the old “Square rig” I had given him but, after hearing my little yarn, he was glad that he had passed the latter on to Chips.

I can still identify that peg at Cranwell. I have wondered what eventually happened to my old monkey jacket.

H. J. A.



KASHMIR HOLIDAY.

DURING the past two years airmen have been allowed to visit Kashmir in organised parties, proceeding from the Hill Depot at Lower Topa. By that alone their tour at the Hill Station has been far more interesting than was possible in previous years.

Thus, as in the case of the modern Mediterranean cruises, Kashmir is no longer the resort of moneyed people but is opened up to those of us who, in normal circumstances, could never hope to see this world-famed "Garden of India."

The journey of some hundred and fifty miles is, in itself, extremely interesting and at times breath-taking. Starting at Lower Topa the road winds down to the river Jhelum at Kohala (2,000 ft.) and from there onwards never leaves the gorge of this well-known river until it descends into the Kashmir plain some twenty-six miles from Srinagar. The traveller in a native omnibus—or "wog gari" as it is affectionately termed by airmen—feels a little relieved when the mountain portion of the road is ended, for it is rather nerve-racking and also sickening upon the lower part of the stomach when a corner is taken at about twenty miles an hour and visions of careering through hundreds of feet to the rushing torrent below appear before the mind's eye. Not even the magnificent scenery of pine-clad peaks, verdant greens of the lower slopes and the winding Jhelum can compensate for this effect upon the physical and mental ease of the traveller.

After half a day's journey—or more if a landslide has occurred—the capital of Kashmir, Srinagar, is reached, and with little delay first-class accommodation is obtained in houseboats anchored along the banks of one of the numerous lakes with which the plain is dotted.

There is a famous saying which goes, "See Kashmir and die". To the writer this seems an exaggeration, for without doubt there are in this world scenes far more beautiful than are to be found in Kashmir. But it must be admitted that this country has a beauty all its own and well deserves the praise which has been lavished upon it by more than one Indian poet.

Stretching approximately for seventy miles from east to west and between twenty and thirty from north to south, the Kashmir Plain is like a garden laid down unexpectedly in the heart of that huge mountain system which finds its highest point in Nanga Parbat, and it is here only that the Jhelum meanders peacefully along, so much in contrast with its raging course across the Himalayas.

Srinagar stands on the banks of the river whilst to its north and north-west lie the numerous shallow lakes in whose still waters are reflected the massive peaks which entirely surround the plain.

As already mentioned, visitors are accommodated in houseboats—long, flat-bottomed craft—containing bed-rooms, a dining-room, lounge, etc., all furnished most comfortably. Moreover, what is extremely important to airmen, food of a good quality is provided.

When the holiday-maker is not visiting the city or climbing the neighbouring mountains he is ensconced in cushions aboard a "shikara," propelled at no little speed across the lake, on his way to visit the Shalimar and Nishat Gardens. A word about these "shikaras" may not be out of place. They are long, shallow flat-bottomed boats, not unlike the gondolas of Venice, rigged out with gaily coloured curtains and cushions and all bearing English names. Some humorist must have helped in the naming, for among others there are such names as "She Done Him Wrong" and "Kiss Me To-night"—the latter being quite appropriate on a moonlight night when romance fills the air and thoughts of "Pale Hands beside the Shalimar" occur to the mind.

The handling of a canoe is child's play compared with the manoeuvring of a shikara; yet it is surprising how easy it becomes after a few days' practice. Of course, to skim the water in the fashion of the Kashmiris themselves is more than one can hope for, and it is always a sight for admiration to see tiny tots putting the best of English people to shame in this their own art of boating.

Endless diversion is to be found in Kashmir—swimming, boating, climbing and visiting the shops in Srinagar. In fact, the last mentioned can provide hours of entertainment, for what airman is not in his element when bargaining with an Easterner, especially when he can "knock-down" a twenty rupee article to ten rupees and still know that the vendor is making fifty per cent profit?

To enjoy the beauties and attractions of Kashmir thoroughly the visitor needs at least a month, for then he has not only plenty of time to make the best of his stay on the plain itself but can also spend happy days at places like Gulnarg where he is near the snow-line and from where he can gain extensive views of the whole plain and at times catch a glimpse of the snow-capped peak of Nanga Parbat.

There must of necessity always be a little rough with the smooth or, as an Indian proverb aptly puts it, "Wherever there is a rose there is certainly a thorn also". The rough is to be found, firstly, in the usual odour of the East—luckily confined to the native quarters of the city—and secondly, in a hold-up for hours on a mountain road while scores of coolies unmethodically attempt to clear away the debris brought down in a landslide. It is in such cases as this that one's patience is sorely tried and the traveller longs to see half-a-dozen English navvies getting on with the job. As an American tourist said on one of these occasions, "Waal, a case of gunpowder and a coupla Swedish miners would clear it in haaf an hour."

D.L.T.

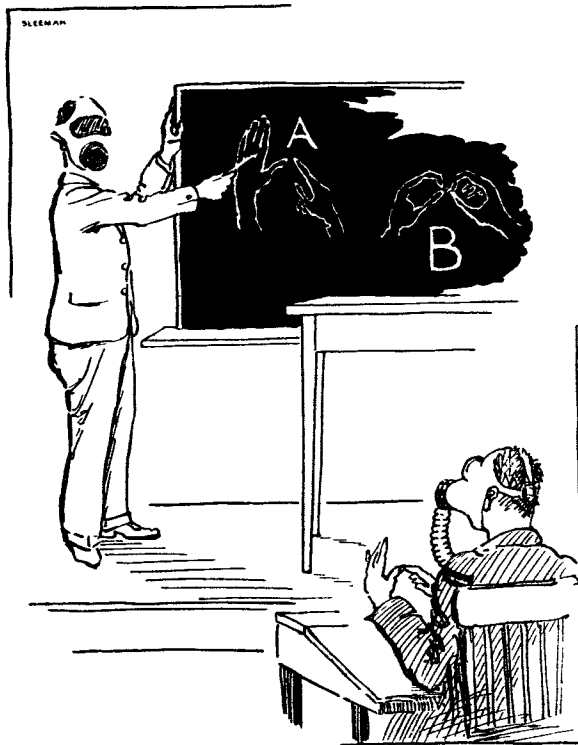
LAMBETH WALKING AND PALAIS GLIDING ROUND THE RHODESIAS.

It started in Lusaka, the capital of Northern Rhodesia, with a Palais Glide. It is not too wild a dance, and is in keeping with the staidness of a seat of government. At Livingstone the air was a little freer, and we threw in a Lambeth Walk

—I might say several. At Bulawayo our abandoned actions—I refer to dancing—were hailed with delight. At Salisbury we cooled off a little, out of respect to our civil servant hosts. Nevertheless, they unbent a little from their customary dignity.

At Broken Hill, once more in Northern Rhodesia, and not much of a beauty spot, we were amongst the commercials again—you know, human beings. Both the glide and the walk were new to most people, and they got right down to acquiring the art in as short a time as possible. So well did they succeed that when we left we did so to a chorus of “Oi’s.” Judging from the time that some of our charmers—or should I say charmees—came home to bed, the local maidens were overwhelmed with gratitude. Altogether a most successful cruise and one redounding greatly to the social credit of 223 (B) Squadron!

H.C.



PRELUDE TO WAR-TIME INSTRUCTION.



CRANWELL MODEL AERO CLUB.
(Affiliated to the S.M.A.E.)

HEREWITH is a reproduction of the Club's badge. It is a combination of that of the S.M.A.E. and the original Club badge, the latter being a modification of the Electrical and Wireless School Flag. The badge is very attractive, the top section being enamelled white and blue, and the bottom section red and blue with a silver lightning streak. Transfers of this badge are now available for members to purchase and place on their models.



Increased accommodation has allowed a further expansion of the club and early in the New Year it is hoped that all the structural alterations together with the supply of furniture and equipment will have been completed. There will be facilities for 120 Apprentices and Boy Entrants making our club the largest and best equipped Model Aeroplane Club in the country.

Since our last report we have had home flying meetings with the Lincoln Model Aeroplane Club and the Lincoln Model Engineering Society (Aircraft Section). No startling results emerged from these meetings as the wind was a little boisterous, with no thermals. Nevertheless there was plenty of fun, and much experience was gained.

During June, a club record was set up by A/A. J. Sydney (now A.C.1.) with an 8 minutes 55 seconds duration Hand Launched Flight of a model of about 120 square inches wing area. This achievement must be considered all the more creditable when it is realised that half an hour before this flight the model was badly wrecked, thereby necessitating repairs to the wings and an eighty per cent. rebuilding of the fuselage. Quick drying cement and dope can never have dried more quickly

The Club's Annual Flying Meeting was held on July 20th. There were two disappointments—the weather took a bad turn and in addition, D. A. Russell Esq., A.M.I.Mech.E. (Editor of the Aero Modeller), who was to have given a demonstration of his petrol driven model aircraft, was indisposed.

The outstanding member in this meeting was A/A J. Sydney. He won the majority of the prizes and secured the best duration (2 minutes 46.5 seconds) with his large high stabiliser monoplane.

The full results are given below:—

Gutteridge Cup Competition for best all round flying model.

1st, A/A J. Sydney* ; 2nd, A/A Willcocks* ; 3rd, A/A Boardman*.

Best Duration of 3 R.O.G. Flights under 150 sq. ins. Wing Area.

1st, A/A J. Sydney; 2nd, C/A Sanders; 3rd, A/A Willcocks; 4th, L/A Prior.

Best Duration of 3 R.O.G. Flights over 150 sq. ins. Wing Area.

1st, A/A Sydney; 2nd, A/A Willcocks; 3rd, A/A Milner; 4th, A/A Dee.

Best Duration of 3 H.L. Flights under 150 sq. ins. Wing Area.

1st, A/A Sydney; 2nd, L/A Prior; 3rd, A/A Willcocks; 4th, A/A Boardman.

Best Duration of 3 H.L. Flights over 150 sq. ins. Wing Area.

1st, A/A J. Sydney; 2nd, A/A Oliver; 3rd, 402 A/A Harris; 4th, 118 A/A Finch.

Open Best Duration of 3 R.O.G. Flights.

1st, A/A J. Sydney; 2nd, A/A J. Sydney; 3rd, C/A Sanders.

Open Best Duration 3 H.L. Flights.

1st, A/A J. Sydney; 2nd, A/A Boardman; 3rd, A/A Willcocks.

Best Constructed Non-Scale Flying Model.

1st, L/A Cook* ; 2nd, A/A J. Sydney; 3rd, Boy Hough.

Best Duration of 3 H.L. Flights for probationers.

1st, 402 A/A Harris*; 2nd, A/A Kemp.

Best Flight of Day.

A/A J. Sydney—2 minutes 46.5 seconds.

Inter Flight Shield.

“ C ” Flight.

(* Also received prizes kindly given by D. A. Russell, Esq.).

The staff and members of the club would like to register here their thanks and appreciation to the Officers, Warrant Officers and N.C.Os. who kindly assisted in every way at this meeting, and to Mrs. J. H. Simpson who presented the prizes.

During September the Club met the L.M.E.S. (Aircraft Section) at Digby at the invitation of Wing Commander C. Crawford.

On September 25th Mr. D. A. Russell gave a demonstration of his petrol driven models and Mr. Miller tried to get a first flight with his scale model Hurricane. It was an unlucky day for both gentlemen and no spectacular flights were made, although the demonstrations were not without hair-raising sensations.

Mr. Russell's unfinished scale model Lysander was of great interest and he hopes to bring it to Cranwell for its first trial flights in the Spring of 1939.

A photographic competition was held at this demonstration for which Mr. Russell gave three prizes. These were won by A/A Wesson, 1st; P. G. Mobsby, Esq., 2nd; A/A Row, 3rd.

On the 19th October a large party of club members went by road to Messrs. De Havilland's Aircraft Factory at Hatfield. This proved extremely interesting. One surprise was to see balsa wood, the Club's "staple diet", being used in full-sized aircraft.

At the end of July the Club regretted losing S.Ldr. L. T. Keens as an official timekeeper and an excellent judge on the construction of models. It is hoped that he will be able to continue his interest in model aircraft in the Squadron he now commands.

Sgt.Pilot G. Bazlington has been appointed a S.M.A.E. timekeeper in place of S.Ldr. Keens.

At a S.M.A.E. Council Meeting on October 12th, F.Sgt. P. R. S. Gutteridge put forward a proposal for additional S.M.A.E. timekeepers. The Council approved as deputy timekeepers, S.Ldr. E. S. Borthwick-Clarke, Mr. T. Willcox, M.Sc., and Sgt.Pilot W. A. Jones, as a temporary measure until the S.M.A.E. Annual General Meeting, the authority of which must be obtained to change or modify the Society's rules.

At the time of going to press it is not possible to announce the Club's programme for 1939 but everyone concerned can rest assured it will be a full one.

Every good wish to those members who genuinely intend to build a Wakefield model! The Wakefield Competition is international; and as America won the trophy in France this year, the competition will be held in the U.S.A. in 1939. This should be no deterrent to club members from a financial point of view, as a fund has been started by the S.M.A.E. to cover the cost of the British Team's expenses.

In conclusion this club wishes a Merry Christmas and a Happy New Year to all its ex-members and hopes they are still able to pursue model aircraft activities.

P.R.S.G.

PRINTERS GUILD.

THE past few months have seen several changes. The Guild now operates from Hut 76 and thanks to a grant from the P.S.I. has a much better printing machine. It is of the treadle type and will print one hundred impressions in six minutes, even though it is hand fed. This machine has enabled us to increase the scope of our activities, and we are now engaged in printing a Cranwell Directory for internal use.

The Guild has now lost the services of Mr. Farrell owing to his posting. He was in charge of the Guild for two and a half years and guided it successfully through many difficulties. This year we have lost many efficient members through posting, notably A/A Forsyth, our old Master Printer, and C/A MacDonald who has gained a cadetship. The mysteries of the craft, have, however, been passed on to the probationers who are settling down to their various jobs and turning out work of high standard.

DEBATING SOCIETY.

THE Debating Society has already settled down to its Winter programme which includes Balloon Debates and a Mock Parliament. On September 29th a crowded house debated the motion: "It is better to have loved and lost than never to have loved at all". The debate was long and strenuous, and not without humorous interludes. C/A Plumb and C/A Stone spoke for the motion while A/As. Dunbar and Greig opposed. There were many speakers from the floor of the house who remained unknown owing to the absence of electric light. The motion was finally carried by 46 votes to 23, only a few members abstaining.

The Society has also held successful debates on the following topics: "This House Prefers Death to Dishonour" and "This House believes in Equality of Pay for All." Preparation is now being made for the First Grand Balloon Debate.

All are welcome to the Debates which are held in Hut 113E of the General Education School.

SKETCHING AND ARTS CLUB.

TIMES have been troublous; a long period with no accommodation for the members of the Club; a tenure of a hut not properly fitted for Art work, and at the moment of writing a further period of waiting while the necessary alterations are being made to produce a permanent home.

We hope that very shortly we shall be able to settle in, and really begin to produce work that will justify our existence again.

The membership has kept up very well, but there are vacancies for one or two keen members.

R.P.S.

TOC H.

OF late, greater interest has been shown in the Toc H movement, and this term has seen a steady influx of new probationers.

On various guest nights recently we have had the pleasure of the company of the Air Officer Commanding, our Squadron Commanders, Major Slessor, joint secretary to the Services, and various members from the London Area Groups. This year more members of the Cranwell Group have visited Poperinghe and Ypres.

All our activities have been achieved in spite of the fact that we have not, as yet, been assigned a hut of our own.

Farewell to L/A. Yorke and A/A. Wynne, and many greetings to our members overseas.

G.L.

No. 3 WING SOCIAL ACTIVITIES.

NOW that No. 3 Wing Boy Entrants have taken over the Institute in the new hutted camp, a more varied entertainment programme has been possible.

An Entertainments Committee arranges the weekly activities; indoor games prove to be very popular. The Inter-Squadron billiards, darts and table tennis matches draw as many enthusiasts as it is possible to accommodate and great keenness is shown.

Weekly dances are also held in the Institute with the newly formed Wing Dance Band in attendance, while a highly successful dinner and dance were held on the occasion of the 8BW9's Passing Out on September 17th. Similar arrangements have been made for the 8BW11 entry's departure late in November.

R.A.F. AMATEUR RADIO SOCIETY.

THE Society had the great misfortune in September last to lose its Chairman, Squadron Leader Charles, who had displayed great interest in the experimental work of the Cranwell members.

Prior to his departure he had arranged for a party of members to visit the Pye Radio Works at Cambridge. The flight to Duxford, the run into Cambridge, the very kind reception by the management of Pye Radio, the visit to a leading Cambridge Amateur Radio Station, and the return journey delayed until the following morning owing to inclement weather, made the trip a memorable one.

The winning of the long coveted trophy for the best performance on 3.5 Mc/s during the Annual National Field Day contest was a tribute to the excellent team work by the R.S.G.B. members at Cranwell.

The recently approved design for a Membership Certificate kindly submitted by F.Sgt. Harris embodies a Society emblem in the form of a shield between out-stretched wings, carrying R.A.F. roundels and sparks. It is hoped that this emblem will soon be available in the form of a badge for use by members.

Owing to the development of minor faults the club transmitter G8FC has not maintained its original effectiveness in establishing world-wide contacts. New buildings are springing up all round the club hut and this has necessitated the dismantling of our experimental 14 Mc/s array.

Present members of the club have re-designed the transmitter with a view to increasing its efficiency, and as the rebuilding will occupy some weeks, this station will not be ready for extensive tests until Christmas.

The co-operation of all members (especially overseas) will then be very much appreciated. It is hoped to fix up regular "skeds" as soon as these tests have proved satisfactory.

Now that the motor-driven centrifugal pumps connected with the central heating are in operation, much local QRM is being experienced. This makes us sympathise with our overseas members who have the same trouble during the summer months with fans. With "PER ARDUA AD DX" as our war cry we are hoping for plenty of "fine business" during the coming year.



ct.

THE Sports and Societies Editor wishes to thank all those who have sent in reports; it is only their active co-operation that makes the Sports and Societies Section possible. Special thanks are due to F.O. Taylor whose keen interest and help have proved invaluable.

CRICKET, 1938.

THE Electrical and Wireless School had a very successful season, playing fourteen matches, winning eleven, drawing one and losing two. F.Lt. E. G. U. Solbe and A.C. Fagg were regular members of the Station side and many other members of the School had several games with that side. A.C. Fagg is to be congratulated on scoring 410 runs for the School in nine games, an average of 45.5. The Inter-Squadron Cricket League was won by "B" Squadron, No. 2 Wing.

No. 2 WING.

ONCE again No. 2 Wing Cricket team had a successful season and plenty of new talent was found among the Apprentices. All rivals were defeated.

except one, the Lincolnshire Co-operative Society, who proved too strong a side in all departments. Our greatest victory was over the Old Bostonians, at Boston, the result being :—

No. 2 Wing 127 for 7.
Old Bostonians 81 all out.

The outstanding performances of the season were as follows:—

Bowling:— A/A. Freeman, 7 for 34.
A/A. Mills, 7 for 23.
A/A. Nicholson, 3 for 6.
Bowling:— A/A. Ashley, 42 not out.
Cpl. Long, 35 not out.
A/A. Freeman, 35.

We also had two excellent wicket-keepers in C/A. Morris and A/A. Waters.

“B” Squadron, No. 2 Wing, proved the best of the teams in the E. and W. School, and worthy winners of the Inter-Squadron Cricket League, with some very high scores. The highest score was 150 all out.

“D” Squadron, No. 2 Wing, formed about twelve months ago, won the Inter-Squadron knock-out competition, defeating “B” Squadron, No. 2 Wing, the scores being:—

“D” Squadron, No. 2 Wing 41 all out.
“B” Squadron, No. 2 Wing 35 all out.

This result was due mainly to some very fine bowling performances on the part of both sides. C.J.F.

No. 3 WING.

THIS was the Wing team’s first season. Altogether, fourteen games were arranged of which 6 were won, 4 lost and 1 drawn; the remainder were cancelled owing to rain.

The outings were enjoyed by the members all of whom were Boy Entrants excepting Sgt. Hughes (Captain and Secretary), “A” Squadron, and Cpl. Fallows, “B” Squadron.

TENNIS, 1938.

TENNIS was again a very popular branch of sport during the summer months. The Club was run on the same principles as in previous years. A monthly subscription of sixpence per member was charged; 640 members were enrolled in the club during June. Despite this large membership it was possible for every member to play at least three games each week.

Six friendly matches were played against outside Clubs which resulted in three being won and three lost. The School Team made a very promising start in the Inter-Station Tennis Competition, beating R.A.F. Station, Scampton, in the first round and West Camp, Cranwell, in the second round. They were, however, beaten by R.A.F. Station, Bircham Newton, in the third round.

The Junior Electrical and Wireless School Tennis Trophy was won by "B" Squadron Apprentices who beat "C" Squadron 18—12, thus retaining the Trophy for the second consecutive year. The Senior Trophy was won by "B" Squadron, No. 1 Wing. E.C.D.

ASSOCIATION FOOTBALL.

No 1 WING.

THE "B" Squadron inter-hut league is providing good sport for the Squadron. Matches are played on Saturday, Sunday and Wednesday afternoons and provide sport for about 140 airmen.

No. 2 WING.

AS is generally known the Wing Team won the Lincolnshire League, Division IV, last season, and were consequently promoted to Division III. It was felt that the class of football in this Division differed very little from that of Division IV; permission was therefore sought, and granted, to compete in Division II. Results up to the time of going to press have been quite satisfactory.

The Wing team has also entered in the David Cooper Cup Competition, and has succeeded in mounting the first obstacle at the expense of Coleby United.

The following games have been played so far this season:—

Friendlies:—	Command XI	...	...	...	Won 2—1
	Heckington	...	...	...	Won 6—1
	R.A.F. Hospital	...	...	...	Won 8—1
	E.T.S.	...	...	...	Won 2—1
	No. 3 Wing	...	...	...	Won 5—2
	No. 4 Wing	Won 4—2
	N.C.Os., E. & W.S.	Won 7—4

David Cooper Cup.—First Round.

Coleby United	Won 7—1
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Lincs. League.—Division II.

Lincoln Rovers	Home,	Won 2—1
Bardney	Away,	Won 3—1
Boultham	Away,	Lost 2—3
Post Office	...	...	Home,	Lost 1—3

The Inter-Squadron League has also commenced and Squadrons of this Wing are doing very well indeed.

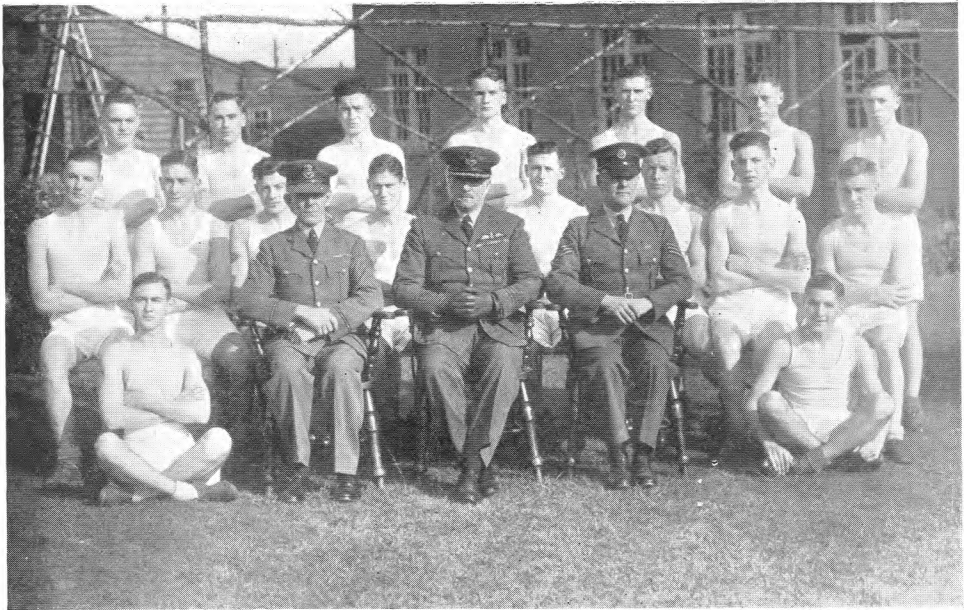
No. 3 WING.

AFTER the opening games the team has settled down with good understanding and should do well in Division III of the Lincoln Football League.

Results to date :—

Lincoln League.—Division III.

St. Helen's	...	...	...	Lost 3—7
Boultham Rangers	...	...	...	Won 7—1



ELECTRICAL AND WIRELESS SCHOOL CROSS COUNTRY TEAM, 1938.

Back Row : A/A. Alldread, A/A. Stubley, A/A. Kelly, A/A. Chappell, A/A. Wood, C/Boy Parker, A/A. Preston.
Sitting : A/A. Clark, A/A. Humphreys, A/A. Siddons, A/A. Upsher, A/A. Hart, A/A. Chown, A/A. Gould, A/A. Kleboe.
Front Row : A/A. Atkins, F.O. A. W. Taylor, C/Capt. J. H. Simpson, F.Sgt. Foulkes, A/A. Davis.



E. & W. S. (NO. 2 WING) DRUM AND FIFE BAND.

Back Row : A/A. Lampard, A/A. Taylor (411), A/A. Taylor (305), A/A. Greig, A/A. Knight, A/A. Price, A/A. Willcocks, A/A. Kirkwood, A/A. Munday.
Middle Row : L/A. Jones, A/A. Whyte, A/A. Lewis, A/A. Ames, A/A. Summers, A/A. Nelson.
Front Row : A/A. Flanagan, A/A. Binnie, F/Lt. Hellier, D.F.C., W.Cdr. Barnett, M.C., Sgt. Loxham, A/A. Proctor, L/A. Courley.



ELECTRICAL AND WIRELESS SCHOOL 1st XI, HOCKEY, 1938.

Back Row : C/A. Browne, S/A. Copley, A/A. Hart, A/A. Baron, L/A. Hunt, Cpl. Williams, Sgt. Bance, A/A. Hinton.
Front Row : C/A. Chapman, P.O. Deane, G/Capt. J. H. Simpson, Cpl. McCarthy, A/A Kennedy.



E. and W. S. 1st XV, RUGBY, 1938.

A.C. Ward, L.A.C. Brunt, A.C. Wilson, A.C. Jones, A.C. Pollard, L.A.C. Goldsmith, A.C. Burns, A.C. James.
 Sgt. Mullinger, F.O. Howell (Capt.), G/Capt. J. H. Simpson, F.Lt. Vickers, A.C. Jeffries.
 A.C. Grant-Davie. A.C. Harrison.

David Cooper Cup.—First Round.

Navenby Won 10—4

It is to be regretted that six of the present team pass out soon, but with the arrival of 9.B.W.9. Entry it is hoped that satisfactory substitutes will be found.

H.S.M.

No. 4 WING.

IN spite of numerous postings the recently formed Wing team has been doing fairly well in the Lincoln Football League, Division II. The players are mostly very young and keen on our new venture; this has helped considerably to overcome the various difficulties that always beset any new club.

RUGBY.

THE Electrical and Wireless School XV opened the season well by soundly beating Lincoln and Spalding to the tune of 36—5 and 25—6 respectively. This was followed up by a short—twenty minutes each way—but very hard game against Louth R.F.C. in which the School ran out winners by 12 points to nil. Although the School have not maintained this fine beginning, the general record to date has been quite satisfactory.

The “blood” game with the Station XV opened well, the School being only 3 points down at half time. In the second half, however, the Station produced “that little something” and won handsomely by 23 points to 6.

The outlook for the future is rather clouded by the fact that many of the School players are drawn from the Conversion Course and consequently most of them will be posted by January.

The team to date has been as follows: F.Lt. Vickers, F.O. Howell (Captain), Sgt. Collett, Sgt. Mullinger, L.A.C. Brunt, L.A.C. Goldsmith, A.Cs. Burns, Grant-Davies, Jeffries, Jenkins, Jones, Pollard, Harrison, Pollard and Wilson.

W.A.H.

HOCKEY.

THE ELECTRICAL AND WIRELESS SCHOOL.

THE School Hockey Team has commenced this season in an encouraging manner, being victorious in all the matches played so far, and the games have all been won by a substantial margin.

Despite the calls upon our leading players to complete the Station Team, our successes continue owing to the keenness and ability shown by the remaining members and reserves.

This season there is no School 2nd XI; instead, an extensive fixture list has been arranged and the games have been distributed equally to the Wing Teams for fulfilment.

L.C.D.

No. 3 WING.

Competition was keen in the trial matches, and it was not an easy matter to select the Team. Although most of the Team are Boys, they have shown extraordinary ability and keenness against more experienced teams, and the results to date have been very satisfactory. R.E.B.

No. 4 WING.

A hockey team has now been raised from the personnel in this Wing. As the School instructional staff are attached to it many "old hands" are to be found among the players. W.O. Wood, F.Sgts. Peters and Wright have returned to the game after some years of absence. Airmen on the Conversion Course also provide a number of players.

Results to date:—

Market RasenAway, Lost 4—0.

Holbeach HarrisonAway, Lost 5—2.

Market RasenHome, Lost 2—0.

The team is now settling down to combined play and a corresponding improvement in results can be expected.

F.Sgt. Butcher, Sgt. Williams, Cpl. McCarthy and A.C. Mackintosh have all represented the School on several occasions. S.V.

BOXING.

THE Apprentices' Team from this Station repeated last year's success by winning the R.A.F. Apprentices and Boys Team Championships at Halton on the 16th Februray.

Teams were "eliminated" to Wings in the case of Halton or Cranwell, the former providing two Wing teams and ourselves one. Our team consisted of A/As. of No. 3 Wing.

The preliminary rounds were held in the afternoon and the finals in the evening, resulting in a win for Cranwell by 3 points over Halton No. 3 Wing, Halton No. 2 Wing and Ruislip being 3rd and 4th respectively.

The Cranwell team consisted of :

A/A. Hills, "D" Squadron.

A/A. Beeby, "D" Squadron.

S/A. Poulson, "D" Squadron.

L/A. Hayden, "A" Squadron.

A/A. Lord, "A" Squadron.

A/A. Burton, "D" Squadron.

A/A. Lloyd, "A" Squadron.

A/A. Van Toen, "D" Squadron.

L/A. Matthews, "A" Squadron.

A/A. Lord and L/A. Matthews won their weights at Fly and Feather respectively, while Hills, Poulson, Burton and Van Toen were runners-up.

R. J.

BASEBALL.

BASEBALL, although still more or less in its infancy in this country, has definitely established a permanent foothold in the Royal Air Force. Cranwell, indeed, has been quick to welcome it with enthusiasm and already considerable headway has been made.

An inter-squadron knock-out competition was run during the past season with ten teams participating. This was won by "A" Squadron, No. 1 Wing.

Great difficulty was experienced in securing outside fixtures. But nevertheless on July 20th we sent two teams by air to Martlesham Heath to play an exhibition game. There was an excellent turnout and both teams put up an impressive display in spite of some air-sick players. Later, Sheffield sent a team over, and after a remarkable game we finally defeated them by 5 runs to 4 ; this included the playing of an extra innings.

Owing to postings we have lost a large number of players but we hope to fill this gap successfully by next season. To maintain enthusiasm "Softball" is being played during the winter months ; this should give us the advantage of an earlier start with, consequently, more away fixtures. We also hope to find some of the Canadians now stationed at Cranwell taking an active interest in this game next season.

W.J.B.

SHOOTING.

THE Miniature Rifle Range was opened by Group Captain J. H. Simpson in April of this year and at once it became a popular centre of interest.

A spoon competition was held during the summer for the Apprentices and Boys of Nos. 2 and 3 Wings, and some excellent results were obtained. The winners were "D" Squadron, No. 2 Wing, who scored 576 out of a possible 600. Spoons were also awarded to A/A. Hall, "A" Squadron, No. 2 Wing, and A/A. Winborn, "D" Squadron, No. 2 Wing, who were the highest individual scorers in the competition, both obtaining 99 out of a possible 100. A similar competition is being held for novices this term, and some very good results are being obtained.

The Inter-Squadron and Inter-Wing Competitions are being held in November and it is proposed to enter two teams for the Nobel Cup Competition. The Lincolnshire M.R.C. also propose holding competitions during the winter and it will be interesting to see how our scores compare with those of the County Club.

FENCING.

FENCING and bayonet fighting are now very popular in the School and more kit is being asked for. Each evening and on half-days the gymnasium is full of the sounds of the thud of bayonets, clashing blades and cries of *touché*.

The School team with F.Lt. Kirk, F.O. Taylor, Sgt. Bance, Sgt. Lillywhite, Cpls. Taylor, Cox and Williams, A/C. Babington-Brown, S/A. Clegg, C/A. White, L/A. Barber and A/A. Bergen must be one of the strongest we have had for a number of years and will no doubt form the majority of the Station team.

As holders of the Apprentices and Boys Team Championship we are naturally very keen to retain it, but the raising of a good Squadron team will present a difficult problem. If, however, the hard work and enthusiasm of Cpl. Taylor, our Fencing Instructor, count for anything, we have no doubts as to where the trophy will remain after the next competition in February, 1939.

A.W.T.

CROSS COUNTRY RUNNING, 1938-39.

THE season has opened with the usual trials for finding a school team, and although there is plenty of enthusiasm, the team at the moment is not strong.

The team has beaten the Cadet College both home and away, and the first fixture with an outside team will be with Notts. University on November 19th.

The Moffatt Trophy is regarded as the main object of Nos. 2 and 3 Wing running. A novices' competition was held on Wednesday 12th October, entries unlimited, and a medal was presented to each Squadron individual winner. On Wednesday 19th October, an inter-Squadron Run was held. This was won by "C" Squadron No. 2 Wing, and medals were presented to the first eight home. From the above it is hoped to have a Squadron, Wing or School team to meet Halton.

A.W.T.

SWIMMING AND LIFE SAVING.

THE Wing was strongly represented in the Station Swimming and Polo Teams this season. C/A. Chisholm and A/A. Ellis swam and dived regularly in Station events. The Wing team were only beaten twice in twenty-two team events and just failed to qualify for the final of the Lincolnshire Championships. C/A. Maskell proved a stalwart goalkeeper for the Polo Team while C/A. McDermott dived regularly.

INTER-SQUADRON AQUATIC SPORTS.

Polo.

Considering there were hardly any training facilities for the Squadrons to practice team work, the standard of play was very promising and clean.

In the first round "B" Squadron beat "A" Squadron 11-0, while "C" Squadron, after a vigorous tussle, beat "D" Squadron 4-2. "B" Squadron met "C" Squadron in the final on August 31st. The standard of play was higher than usual, individuals of both sides evidently having practised considerably during summer leave. "C" Squadron ran out winners, 6-3.

Swimming.

All the events provided thrilling finishes and good sportsmanship was very evident. The good times recorded give us reason to believe that if the Wing Sports had not been cancelled, No. 2 Wing would have won with a show of great aquatic ability.

Life Saving.

This club has had an extremely satisfactory opening year. Sixty-two Awards have been gained, including three Silver Medallions. Next year the club hopes to do great things and to compete for the General Excellence Trophy of the R.L.S.S. This trophy is competed for amongst the Boys' Services on a percentage increase basis, and has never been won by the E. and W. S.

Our thanks are due to F.O. A. W. Taylor who gave up so much of his time to examine our class.

W.B.

ATHLETICS.

ELECTRICAL AND WIRELESS SCHOOL.

THE Station team which competed for the King's Cup at Uxbridge included 39 competitors from Electrical and Wireless School in its total of 46.

In the individual events, the following were worthy of note:— 100 yards : C/A. Stevens (4th). Long jump : A.C. Duff (4th). High jump : A.C. Thompson (tied for 4th place).

A.W.T.

No. 2 WING.

The season was successfully wound up with a victory in the triangular contest with Halton and Ruislip. "A" Squadron represented the Wing and won comparatively easily, scoring 30 points to the 23 of "C" Squadron, 2 Wing, Halton. Our chief strength lay in the middle distance events, L/A. Guest and C/A. Shipman gaining easy victories in the mile and 440 yards respectively, and A/A. Royston scoring a plucky win in the 880 yards.

A.J.F.C.

SPORTS.

All the four Championship Trophies for which Royal Air Force Apprentices and Boy Entrants compete are at present held by the Electrical and Wireless School.

The Athletic Trophy has been competed for and retained since the last issue of this Magazine. The Boxing Trophy is being competed for at the present time. The Fencing and Cross Country Trophies will be competed for after Christmas.

A.W.T.

NOTICE.

THE Electrical and Wireless Schools Tie is now available and may be worn by all personnel who have served or are serving at Electrical and Wireless Schools and whose names appear in the Air Force List.

The ties in uncreasable silk are sold at 6/6d. each and in rep at 5/6d. each.

Orders may be placed through the Officers' Mess, Sergeants' Mess or School P.S.I.



*"News From
Overseas!"*

News, articles, photographs and sketches, will
always be welcomed from Overseas Stations.

ROYAL AIR FORCE, MIDDLE EAST. R.A.F. Depot, Aboukir.

ABOUKIR is a small cape east of Alexandria. The camp is situated in a date plantation on the base of the small triangle which forms the cape. To the north is a village with a couple of casinos (out of bounds after 23.00 hours) and two old forts. On the west are sheltered bays, the shores lined with our bathing huts, while on the east coast the boating club is to be found.

Alexandria is forty minutes away by 'bus. What buses! They only just beat the trains! Alexandria with its cinemas, theatre, etc., is a great attraction. But, alas, it is out of bounds after 01.00 hours!

The camp is a large one, boasting three squadrons and Depot Headquarters. There are many old Cranwellians in M.T.R.F. "A" Squadron, but most are to be found in I.R.F. "B" Squadron.

The personnel of Main Signals is as follows:—

F.Sgt. Trevett. Cpls. Cunningham, Drennan, Lambert and Noble.
L.A.C. Towner. A.Cs. Brett, Cowden, Evans, Parry, Wilder and Winterbottom. In charge of the accumulator room are L.A.C. Treolar and A.C. White.

We are not many, but we are not unknown. Noble shares a yacht. Evans and Cowden play soccer. Winterbottom plays rugger and shares with Cowden a reputation for billiards. F.Sgt. Bench, who has left us for U.K., has represented us in swimming.

Most of us will soon be leaving for U.K. and our successors will be welcomed. To the school, the magazine and our friends a Merry Christmas and prosperity in the New Year.

A.T.C.

Main Wireless Station, Ismailia.

IT seems that Ismailia is destined to assume a new and greater importance since the ratification of the Anglo-Egyptian Treaty involves the concentration of the British Forces in the Suez Canal Zone and this, no doubt, means still more work for Main Wireless. However, the ubiquitous "outside staff" has been issued with a supplementary supply of shoulder straps and we face the future with easy confidence.

The first step towards this development is the arrival of 80(F) Squadron from U.K.—presumably because the resident 33(F) Squadron complained of loneliness.

The Transmitting Station at Spinney Wood has undergone extensive alterations recently, including the extension of the Short Wave Cabin to almost Albert Hall dimensions. The Long Wave Cabin remains *in situ*, but contains only auxiliary transmitters; the staff rejoices that it is no longer necessary, in the early hours of the morning, to wobble wearily down a narrow pathway on the ghaffir's bicycle, to switch on the Meteor service transmitter. Other improvements at Abarakem, such as the supply of butter-knives, tea-spoons, soup-spoons, bread-plates and "Brylcreem," in the mess, are likely to give rise to strong criticism from those who have gone before and must therefore be touched upon lightly.

There is little to report from the Receiving Station, other than the construction of the very last word in model troopships as a table decoration for the annual farewell dinner. We hope to be able to forward a photograph for inclusion in the next issue.

The abnormal exodus of personnel during the last hectic trooping season has naturally occasioned considerable changes in our staff. Since S.Ldr. J. Cherrill's regretted departure in July (incidentally we all offer our sincere wishes for his speedy return to health) the Wireless Station has been without its own Signals Officer. W.Cdr. W. E. G. Mann, D.F.C., who is the Station Commander, has been obliged to count this responsibility amongst his numerous other commitments.

W.O. Hurst (ex C.W.S. Cranwell) arrived from "Upita" to relieve W.O. Nicol in charge of Spinney Wood. F.Sgt. Reese is in charge of the Receiving Station vice W.O. Standing. The other members of the staff are:—

Receiving Station.

Sgt. Townend. Cpls. Moore, Higgins, Goodman, Dowling, Frampton, Stewart, Hollingworth, Caley and Nelson. L.A.Cs. Clover, Cameron, Cosham, Cox, de Beer, Jack, Millar, Moore, Prentice, Seyde, Smith, Tatem and Wakeford. A.Cs. Burridge, Cherrington, Davis, Docherty, Fell, Grainger, Hold, Hayes, Hulme, Leslie, Lyons, Peters, Rogers, Robbins, Stretch, Suter, Thompson (386), Thompson (487), Tweedie and Worden.

Transmitting Station.

Sgt. Seeley. Cpls Squirrell, Hobbs, Cremmins, Gibb, Osborne, Cox, Jackson and Gordon. L.A.Cs. Coles and Alden. A.Cs. Ball, Willis and Wyles.

Sport.

Our sports teams were all sadly depleted by last year's stampede for home; it seemed, at one time, that we should find it difficult to maintain the section's prestige. However, stout work by the lads in general and by the respective sports representatives in particular, supported by S.Ldr. J. Cherrill's unbounded enthusiasm, enabled us to field a sturdy tennis team and a most successful cricket eleven. Prominent players were Coles, Gordon, Clover, Hollingworth and Lyons, who also played regularly for R.A.F. Ismailia.

Our Soccer team enjoyed a very gratifying record throughout the season and the section provided the R.A.F. Ismailia eleven with four players—Gordon, Hobbs, Close and Docherty. Our chief stumbling block was the local eleven, "Timsah F.C.", who followed the Egyptian custom of replacing unsatisfactory players by fresh ones at half-time, and frisked gaily through our wearied defence.

The "Old Ismailian's Association" has generously presented a silver Soccer Cup to be played for each Christmas by teams from the Receiving Station and Spinney Wood. We take this opportunity of thanking all the "Old Boys" for their keen interest in the station's activities and for their very deeply appreciated gift. It was won last Christmas by the Receiving Station after a hotly contested struggle at the Timsah ground, by three goals to two.

In connection with the "Old Ismailians Association" we should like to draw general attention to the recent re-organisation of officials. Mr. Adams, whose past services we highly commend, has handed over the Secretaryship to Mr. L. Priscott, and A.C. Lyons has relieved Cpl. Goodman (S.B.C. and O.T.C.) as local representative at Ismailia. All Service and ex-Service readers who have served at this Wireless Station are cordially invited to join the Association and should apply for membership to:—

Mr. L. Priscott,
65, Hampton Gardens,
Prittlewell,
Essex.

Overseas members should pay their annual subscription of Pt.5. to A.C. Lyons, W/T Receiving Station, R.A.F. Station, Ismailia.

QRX es 73's.

R.A.F. Station, Nairobi.

A HAPPY Christmas and a successful New Year to all you Northern Hemispheric Signals Sections.

Our radio work is as successful as the expansion programme will allow. Two of our aircraft have come down in the Northern Rhodesian bush and, in each case, radio proved its value. The squadron recently carried out a Rhodesian cruise, maintaining communication with the station throughout.

The D/F stations in East Africa are proving of great value in guiding air pilots around the sky—O, thou elusive Mbeya! Why is Northern Rhodesia sometimes called "the land of the wily reciprocal"?

We sincerely regret the death of A.C. Seatter—he had the makings of one of the better “Ops.” To Sgt. Mann we offer our congratulations on his latest and remarkable escape.

Departures.

To H.Q. Middle East: W.O. (now F.O.) Dunn; we deplore his loss but congratulate him on his commission and wish him every success.

To U.K. :—Cpl. Carrie.

To civilian life :—Cpl. James; his home is in Nairobi so he is still with us. All the best, Jimmy!

Arrivals.

We welcome W.O. Cornish, Sgts./P. Scott and Bathe (who still keep their hands in at the section) and A.Cs. Passenger and Stevens.

Promotion.

Congratulations to Cpl. Kitchen on his recent promotion—may we have lots more!

SPORT.

Soccer.

A.Cs. Baker and Ward, and Cpl. Kitchen have represented our very successful station team. The latter have cleared up all the competition in the country.

Hockey.

Cpls. Clark and Kitchen are members of our not very successful station team. The team is not yet “together” and we have hopes for the future.

Rugger.

This is not yet with us, but we expect a very successful season under the able coaching of W.O. Cornish.

Athletics.

In the one athletic meeting held in the country this half year, Cpl. Clark and A.C. Baker were members of a winning relay team. H.C.

BRITISH FORCES IN PALESTINE AND TRANS-JORDAN. R.A.F. Station, Amman.

WE are pleased to be able to contribute a further instalment to the magazine which is so popular with the members of the section.

Since the last issue we have lost W.O. Hurst who has been posted to Ismailia. Many of us are optimistically inclined and anticipate joining him in the near future when we have to tear ourselves away from the wilds of Trans-jordania.

Sport.

The Summer Sports found us to the fore again in swimming, the W/T section once more being victorious in the water polo knock-out. We were runners-up in the Sports and our star—L.A.C. Coote—represented the station in the Middle East Sports and helped the Station to win the trophy for the first time, by obtaining a place in the plunge (67 ft.), the diving, and the 220—a creditable performance!

In cricket we were not so successful; but as the games were played on a time basis the result was often undecided until the last couple of overs. The games were very keenly contested and our best effort was against the Transport section who amassed 166 to which we replied with 170 for 9. For three hours' play, 336 runs is not bad going. It was very gratifying to see how keen the participants in these section games were, each member trying his utmost not to concede anything in spite of the temperature—nearly always about 100°.

By the time this is published we hope to be well up in the football and hockey leagues as we have some new talent to exploit.

The following movements and promotions have taken place since the July issue and we extend our congratulations to the recipients of promotion and wish good luck to those who have left us.

Promotions.

To Cpl. : L.A.Cs. Tully, Rose and Cornell.

Reclassifications.

To L.A.C. : A.Cs. 1. Morgan, Birkutt, Walker, Pilling and Burns.

To A.C.1. : A.Cs.2. Sims, Rouse and McKenna.

Postings.

From U.K. : F.Lt. Fairweather (Signals Officer).

From Iraq : Cpl. Cornell and L.A.C. Park.

To U.K. : Sgt. Irving.

To Palestine : A.Cs. Pickett, Ward, Hamblen, Christmas, Kaven and Lyon.

Attachments (from Palestine) : Cpl. Rashleigh, A.Cs. Jordan, Elder, Horne, Gaskin, Payne and Bennett.

14 (B) Squadron, Amman.

WE welcome this opportunity of saying a few words to some of our old friends in the many far flung stations of the R.A.F. In making our début in the magazine we feel a little handicapped because of the comprehensive report from Main Station. However, in the next issue, an endeavour will be made to give our readers a literary tour of Palestine and Transjordan.

Squadron W/T personnel nowadays are finding plenty to do, for Air Gunners and Air Observers invariably form part of the crews on our many reconnaissances, both night and day. The pleasant Gordon trips of yesteryear—especially those with a cargo of macs, swimming kit, etc., are unfortunately out of fashion. We have become used to the sight of our numerous Wellesley aircraft and “old timers” would wonder at the many new, well-filled hangars. We have become accustomed to the new G.P. sets and on our cross-country flights to Habbaniya, Heliopolis, Aboukir, etc., we are able to maintain communication with our parent unit for the entire journey—a distance of some 400 to 500 miles. Incidentally these wireless trips are always carried out on long wave.

Sport.

With regard to sporting activities it is well to note that the “sparkers” do their fair share for their sections. We are able to boast a command cricket player in Cpl. Farrell whose bowling is of no mean order.

The W/T personnel of 14 Squadron is given below.

H.Q. Flight: Sgt. Wilding, W.Op., Cpl. Woods, W.O.M., L.A.C. Sinclair, Elect., A.C.1. Lund, W.Op.

“A” Flight: Sgt. Wiltshire, W.Op./A.O., L.A.C. Williams, W.O.M./A.G., A.C.1. Reeves, W.Op.

“B” Flight: Sgt. Wrightson, W.Op./A.O., Cpl. Riddlestone, W.Op./A.G., A.C.1. Rouse, W.Op., A.C.2. Cooke, W.Op.

“C” Flight: Sgt. Smith (662), W.Op./A.O., Sgt. Chick, Pilot/W.O.M., Cpl. Farrell, W.O.M./A.O., L.A.C. Bartholomew, W.Op./A.G., A.C. McConnell, W.Op./A.G.

BRITISH FORCES IN 'IRAQ.

R.A.F. Station, Shaibah.

1938 has been an eventful year in the lives of the W/T personnel at Shaibah. Postings in and out have been numerous, and those outlined below are, to the best of our knowledge, accurate. Should any have been omitted we tender our apologies.

Arrivals (Subsequent to April Boat):—

From India: L.A.C. O'Connor. From 70 Squadron: L.A.C. Hatton.

From U.K.: A.Cs. Whittington, Messent, Linkie, Jenner, Davies and Bradley.

Departures.

To Middle East: L.A.Cs. Parke, Dewis and Ludgate.

To Habbaniya: Cpl. Bell.

To U.K. : Cpl. Wilson (Observer's Course), L.A.C. Hatton (Pilot's Course).

Detached: A.Cs. Messent, Scott, Linkie and Jenner.

Due to leave this command on H.T. “Nevasa” sailing from Basrah, 18th November, 1938:—

To Malta: W.O. Chamberlain, L.A.C. Keen.

To Middle East: Cpl. Preston, L.A.C. Tichener, A.Cs. Langley, Manning and Clay.

To U.K. : Sgt. Hines, Cpl. Rees, L.A.C. Rider.

Our best wishes go with them; may they continue to be as successful and popular as they were in their stay here.

Promotions.

To W.O. : F.Sgt. Chamberlain.

To Sgt. : Cpl. Hines.

To Cpl. : L.A.Cs. O'Connor, Wilson and Preston.

Sport.

In the world of sport W/T were well represented. W.O. Chamberlain and L.A.C. Colebourn played in the Station Cricket Team which reached the Command semi-final. Corporal O'Connor and A.C. Fisher were members of the victorious 84 Tennis Team, and in the aquatic section, L.A.C. Linkie, Draper, and A.C. Manning did their share in bringing off the win that secured the Command inter-

Squadron and 300 yards relay cups among sundry other awards. The Football season is approaching and we hope to repeat our success of last year.

August, as usual, was somewhat of a torture. Humid heat made it extremely uncomfortable and resulted in two deaths in the Squadron. Neither of the deceased belonged to the section, but we extend our heartfelt sympathy to the relatives of Flight Sergeant Fox and Mr. Baker (N.A.A.F.I. Manager).

Last year's figure of 125° F has not been exceeded this summer but 124° F was reached on 9th August. At Basrah, 14 miles away, 129° F was alleged to have been recorded—of which fact our friendly rivals, 203 Squadron, have not forgotten to remind us. They were unfortunate in having a high percentage of personnel down with malaria and sand-fly fever, but we have been singularly fortunate and our figures have been low.

In conclusion, we send to all W/T folk at Home, Overseas, or on Carriers, our best wishes for a very Merry Christmas and successful New Year.

A.R.

ROYAL AIR FORCE, INDIA. **Central Wireless Station, Ambala.**

SINCE our last contribution many changes in personnel have taken place. We regret to announce the death of Sgt. Beer, after only a short illness at Lower Topa, Murree Hills, early in July. He came here from Singapore last trooping season.

We extend a hearty welcome, though rather belated, to W.O. Williams, L.A.C. (now Cpl.) Durling (ex Iraq), A.Cs. Winship, Hall and Reynolds (ex U.K.), who arrived here last trooping season; and at the same time wish to extend our best wishes to all those who left here, namely: W.O. Willis, Cpls. Skinner, Gray, Graham, Davis, Doyle, Steel, Edwards, Robertson, L.A.Cs. Mason and Hampshire.

Promotions in the Section have been numerous, and to all the following we offer our congratulations:—

L.A.Cs. to Cpl. : Bell, Durling, Cartwright, Priestley, Grant, Tyson and Dougan.

A.Cs.1. to L.A.C. : Hughes, Marden and Winship.

It may be of interest to our readers to know the names of the present staff, although this list will be altered in the near future, we hope! W.O. Williams, A.Sgt. Barry, Cpls. Gilding, Bell, Durling, Thomas, Tyson, Dougan, Priestley, Grant, Cartwright, L.A.Cs. Hughes, Marden, Winship, A.Cs. Markham, Wilde, McParlin, Marshall, Hall, Hewitt, Blackledge, Hossack, Hopley, Kirby, Reynolds.

Now, a few words as to the locality. Being on the plains, it is rather hot in the summer season, and consequently everyone is permitted to go up to the R.A.F. Hill Depot for two months. The Depot, at Lower Topa, is open for about six months, so three parties are arranged from all units in the Command, with the exception of Karachi. This rather depletes the staff at C.W.S. and very long hours result for the two parties remaining on the plains throughout those six months. The journey to Topa, though tedious by train to Rawalpindi, is some-

what interesting from there onwards, a 40 mile run by road, climbing to about 6,500 feet. A trip from Topa to Kashmir is arranged during every party, at a very reasonable cost, and is well worth patronising. Social life during the evenings is also well organised, and thoroughly enjoyed by all. (A short description of Kashmir will be found elsewhere). During the winter the plain station is rather cold, and although snow and ice have not yet been seen here, "winter woolies" get a good airing! Dances, cinemas, and sport of all descriptions are a great help in passing away the leisure hours both at the Hill Depot and at Ambala.

Two members of the staff, McParlin and Marshall, have represented the station at football in the Murree Brewery and Durand tournaments this year at Murree and Simla.

We had a visit from an old E. and W. S. "stalwart" in the shape of F.O. Smith, who relieved the W.O. for the 3rd Hill Party.

In conclusion, "Good Luck" to all, whether remaining or leaving, and to all our readers, "The Compliments of the Season."

R.A.F. Station, Karachi.

ALAS for our good intentions! We regret to inform you that we have not yet joined the short wave club as we promised. However, this is a subject for future discussion—like our badly needed remote control for the W/T Cabin.

Our Wireless and Instrument Repair Section remains much as it was at the time of our last contribution. Promotions have been floating around and we collected a good share. Congratulations to Atterwill, Scruby, Lindon and Low on receipt of their "stripes", Hadnett, Brodie and Troughton on their "props" and Parsons and H. Smith on their "ones".

The cabin staff now consists of Sgt. Hancock (i/c), Cpls. Roebuck, Atterwill and Fincher, L.A.C. Troughton, and A.Cs. Stammers, Smith, Perry and Argent. Since the last issue we have lost Brodie to 31 (AC) Squadron in exchange for Stammers. Marden went to Ambala, in exchange for McCullagh; Cpls. Roebuck and Atterwill hope to leave for U.K. very soon. From the shops we have lost Parsons and Eyles, the former to Kohat, the latter to U.K. on a Sgt/Pilot's course. Our best wishes for success go with them.

This is a difficult time for supplying news of sport. Soccer and Rugger are just starting and Cricket is dying out. All the sections in the Depot are feverishly hunting out new talent and re-organising that of last season. The Depot sent a strong Rugger team to Bombay this year—Parsons being the W.I.R.S. representative. Unfortunately the team was beaten in the semi-final.

We did excellently in swimming as we forecast in our last contribution. We supplied one member for the O'Brien Cup winning team. Cpl. Lindon, L.A.Cs. Bartells, Clarke, Hinton, and A.C. Perry, all of W.I.R.S., swam for the H.Q. team which won the Inter-Squadron Aggregate League, the Sports Cup and the Inter-Squadron Relay Cup.

In conclusion we send greetings and best wishes to all ex-Karachians and Cranwellians and to the Sandeman Gazette.

No. 1 (Indian) Wing Station, Kohat.

WE regret our recent non-appearance in the magazine and so we provide a contribution for this issue. Time prevents a long contribution so we confine ourselves to a few brief facts and a roll-call.

1938 has provided us with a great deal of activity in which Signal personnel have played no mean part. The early months of the year brought a recurrence of operations in which 27 and 60 Bomber Squadrons participated. Upon this occasion the operations were of short duration. Following this, 60 "B" Squadron carried out a long distance flight to Singapore and return, the Signal Section playing its essential and successful role.

Easter brought us further operations which lasted, without interlude, until September, a detachment of 27 and 60 "B" Squadrons being stationed at Miranshah throughout the whole period. Normal exercises and routine have suffered greatly during the period and most people honestly believe that they have earned an I.G.S. Medal.

To No. 1 (Indian) Wing, as to all other stations, September brought its troubles. The Signals Section was considerably involved.

Our piece is rounded off by the Roll-call, our staff consisting of the following:—

W.O. Overton, F.Sgt. Morgan, Sgt. Watson, Cpls. Capp and Murrells (W.O.Ms.), Withal, Spinks, Smith and France (Elects.), Colby and Waters (W.Ops.), A.Cs. Austin (W.O.M.), Willis, Hogan, Pearce, Hutchcroft, Harper, Patterson, Harris, Lipscombe, Mitchell and Birchnel (W.Ops.).

Of these, we are expecting to lose half during the next trooping season. Cpl. Smith has already left us—having been posted to Karachi—and we welcome A.C. Parsons (W.O.M.) from that station. From 5 Squadron we welcome A.Cs. Emmerson and MacClukie. Earlier this year we lost A.C. Johnson who transferred to the Indian Army Corps of Clerks.

31 (AC) Squadron.

HALLO everybody! 31 Squadron, India, calling.

We regret it is now over a year since we were last on the air—delay being due to fault in transmitter.

Having started in a technical strain perhaps we had now better say a little about ourselves.

The "unsettled conditions" which occupy our minds in these days are due to the forthcoming Squadron move from Karachi to Lahore. Having spent three Summers working in canvas hangars and tent workshops, all are looking forward to what is hoped will prove a delightful change.

However, life in an A.C. Squadron is interesting and the scene is ever changing. This year we shall have done eight detachments which have taken us as far North as Risalpur and as far South as Bangalore. Wireless personnel also usually spend a period of six months out of about two years at Fort Sandeman (where we have a flight) and this together with detachments makes the time fly past.

The end of last "Trooper" found us with an almost completely new section, so this year there is very little "boat fever". The boat is, however, taking away several members of our Section, the chief of whom is our Signals Officer, Squadron Leader F. F. Wicks, D.F.C. We take this opportunity of offering our heartiest congratulations on his recent promotion and wish him *Bon Voyage*, success on his Staff College course, and in the future. The remaining "hopefuls" are Cpls. Vaughan and Honeysett who are now forever toying with the well-known letters "D.T.G."

Sport in the Squadron is plentiful and varied—hockey, cricket, football, swimming and tennis are all very popular, and the wireless section is fairly well represented. Fishing and swimming are particularly favoured in the summer and the majority of us know the feeling due to excessive sea and sun bathing.

Indian Air Force, Ambala.

SINCE our last contribution, the Indian Air Force has moved from Karachi to Ambala, where new hangars and quarters were ready for them.

The Signals Section grows slowly but surely. There are now seven Hawaii Sepoys Class III Wireless Operators and two Hawaii Sepoy Class III Electricians. Of these, three are awaiting the results of T.T.B. for reclassification to Hawaii Sepoy Class II (Hawaii Sepoy class III is equivalent to A.C.2. and Hawaii Sepoy Class II is equivalent to A.C.1.). These numbers will soon be increased on the passing out of a fresh entry of apprentices.

An idea of the work done by the Indian Air Force Signals Section may be gained from the experiences narrated by an Indian Operator whose contribution, we hope, will be included in this issue.

Arrivals.

Since writing last, Cpl. Friend has been with us for a time, doing good work. When he returned to U.K., his departure was greatly regretted.

Promotions.

L.A.C. Townsend, who joined us about a year ago, has recently been promoted to Corporal.

J.W.

BRITISH FORCES IN ADEN.

Air Headquarters, Aden.

SINCE our previous contribution to the Magazine there have been the following changes in personnel:—

L.A.C. Sandall and ACs. Race and Sandall of the D/F Section to Middle East.

L.A.C. Hutt to D/F Section, and Cpl. Hedges to A.H.Q.

During the present trooping season, the following are due to leave the Command:—

A.H.Q. Section : Cpl. Hedges to Middle East.
L.A.C. Baxter to Middle East.

D/F Section : F.Sgt. Lord to Middle East.
A.C.1. Wood to U.K.

New arrivals expected on H.T. "Nevasa," due at Aden 10th November, are as follows:—

Sgts. Round and Gilmour. A.Cs.2. Millward, Manvell, Hunt and Groves.

The present constitutions of the respective W/T Sections are given hereunder:—

A.H.Q. : F.O. W. R. Lockhart, Command Signals Officer. Sgt. French (N.C.O. i/c), Cpl. Hedges, L.A.Cs. Baxter and Blackburn, A.Cs.1. Worsley, Cumner-Price, Ratcliffe, Trotter and Pacey.

D/F Section : F.Sgt. Lord (N.C.O. i/c), L.A.C. Hutt, A.Cs.1. Clarke, Muir and Wood.

With the hot season on the wane, everyone is looking forward to the beautifully cool conditions which prevail from November to March. Although drill is worn all the year round in Aden (it is hot at midday even on Christmas Day) the evenings are inclined to be a little chilly, and blankets are removed from their camphor-wood boxes. Reports vary as to whether this year has been hotter and more humid than 1937. The recent turmoil in Europe has been responsible for much upheaval in the Command, one result being the delay caused to the boats, and we wonder whether those interested will reach U.K. before Christmas.

SPORT.

Water Polo.

The inauguration of a Command Water Polo League was an outstanding success, Air Headquarters being well represented by the formation of "A" and "B" teams.

The "A" team began the season as firm favourites for the Championship which they duly carried off despite a strong challenge from the Army teams. The "A" team played a total of thirty-one games during the course of the season, **the majority being won.**

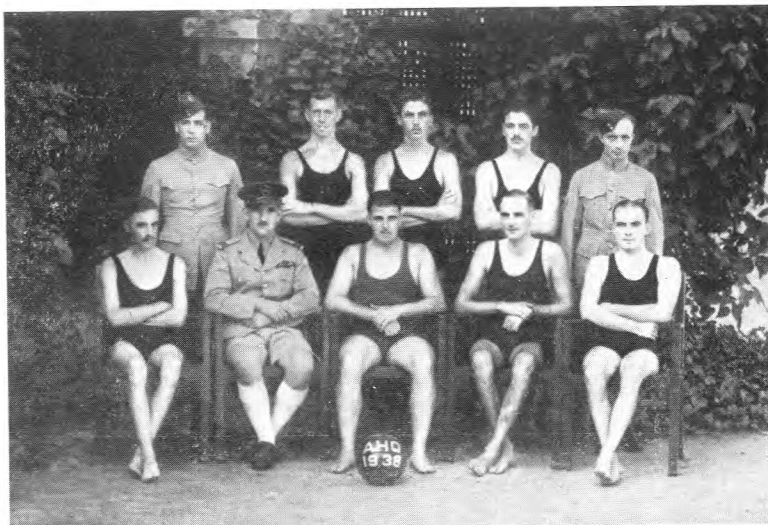
The following members of the W/T Sections played regularly throughout:—

F.Sgt. Lord, Sgt. French, Cpl. Hedges, L.A.Cs. Baxter and Sandall, and A.Cs. Trotter, Worsley, Pacey and Race.

Sgt. French captained the Command side in a series of matches against visiting ships' teams. F.Sgt. Lord and A.C.1. Trotter also took part in a number of representative games. In view of the enthusiasm shown in the League games played this season, the Command Garrison Games Committee propose forming two Leagues for the 1939 season—a Premier League for "A" teams, and a Second Division for "B" teams.

Cricket.

The knights of the willow enjoyed a most successful season; they were defeated only once, and then only by a combined Army eleven. The medium slow spin bowling of A.C. Worsley was most effective and brought him a splendid



AIR HEADQUARTERS "A" WATER POLO TEAM.

Champions, Aden Command Garrison Water Polo League—1938.

Standing (L. to R.) : Sgt. Pritchard, L.A.C. Goodman, A.C.1. Clark, A.C.1. Lynch, Cpl. Latto.

Sitting (L. to R.) : F.Sgt. Baker, F.Lt. J. C. Macdonald, Sgt. French (Captain), Cpl. Pluck and L.A.C. Adair.



BEFORE THE C.O.'s ARRIVAL.

(All shipshape and airmanlike.)

**BARRACK ROOM
INSPECTION**



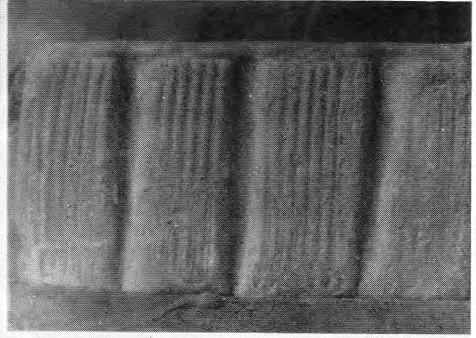
AFTER THE C.O.'s DEPARTURE.

(Homelike once more!)

PROBLEM NO. 4.



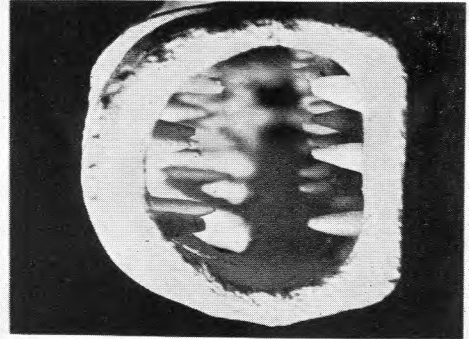
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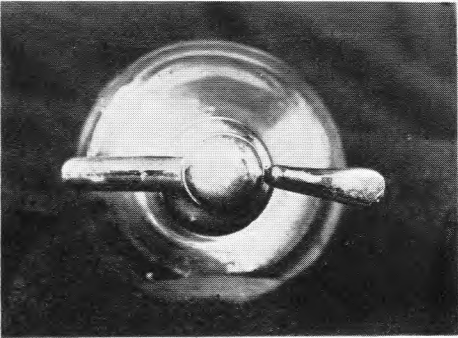
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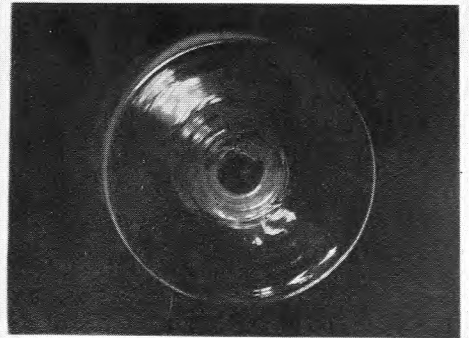
3.



4.



5.



6.

average. The hard hitting of L.A.C. Blackburn and the steady batting and splendid captaincy of A.C.1. Thomas were also notable features.

Football.

With October well on its way, the League and Cup Competitions have commenced, and although it is evident that without the advent of new blood we shall not be so successful as last season, an "A" and a "B" team have been formed by Air Headquarters. Full details of our prowess at Soccer will be reported in our next contribution.

ROYAL AIR FORCE, FAR EAST.

R.A.F. Station, Kai Tak.

THE trooping season is upon us once again; by the time these notes appear the Signal Section will, in all probability, have many new faces. The "boat" is the topic of the day, and to those who come in our places we give a hearty welcome; we hope their sojourn in the Far East will be a happy one.

Fleet Air Arm units are now disembarked here and no doubt they welcome the return to land after an absence of some months.

The new season's sporting activities have commenced well, the station hockey team finding a stalwart in Sgt. Dawson (Pilot/W.Op.) while the soccer team has several of the signal staff on its books. Both teams have done very well in their respective spheres up to the present and we hope they will continue to give a good account of themselves. As I have previously explained, the smallness of the permanent staff has precluded our aspiring to local 1st Division soccer; but, with a slight increase of Station Flight personnel, we may even yet convince the rival teams that the R.A.F. have indeed come to stay. Quien sabe?

The Signals Officer, F.O. Bushell, has been away on attachment to Singapore for some months and, if the exigencies of the service prevent his return, those of us who are due for relief take this opportunity of saying farewell. In his place we have welcomed W.O. Cardwell, to whom congratulations on his recent promotion.

Arrivals.

From Singapore: W.O. Cardwell.

From U.K. (for Station Flight): Cpl. Ogden (W.Op./A.O.), A.C. James, A.C. Parker.

Promotions.

To Corporal: L.A.C. Kettle (W.O.M.), L.A.C. Bound (W.Op.).

Reclassifications.

To L.A.C. : A.Cs.1. Moores, Pennington.

To A.C.1. : A.Cs.2. Wakefield, Bashforth.

The following are due for return to U.K. this trooping season:—

A/Sgt. Freeman. Cpls. Kettle and Midwinter. L.A.Cs. Bradley, Moores, Nicholas. A.C.1. Harris.

The following have volunteered to serve a further year:—

Cpl. Bound. A.C.1. Haycock, A.C.1. Toon.

S.E.H.F.

COMPETITIONS

JUDGING by the number of solutions received, the competition section seems to be as popular as ever and, again, we present six problems for your amusement. Three prizes of ten shillings will be given—one in respect of each of problems 2, 4 and 6—for the best solutions submitted, the Editor's decisions being final.

Entries must be received not later than January 16th, 1939; they should be addressed to:—

Competitions Editor,
Electrical and Wireless School Magazine,
R.A.F., Cranwell, Lincs.

We thank those readers who have been kind enough to contribute problems of their own. Original problems or suggestions for this section will always be appreciated.

PROBLEM 1.

A man has his business away from home and on his return journey he usually takes a train to his home town where he is met by car and continues the journey by road. One day he took an earlier train, getting to his home station an hour earlier than usual. As the car was not waiting for him, he started to walk home at an average of 3 m.p.h. His car which started at the usual time picked him up on the way and he completed his journey a quarter of an hour earlier than usual. What was the average speed of the car?

PROBLEM 2.

An economically minded merchant decided to make a set of weights for use in his business. It was necessary for him to be able to weigh any whole number of pounds ranging from 1 lb. to 1 cwt. Being of a somewhat lazy disposition he wished to make as few weights as possible, and at the same time ensure that each weighing would be a single operation. For example he was not prepared to weigh out 5 lbs. by taking five separate weighings of 1 lb. each, although he was quite willing to do so by placing a 7 lb. weight on one pan and a 2 lb. weight on the other.

What is the smallest number of weights he would require?

A prize of ten shillings is offered for the best correct solution of this problem. When sending in your attempt you should indicate the steps by which you arrived at the answer since, in the event of several correct solutions being received, method will be taken into consideration.

PROBLEM 3.

An office boy's weekly wage is 17s. 6d. and on one occasion his employer handed him a £1 note, asking him to bring back the change on the following Monday morning. During the week-end the boy spent the note and consequently had to borrow a half-crown to pay his employer the change. Unfortunately, on his way to work the boy lost the half-crown so that on the following pay-day the employer kept back this amount.

How much was the boy out of pocket by these transactions?

PROBLEM 4.

The photographs reproduced in the accompanying group show six common objects. None of these photographs has been retouched or "faked" in any way. We offer a prize of ten shillings to the reader who identifies the largest number of these objects most accurately.

PROBLEM 5.

On one particular occasion a window cleaner noticed that after placing his 20 ft. ladder against a wall, an ordinary tea-chest could just be slid in an upright position beneath it. The tea-chest was a cube having a side 2 ft. long. How far above the ground was the top of the ladder?

PROBLEM 6.

The crossword puzzle is still the most popular of our competitions so we give you yet another. We repeat the usual offer of a prize of ten shillings for the best correct solution. Fill in your name and address in the space provided, cut out the form and send your attempt to the Competitions Editor.

SOLUTIONS TO PROBLEMS IN THE LAST NUMBER.

Problem 1.

The jeweller lost the watch which had actually cost him £3 and a ten shilling note to the purchaser. His actual material loss was therefore £3 10s. 0d. In losing the watch, however, he had also lost the potential opportunity of earning another thirty shillings.

Problem 2.

Several correct solutions to this problem were received, so that in awarding the prizes, attention was given to accuracy in describing the locations. In the opinion of the Editor the most satisfactory solutions were those of A/A Lucas, C. Squadron, No. 2 Wing, and A/A Lawton, B. Squadron, No. 2 Wing.

A prize of ten shillings has been awarded to each of these competitors.

The locations shown in the photographs were :

1. The water tower near the main power station.
2. A corner of the Station Cinema.
3. The boiler-house at the swimming bath.
4. A corner of the Station church.
5. The back of the Duty Pilot's Office, South Aerodrome.

Problem 3.

Swift's statement was the correct one. On tracks of the same width, the extra distance around the outside "circumference" is always the same no matter what the diameter of the track. Fleet's preference for a small track would therefore multiply his disadvantage since he would have to complete more laps than he would when running on a larger track.

Problem 4.

Evidently the Cranwell Muse is not very active since no satisfactory entry was received for this competition. The Editor therefore decided to withhold the prize in this case and to award it as an extra prize for problem 2 in which two competitors did equally well.

Problem 5.

In trying to solve this problem, one is up against three factors; these are (i) the mathematical theory of probability (ii) the dictates of "common sense" and (iii) actual experience.

Mathematically, a good case can be made out for Black's opinion, assuming a very large number of throws. White's argument is based on "common sense" and his contention is probably valid, assuming very few throws.

In a practical test, employing 180 throws in 30 series of 6, 30 threes actually turned up; this is exactly 1 in 6 and appears to clinch Black's argument. Unfortunately, however, this state of affairs did not apply quite so closely to any of the other numbers and, strangely enough, six was the chief culprit. White would smile at this and conclude that the test supported his opinion.

Perhaps the safest conclusion is to draw the moral "Avoid the Die."

Problem 6.

A large number of solutions to the Crossword Puzzle was submitted, but most had one or two mistakes. The only correct solution was from A.C 2. Pring, "A" Squadron, No. 1 Wing, to whom a prize of ten shillings has been awarded. The correct solution was as follows:—

Across.—1, Gauntlet; 4, Orb; 9, Elms; 11, Action; 14, Darned; 16, Dais; 17, Hendon; 19, Ill; 20, N.A.A.F.I.; 22, What; 23, AM; 24, Hurricane; 26, Retire; 27, ICW; 29, ER; 30, Dosed; 32, Ram; 35, Gas; 36, TL; 37, Name; 39, Oil; 40, Spitfire; 44, Area; 45, To; 46, Round; 48, Unit; 49, Garage; 51, Heyford; 52, NB.

Down.—1, Gladiator; 2, Until; 3, EG; 5, Renown; 6, Blenheim; 7, Is; 8, Panic; 10, MD; 12, Calm; 13, Is; 14, Defies; 15, RD; 17, Harrow; 18, At; 20, Nut; 21, Arid; 24, Her; 25, Audax; 26, Remap; 28, Wallace; 31, EG; 33, Anson; 34, Veto; 36, Tie; 38, Mirth; 39, Organ; 41, Fury; 42, In; 43, RD; 45, Tun; 47, Sad; 49, GR; 50, GB.

No.	1	2	3	4	5	6	7	
Rank.	8							
Name.	9		10			11		12
Address.	14						15	
	16					17	18	
	19		20		21	22		
	24	25				26		
	27					28		29
	30			31				
	32						33	34
	36			37			38	39
	40						41	
				42				

CLUES.

Across.

Down.

- There's plenty of room in here.
- Uplifts.
- Small beginning of a mighty result.
- A few volts.
- Indicates location.
- Responsible for a type of "dope" traffic.
- Change is necessary if you wish to continue.
- To put into active commission.
- The conductor did this.
- Could not be used to describe a dry subject.
- The era in which we live.
- A garment, somewhat abbreviated.
- Names a girl.
- Like the man on the flying trapeze.
- The sign of victory in the hand.
- Rating.
- You take this to check it.
- Smooth and shiny.
- Address denoting respect.
- This might well wear a hunted look.
- You should not do your puzzle on this.
- Without these, certain journeys might be difficult.
- Native of another continent.
- Component parts.
- It might be difficult to get out of this.
- Look at your pencil for this clue.
- Two more Ts would make this a bird.
- Schemes.

- Brought to a standstill.
- Behaved theatrically.
- This reply doesn't show agreement.
- You probably hated this at school.
- Shows opposition.
- Not illogically.
- A needy individual tries to do this to the wind.
- Most aeroplanes have one.
- Their movements depend on destinations.
- A creditable score though more than a score.
- Anagram of 24 across.
- Children are often responsible for this.
- For examination purposes you must use your own.
- Scene of a forbidden sport.
- A slight change in latitude gives this.
- You do this when you have insufficient information.
- This might describe the gait of the first part of 21 down.
- Adorn.
- Dry as dust.
- The postman recognises this abbreviation.
- A handbook, dealing with this, has recently been issued.
- This is always given priority.



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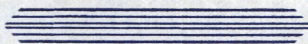
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