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Colin Hinson

In the village of Blunham, Bedfordshire.



THE MAGAZINE
OF THE
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CRANWELL.

No. 6.

JULY, 1938.

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EDITORIAL.

THE R.A.F. Station, Cranwell, was honoured by a visit on January 26th of His Majesty the King. A full account of His Majesty's tour of the Station will be found in this number.

It is customary to express appreciation of services rendered on the occasion of the retirement of an official, but the Editor wishes to take advantage of the fact that Wing Commander de Putron is still actively associated with the Magazine in order to express the grateful thanks of the Editorial Staff for the powerful support, advice and interest which the Wing Commander has always shown in the production side of the Magazine. In spite of the manifold duties and responsibilities of our Chief Administrative Officer, he has always been accessible and sympathetic and his authority available at all times. Our readers, as well as the Editorial Staff, owe him a real debt of gratitude.

We also have to place on record our thanks to Mr. G. G. Edwards for his willing help in connection with the Sports and Societies Section of this Magazine. Mr. Edwards sails for Egypt in August, and while we regret the loss of his services to us we shall look forward in due course to his contribution to our Overseas Section.

NEWS AND EVENTS.

ON November 27th an interesting demonstration of Aero Wheels, arranged by Wing Commander J. R. Cassidy, was given in the Gymnasium by a troupe of six German girls from the London Casino. Two Physical Training Instructors of the Electrical and Wireless School have received extensive instruction in the use of Aero Wheels at the London Casino and the equipment now forms part of the physical training. This novel and enjoyable form of physical training is especially suitable for those required to carry out duties in the air ; in addition to exercising and developing the various muscles, it gives practice in thinking and acting while performing motions closely resembling those involved in looping , rolling and spinning an aeroplane.

The Passing-Out Inspection of the January, 1935, Entry of Aircraft Apprentices was taken by Air Marshal Sir Arthur M. Longmore, K.C.B., D.S.O., on December 21st, 1937, and he afterwards presented the prizes. We congratulate the following prize-winners :—

Sergeant Apprentice Thomas, T.	{ Hyde-Thompson Memorial Prize. Prize for highest aggregate. Prize for highest Technical marks.
Sergeant Apprentice Death, P. J.	{ Prize for second highest aggregate. Prize for second highest Technical marks. Prize for second highest Educational marks.
L/A Bennett, H. E.	Prize for highest Educational marks.

We also congratulate Sergeant Apprentice Thomas on being awarded a Cadetship.

The September, 1936, Entry of Boy Entrants passed out on January 13th, 1938, the Inspecting Officer being Air Vice-Marshal J. T. Babington, C.B.E., D.S.O.

We congratulate the following :—

Boy/Cpl. Hart, E. J. A.	Prize for highest Technical marks.
Boy/Cpl. Page, G. A.	Squadron prize.

Air Marshal Sir Charles Burnett, K.C.B., C.B.E., D.S.O., took the Passing-Out Inspection of the February, 1937, Entry of Boy Entrants on May 24th, and presented the prizes.

We congratulate the following :—

Boy/Cpl. Rothwell, J.	Prize for highest Technical marks.
Boy/Cpl. Gibbs, J. E.	Squadron prize.

The A.O.C.'s Annual Inspection of the Electrical and Wireless School was carried out by Air Vice-Marshal J. E. A. Baldwin, C.B., D.S.O., O.B.E., and took place during the week commencing February 20th.

The R.A.F. Cranwell Amateur Dramatic Club presented an excellent play, "The Middle Watch," on December 9th and 10th, the producer being Flying Officer H. C. Sawyer, who also took an important part.

On April 6th, 7th and 8th a Variety Entertainment was presented by Mr. W. Kidd, assisted by F/O. H. Maxted. Officers, N.C.O.'s, Airmen, members of their respective families, as well as Aircraft Apprentices and Boy Entrants all helped in this splendid entertainment which called forth deafening applause on numerous occasions.

The Band, conducted by Mr. A. E. Sims, M.B.E., L.R.A.M., A.R.C.M., contributed greatly to the success of these two entertainments.

"The Crusaders," a party of about 1,000 schoolboys, visited Cranwell on April 26th and witnessed a display of flying and aerobatics arranged for their benefit. A Hurricane, three Furies, two Blenheims and a Harrow were employed in this display.

An ambitious programme of formation flying, radio telephony, aerobatics, bombing, dropping of supplies, message picking up, and instructional flying was arranged for Empire Air Day on May 28th. A number of interesting recent types of aircraft were on view. These included specimens of the Hawker Hurricane, the Vickers Wellesley, the Armstrong Whitworth Whitley, the Handley Page Harrow, the Airspeed Oxford and Hawker Swordfish. In spite of the very inclement weather a large crowd arrived and a considerable amount of flying was carried out. The heavy rain brought large crowds into the hangars, where numerous interesting exhibits were on view. We were pleased to see Pilot Sergeant Winton, who was an electrician under training at the Electrical and Wireless School some years ago and who flew the Whitley Bomber to Cranwell for the occasion.

The Annual Cranwell Tattoo takes place this year on July 15th and 16th. An account of this event will be published in the December number.

We offer our congratulations to Warrant Officer W. C. Billing, who was awarded the M.B.E. in the recent King's Birthday Honours List.

More than a passing reference is due to Mr. R. C. Richards who, after eleven years' continuous service in the Electrical and Wireless School, is being posted in September to Habbaniya, Iraq, as Command Education Officer. During his long period of service with us Mr. Richards has been connected with the educational training of all categories of pupils in this School, and he will have the satisfaction of knowing that he has made a host of friends, now scattered in all parts of the world, and that wherever duty may take his footsteps a warm welcome will always await him.

WHAT'S IN A NAME ?

The following have occurred in recent examination papers:—

"The Bellini—Tosti D.F. System."

"The Belli—Tosi D.F. System."

"The Belinda—Tosi D.F. System."

"The Bellini—Toesy D.F. System."

"The Belly—Toasty D.F. System."

To these we might add,

"The Baloney—Etc., etc. . . ."

THE VISIT OF HIS MAJESTY THE KING TO THE ROYAL AIR FORCE, CRANWELL, on JANUARY 26th, 1938.

By Flight Cadet R. B. Wright.

ON January 26th, 1938, the Royal Air Force was honoured by a visit by His Majesty the King. The visit was of particular interest, as His Majesty served at Cranwell during the years 1917 and 1918, first as an Officer in the R.N.A.S. and later in the rank of Flight Lieutenant, R.A.F.

The Royal machine, a red, blue and silver Airspeed "Envoy" piloted by Wing Commander E. H. Fielden, M.V.O., Captain of the King's Flight, arrived over the aerodrome at 11.29 hours. It made one circuit, landed and taxied up to the tarmac opposite "D" Flight.

His Majesty was met by Air Chief Marshal Sir Cyril L. N. Newall, G.C.B., C.M.G., C.B.E., A.M., Chief of the Air Staff; Air Marshal Sir Charles S. Burnett, K.C.B., C.B.E., D.S.O., Air Officer Commanding in Chief, Training Command; Air Vice-Marshal J. E. A. Baldwin, C.B., D.S.O., O.B.E., the Air Officer Commanding Cranwell; Group Captain C. N. Lowe, M.C., D.F.C., and Wing Commander A. R. Churchman, D.F.C. The Royal Standard was hoisted and the Guard of Honour, composed of a hundred Flight Cadets, gave the "Royal Salute", while the band of the Royal Air Force College played the National Anthem. His Majesty inspected the Guard of Honour, which was commanded by Flight Lieutenant W. W. Stainthorpe, and afterwards walked down the tarmac between the Advanced and Flying Training Squadrons and the aircraft, which were drawn up in three rows on the grass in front of the flights.

He next visited the College Instructional Workshops, where the N.C.O. Instructors were formed up under the command of Flight Lieutenant W. S. Hebden. His Majesty enquired the reason for the presence of a Supermarine Southampton Hull, and examined the patches made on it by Flight Cadets. The Commandant informed him that the Engineering Training had had to be curtailed, and His Majesty asked why this was necessary.

From the College Instructional Workshops His Majesty proceeded on foot past the West Camp Parade Ground to the former College Mess, where he re-entered his car. From thence he proceeded to the Station Church where he was received by the Rev. Leslie Wright, the Senior Church of England Chaplain. The other Station Chaplains were then presented to His Majesty: those presented were the Rev. R. Briscoe, the Rev. W. S. Woosnam-Jones, Father Lavin and the Rev. J. Appleyard. His Majesty entered the Church and during his inspection expressed his appreciation of the size of the Church and the beauty of the Altar and Chancel, remarking how different it was from the place where they had to worship when he was stationed at Cranwell. He was glad to note the improvements made since those days.

He was particularly interested in the banners of the Squadrons which were first formed and trained at Cranwell in 1914, and which are now preserved in

the Church. **On leaving, His Majesty complimented all those responsible for the good condition of the Church.**

He then drove to the Signal Squadron, arriving in front of the hangars at 12.05 hours. He was met by the Officer Commanding the Electrical and Wireless School, and Squadron Leader L. T. Keens was presented. His Majesty inspected a Vickers Valentia "flying class-room" with its crew and pupils, who were standing by the machine. The Electrical and Wireless School is the only unit which uses machines so equipped, and the Officer-in-Charge of the Air Operating Section explained the arrangement of the machine and the type of work for which it is used. His Majesty remarked that much time must be saved and much confidence gained as a result of the instructors being able to supervise wireless operators on their initial flights.

His Majesty next examined the automatic pilot instructional panel used for the training of apprentices in the trade of Instrument Maker, and was impressed by the grouping of the gyroscopes and their associated controls to facilitate the instruction. He enquired about the steadiness of the aircraft during flight, and appreciated how air sickness must affect the pupils during instruction. He also enquired sympathetically how long the Officer responsible for the instruction had been engaged upon this type of work.

His Majesty remarked to the Officer Commanding the Electrical and Wireless School that it was twenty years, almost to the day, since he had last arrived at Cranwell, and the Officer Commanding mentioned that the head gardener of the E. and W. School (whom he hoped to present later) had been a boy in the School twenty years ago, and that His Majesty had awarded him six days' C.B. He replied that no doubt he had deserved it.

He next walked along the tarmac of the Signal Squadron and inspected a line of Westland "Wallace" aircraft drawn up there. He then drove to the East Camp parade ground where he was met by Wing Commander O. W. de Putron and Squadron Leader G. P. H. Carter. His Majesty inspected the Wireless Operator Mechanics School workshops. He first saw classes in their second and third year at basic fitting. After examining the workshops exercises of A.C.1. Tomblin, who, as Corporal Apprentice, gained the highest marks in the last Central Trades Test Board workshops test, His Majesty watched for a few moments an apprentice carrying out the operation of "knurling". He then examined some of the work done in the W/T repair shop. In the last of the workshops visited he saw the exercises completed by the next entry to pass out. Here he spoke to Corporal Apprentice Noyes and asked him how he liked being in the Royal Air Force, how long he had been serving, and if he had personally carried out the work in front of him. He Majesty added "You must have been sixteen years old when you joined."

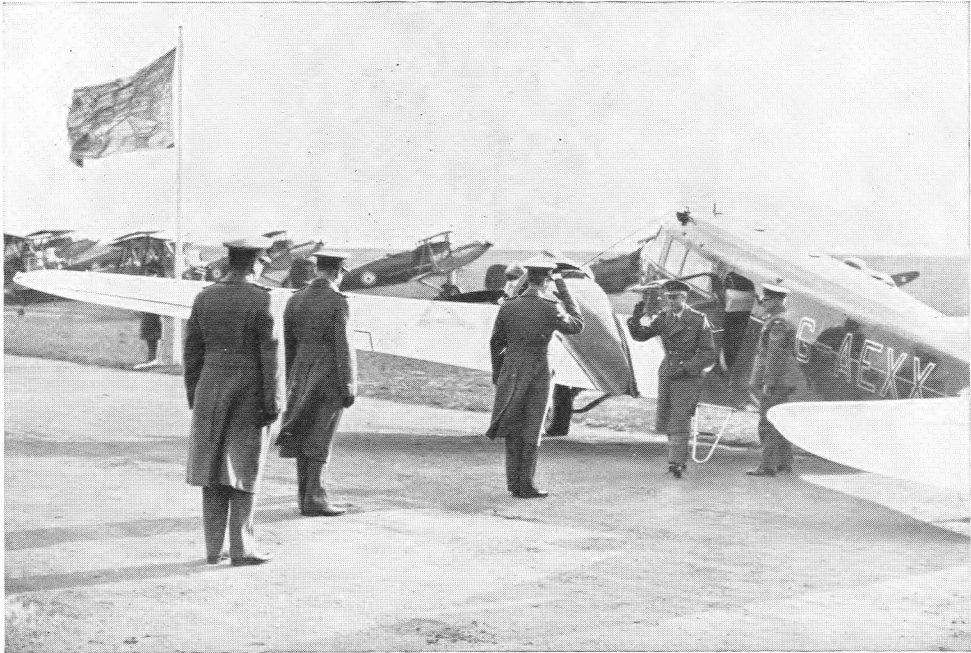
In the Technical Section His Majesty saw the Petrol Electric Room, where a class was occupied in tuning magnetos and assembling Norman-Lyon engines;



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the Demonstration Laboratory, where instruction was being given on instruments, and the ground Transmitter Laboratory, where T 70/s and T 77/s were being tuned. His Majesty commented that a W.O.M. has to be familiar with a great variety of equipment.

At the end of the inspection Flight Lieutenant H. J. Adkins, who was an Officer on the Station when His Majesty was here, was presented and they talked about those times. Flight Sergeant Harris, who was a boy mechanic under training during the same period, was also presented.

His Majesty then drove past the additional buildings of the new W.O.M. School and the Instrument Makers' School, round the new wooden-hutted camp, past the Educational School, to Barrack Block No. 327 of "B" Squadron No. 2 Wing. Entering the left-hand ground floor dormitory of this block, His Majesty remarked that he had been responsible for the inclusion of the N.C.O's. room in the dormitory, as he was serving here when the blocks were built. He left this block by the South door and walked across the Parade Ground, where squads of Aircraft Apprentices and Boys were doing drill and physical training. Squadron Leader F. G. A. Robinson, D.F.C., Commanding No. 2 Wing was presented. His Majesty commented on the boys' smartness. He went on to the new Gymnasium where he was received by Flying Officer A. W. Taylor. For a short time he watched the physical training display and then walked on to the old Gymnasium ; thence to the Cinema where Flight Lieutenant W. R. Castings, M.B.E., and Flight Lieutenant F. S. Wainscott, Officer-in-Charge of the Cinema, were presented. He then walked to the Aircraft Apprentices' and Boys' Institute and entered by the Games Room entrance. Outside the Institute, Mr. Leyland, a clerk in No. 3 Wing Headquarters, and Mr. Marshall were presented. Mr. Leyland, an ex-Warrant Officer and Officer on this Station, requested permission to send His Majesty's good wishes to a meeting of the British Legion at Sleaford : His Majesty graciously agreed to this. Mr. C. A. Marshall, an ex-Flight Sergeant (who now owns a garage on this Station) said that it was the second time he had had the honour of being presented to His Majesty. Inside the Institute, Wing Commander O. W. de Putron was presented, and His Majesty then passed through the Institute, examining in detail the facilities for games. He walked past the tennis courts to the Sergeants' Mess, where he was graciously pleased to sign the Visitors' Book.

His next visit was to the Officers' Mess, where he went over "York House", recognising his old rooms. As he passed close to the Officers' wives and families (who were waiting on the lawn to see him) he saluted with a pleasant smile and expressed his sympathy with them on the cold wind which must have caused them some discomfort during their wait. In the Mess he visited the Dining Room, the ante-room and the card room, showing great interest in several pictures, including the portrait of King George V, the Verpilleux pictures in the dining room and the photographs of King George's visit in 1918 and his own visit of inspection

as a Squadron Leader in 1921. His Majesty seemed very glad of the opportunity of renewing the memories of his association with the Mess.

At 13.10 hrs. His Majesty drove to the Royal Air Force College Mess, when the Royal Standard was hoisted at the R.A.F. College mast as he entered the main gates. Wing Commander E. J. Kingston-McCloughry, D.S.O., D.F.C., the President of the Royal Air Force College, received His Majesty on the steps of the College, after which the Royal Party proceeded to the Small Guest Room.

Major J. W. Collinson, who was in command of the R.N.A.S. Wireless School during his Majesty's period of service at Cranwell, was presented. His Majesty spoke to him for three or four minutes concerning those days, mentioning several contemporaries and discussing their subsequent careers. In particular he remembered the Photographic Officer of those days, Lieut. Cdr. Will R. Rose and also a later Commanding Officer, Colonel Barnby, whose obituary notice His Majesty had seen a short time before. Flight Cadet Under Officer A. M. Murphy and Flight Cadet Under Officer B. P. Young were also presented.

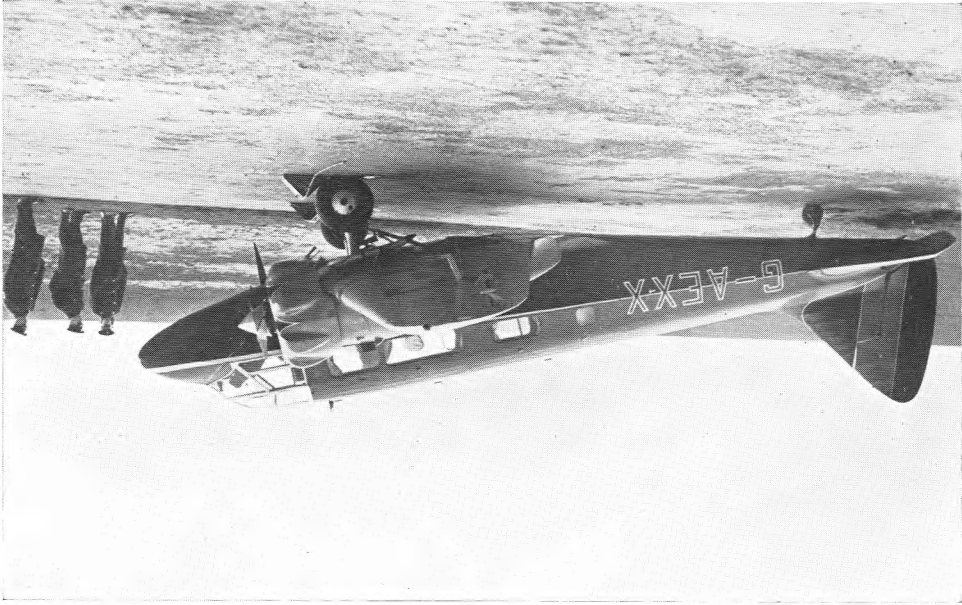
The Royal party then proceeded to luncheon. His Majesty, as host, sat in the central position at the top table : on his right sat Air Chief Marshal Sir Cyril L. N. Newall, and on his left Air Vice-Marshal J. E. A. Baldwin. He mentioned that he had watched the aurora for more than an hour during the previous night, a friend having warned him about it by telephone.

After lunch His Majesty returned to the Guest Room, where Wing Commander J. R. Cassidy, Wing Commander E. J. Sayer, M.C., Dr. I. B. Hart, O.B.E., and Mr. H. A. Matthews, were presented. While speaking to Dr. Hart, His Majesty commented on the growing number of knobs, buttons and similar gadgets in the modern aircraft, and how their significance was conveyed to those under training. He also enquired as to the position of the recruiting of Aircraft Apprentices and Boy Entrants and asked how far the standard of entry was being maintained.

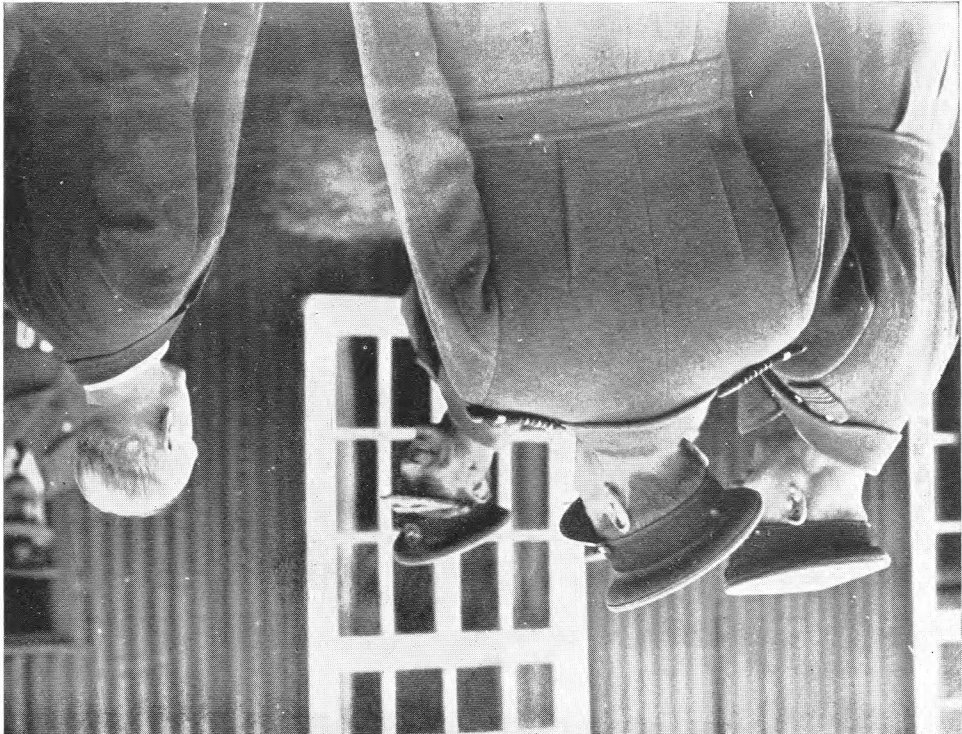
He spent some time discussing the aurora borealis of the previous night with Mr. Matthews. After this he inspected the main Lecture Room of the College, when Professor O. S. Sinnatt, M.C., Captain G. J. Pytches and Mr. W. T. Holloway were presented. He showed great interest in the photographs of past Commandants of the College, and especially in the model of the old College.

He next visited the Hairdressing Saloon, where Mr. G. H. Green, the College hairdresser, was presented. His Majesty enquired when he joined Cranwell, and if he was here all the time that he himself served at Cranwell, and Mr. Green replied that he was. During his inspection of the saloon His Majesty seemed pleased with its appearance. He asked Mr. Green if he had been stationed at Cranwell since 1917, to which he replied that he had. Mr. Green was posted to Cranwell in the R.N.A.S. in June, 1917, and, after the usual interview with the 1st Lieutenant was selected for duty as Officers' Steward in the Ward Room. During His Majesty's period of service here, he saw and spoke to him many times in the course of his duties.

By courtesy of Wide World Photos



By courtesy of Photographic News Agency, Ltd.





By courtesy of Wide World Photos



By courtesy of Wide World Photos

The College Library was a source of particular interest to His Majesty. Here were presented Professor R. de la Bère and Mr. A. G. Boycott. He looked at several albums containing photographs of Cranwell in 1918, when he served as Adjutant in the Boys Wing. He also saw photographs of himself at the College in 1920, others of his father's visit to the Western Front, and others of early aeroplanes and airships. His Majesty was especially interested in some old and dilapidated copies of "The Piloteer" which contained photographs and caricatures, including some of his Commanding Officers. He referred to two of them in a manner which greatly amused his auditors.

His Majesty left the College at 14.15 hrs., to the cheers of the Officers assembled at the entrance. The drive of the College was lined by Flight Cadets, without arms. At 14.20 hrs. he went to the West entrance of the Hospital, where he was met by Group Captain A. E. Panter, commanding the Hospital, and the Matron, Miss W. M. Coulthurst, O.B.E. He was shown through the Officers' Ward and the sitting-room, where Wing Commander G. Hanly, in charge of Surgical Division, and Sisters Miss E. K. Griffen and Miss N. Meikle were presented. In the Cadets' Ward he spoke to the officers and inquired the nature of their ailments and how contracted. He next went to the Maternity Ward, where Squadron Leader H. C. S. Pimblett, Officer-in-charge, and Sister Miss M. T. Thorburn were presented. He paused to speak to some of the mothers, and to ask the ages of their infants. He was informed by the Matron that the Hospital was proud of its Maternity Ward, to which his reply was "You have need to be". His Majesty then visited Ward 1 (Surgical) where Sister Miss E. W. Griffiths was presented, and Ward 3 (Medical), where Sister Miss A. M. Angus was presented. He was next shown round the Operating Theatre, where Sister Miss H. D. Terry was presented. He enquired about the lighting. In the "X-Ray" Department, where Flight-Lieutenant R. F. Wynroe was presented, he asked how long the "X-Ray" plant had been installed.

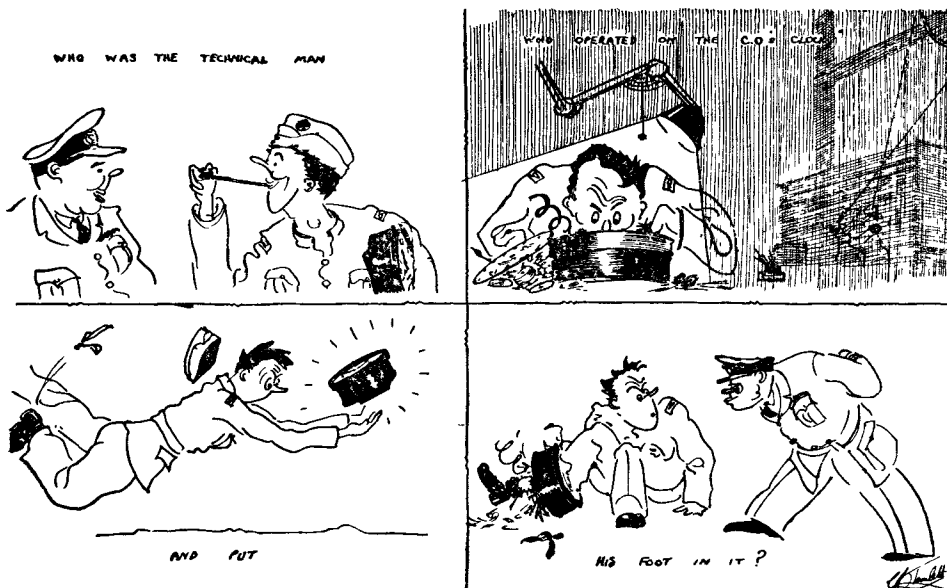
His Majesty left the Hospital at 14.30 hrs., and proceeded by car to the aerodrome. As he passed the West Camp Guard Room the Royal Standard at the Royal Air Force College was lowered. The informality of His Majesty's departure contrasted strongly with the formality of his arrival. At 14.45 hrs. he arrived at "A" Flight and was enthusiastically greeted with cheers and waving of caps by thousands of Airmen, Aircraft Apprentices and Boy Entrants who had been waiting on the South Aerodrome for over an hour. The cheering continued whilst His Majesty shook hands with those who had accompanied him during his tour. As he got into his aeroplane the cheering increased, and as the machine began to take off hundreds of airmen raced in a final attempt to catch a last glimpse of His Majesty, who could be seen graciously acknowledging these demonstrations as the machine left the ground. Eighteen minutes later His Majesty landed at Bircham Newton.

U.T. WIRELESS OP'S. LAMENT ON BEING THROWN OFF THE COURSE.

FILL for me a brimming bowl
And in it let me drown my soul.
But put therein some drug, designed
To banish ever from my mind
The dits and dahs of cursed Morse,
For those alone I'm off the course
And now no more can I explore
The entrails of R64.
When I was U.T. life was gay
But now, G.D., I work all day,
And like a scavenger must jump
And go clean out each horrid sump
Wherein lies rotting, food long dead
And scraps and crusts of Air Force bread.

And so for five long years (or more)
Must I endure unending bore.
But, happy thought—
I may enjoy a life of ease
Sun-bathing somewhere overseas!

J. C.



WHY NOT A CYCLING TOUR?

WE are all acquainted with slogans, ranging from "Beer for an A1 Nation" to "Fitness Wins", developed in these days by various interested parties in aid of National Fitness. The need for propaganda is not so urgent in the R.A.F., as most airmen are intensely health-conscious, and official encouragement ensures a high level of individual fitness. There are times, however, particularly on a long leave, when some of us suffer from boredom and a feeling of sluggishness. It is probably a form of reaction. One's home town seems devoid of interest, and even the family circle may cease to exude that "fatted calf" atmosphere!

What then? Have you ever considered a cycle tour? Too much like hard work, you think. Admittedly, cycling can be really hard, especially in this part of Lincolnshire, with its lack of tall hedgerows and flat, windswept roads. Few touring cyclists visit Lincolnshire, the real touring districts being chiefly over in the West; for example:—North Wales, a real cycling paradise with its mountains, lakes, and gently graded roads; West Scotland, the Lakes, Devon, and the beautiful Wye Valley. The list could be greatly extended, and nearer at hand (incidentally within week-end distance of Cranwell) are the peaks and glorious dales of Derbyshire, and, closer still, the Dukeries, that remarkable little pocket of forest country embracing what remains of the once vast Sherwood Forest, haunt of the bold Robin Hood, eternal hero of youth.

Whatever district appeals to you, a cycling holiday has unique attractions. It is the essence of freedom and unconventionality, besides being really beautiful and inexpensive, and can be as easy and leisurely as you like.

"That's all very well," you may argue, with memories of conventional seaside holidays, "but what about luggage and accommodation?" One at a time, please! First of all, your bicycle should preferably be of modern lightweight construction, with a large saddle-bag to contain "luggage". The golden rule when packing for a tour is to keep one's kit down to a minimum. Essentials are, besides waterproof cape and tools, toothbrush, shaving tackle, night attire, comb, and possibly a spare shirt and change of underwear. Touring cyclists usually wear corduroy "shorts" and open-neck shirts, with thin jackets of alpaca or tussore, this type of dress being light and comfortable and healthy exertion ensures adequate warmth.

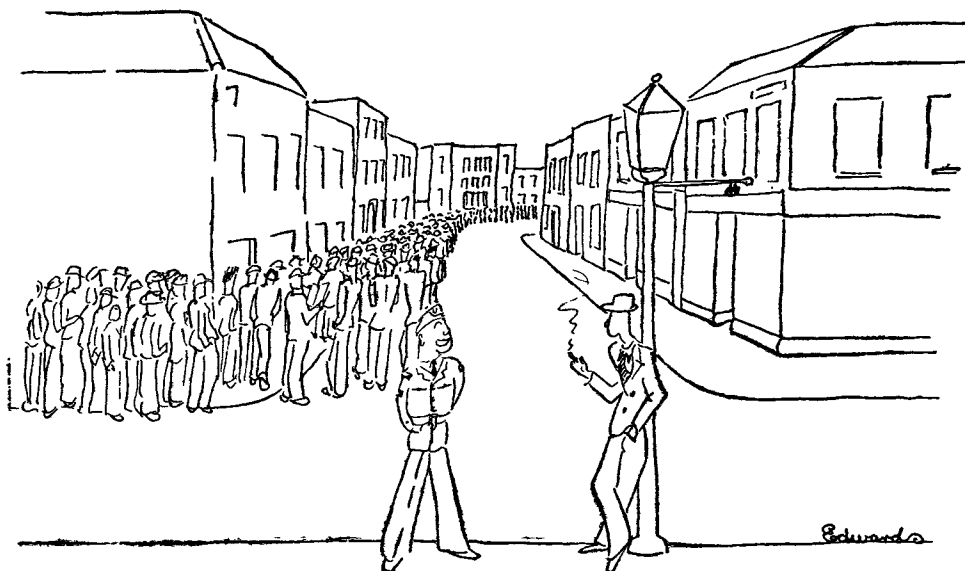
Many would-be tourists are deterred by thoughts of difficulty in getting "digs" at night, and for this reason membership of the Cyclists' Touring Club is strongly advised. This body supplies a touring handbook with thousands of priced addresses ranging from homely and inexpensive farmhouses and cottages to more pretentious hotels. Numerous other benefits of membership make the annual subscription of 10s. a worth-while investment, especially in view of the financial saving one can effect by carefully choosing one's lodgings from the handbook. Particulars of membership can be obtained from the Secretary at 3, Craven Hill, London, W.2.

Here are a few general hints:— Take good maps (Bartholomew's "half-inch" series, obtainable from the C.T.C. at reduced prices, are strongly recommended). Make an early start each day, will-power permitting! Lunch lightly—a picnic meal is ideal—" and rest in the afternoon heat ", said he, being optimistic ! After a good tea you will feel that the world is yours. In general, make for the hills, and your pleasure is assured. Keep away from industrial regions, and don't be afraid of mixing plenty of climbing and walking with your cycling. Keep to the byways, by judicious use of your maps, and you will not be troubled unduly by motor traffic. If you can find a chum with similar tastes, so much the better, as companionship of the right sort will greatly increase your pleasure.

Other phases of cycle touring are camping and the Youth Hostel movement. Cyclists comprise 70 per cent. of the membership of the Y.H.A., which is limited to walkers and cyclists. Popularly termed the "Yo-Hos", a separate article could be written about the activities of the Youth Hostels Association.

In conclusion, if you decide to try a holiday of this type, you may be sure that you will return with such a wealth of new experiences and consequent wisdom that your leave will be an unforgettable memory.

B.H.B.



194— A.D.

Gent.: "Where's the fire?"

Airman : "Oh! They're husbands of the Women's R.A.F. drawing their marriage allowance!"

REFLECTIONS.

(Inspired by the view from the Cathedral Tower at Lincoln).

FLAT stretch the plains beneath
As silently I watch from glory's seat
Mere earthly objects moving to and fro,
And in and out of sundry places go
In vain conceit.
Here, from this noble watch-tow'r in the skies
Mankind may see, with even human eyes
The world's true character—nay, more—the size
Of mind and heart, which therein lives and dies.
Consider, for a moment, easy man,
Seeking to pile up riches, wealth; for then
No one shall guarantee thy place on high.
And what shall shield thee at the bitter end?
In coolest air, which kindly Heav'n hath sent,
I revel in life's joy. What merriment
Can be had here ! Yet fools are steeped in wine
While counting houses, seek with rod and line
To measure time and space; to scheme and plan,
To scorn for ever Nature's gifts to man.
Only the poet can feel truly gay
For he lives naturally, and is free.
He seeks no proof, but is content to stay
Upon the surface of all mysteries,
To be himself. Never will he dispute
What facts concern machines invoked by God.
His portion is to sing with oaten flute
The beauties of the skies.

That we, too, had
The souls of poets, so that we might praise
With ceaseless tongue, all Nature's finest phase !
Here then, is beauty, mystery, and God,
High in the evening air, where saints have trod.
All glory to His works that never cease.
How great He is who dwells in perfect peace.

T. E. M.

WHAT MADE YOU JOIN THE R.A.F. ?

I REMEMBER a few years ago the favourite R.A.F. recruiting poster was the one in which we were told to "Join up and see the World". One fellow I know joined up at Uxbridge in 1929 and they made him a storekeeper. By 1936 he

had got as far as Kidbrooke on his world tour, so he wrote to his local M.P. about it. They then changed his nomenclature to Equipment Assistant. About that time a new road-house was opened on the by-pass called "The Blue Lagoon," so that was all right.

Then some chaps who have a natural bent for mechanics enter the Service in order to get something to work on—like the young fellow not long ago who had been remarkable since his earliest infancy. He started off by doing a neat job on a bit of his cradle that had been put U.S. I think one of the rocker arms had a bit too much clearance or something. Anyhow, at the early age of seven he made a working model of the Queen Mary out of match boxes and orange peel, and the unconsumed portion of the previous day's rusk. They took him straight into the Service, and the next time I saw him he was waving a pair of red and yellow flags about in a thick snowstorm in the heart of Lincolnshire—as the 'bus people say. However, you can't keep a good man down, and later I heard that he had invented a forced draught device out of two or three discarded lorry engines run on rifle oil, which made the stove in his hut burn the issue coal quite successfully.

A lot of fellows are quite disappointed when they get down to Uxbridge because they are not issued with an aircraft along with the rest of their kit. But later on they get to a unit where things are a bit better.

I heard of one A.C.H. who had the most marvellous callouses on his hands through shovelling coal, and when he went on leave after a total service of four months (three at Uxbridge) he gave a very sound lecture to the Women's Institute on upside down blind flying without instruments.

Then there are fellows who come in because of the uniform. For some obscure reason, when anyone produces a poster or painting showing R.A.F. kit, he always makes the colour a bright and gaudy electric-sky blue, similar to that worn by the Ruritanian Death's Head Hussars, without the frogged cape. They tell me that this colour was originally tried out for the R.A.F. and found unsuitable, and so the manager of a well known Palais de Danse bought up the stock and dressed the male dance partners in it and they looked ever so nice.

Fellows who lead quiet lives at home join up because of the comradeship associated with the Service, which reminds me that the other day one of the apprentices who had been in the R.A.F. about a week was visited by his parents. They parked their car outside the guard room and had a chat with the boy, and within five minutes fourteen assorted officers passed by, each of whom the boy saluted. His mother said it was wonderful what a lot of nice new friends he had made in such a short time.

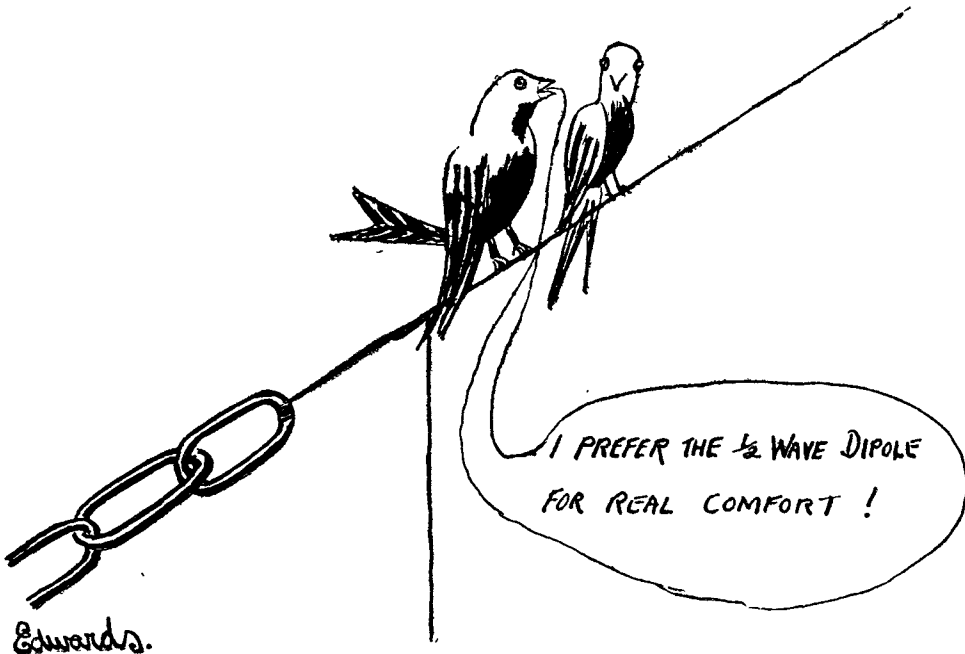
All the same, whatever makes a fellow enlist in the first place, wherever he goes he will find comradeship. And not only chaps to crack a joke with (for after all there is more to laugh about than cry over in Service life) but friends who will stand by each other to the last.

R.L.B.

THE WIRELESS OPERATOR.

Dedicated to those who wear the headphones.
(With apologies to Rudyard Kipling's "IF").

IF you can keep your nerve when all about you
Are jamming stations hard, and blaming it on you;
If you can "hold the air", though others flout you,
Until you get the longest message through;
If you can send, and not grow weary sending,
Nor overture the man who has to read;
If your mistakes are rare, and prompt their mending;
If you believe that haste is never speed;
If you can calmly contemplate the chatter
Of greenhorn operators fresh from school;
If you can sit with messages that matter,
And wait until they're finished—and be cool;
If you can read through half-a-dozen stations
The weaker signals that are meant for you,
And pick 'em out with few interrogations—
Yet never feel ashamed to ask those few;
If you're just a Jack-of-all-trades, tinker, tailor,
If there's scarce a blooming thing you cannot do;
If you're propelled by energy that's tireless,
If you don't fear the job that's never done;
Then take my word you're fit to work at wireless,
And anything you get, you'll earn, my son!



A FRONTIER TRIP—KENYA STYLE.

THE Northern Frontier District of Kenya is an area of some thousands of square miles of desert, bounded on the east side by Italian Somaliland and the Indian Ocean and on the north by Abyssinia. It is policed by native troops, some Kenya Police and some King's African Rifles, and it falls upon No. 223 Squadron to provide rapid communication between the few military posts which exist in the district, and in troublous times to provide patrols. Let us set out on a typical frontier trip ; it may be that we are only conveying mail and fresh vegetables for the few British Officers, but to us it is just another job of work.

We leave Nairobi at about nine o'clock on what might be an English May morning. As we taxi out we put up a hare. Taking off, the airscrews throw back showers of water from the dew-drenched grass. At once we are in the air and heading for Wajir, our first night stop. I reel out and make contact with the ground station on 6.5 megacycles, then sit back and wait for position reports from the pilot. We fly at about 8,000 feet above sea-level, over green hilly country. If we are lucky we see Kilimanjaro to the south and Mount Kenya to the north. After about an hour's flying, the green disappears and scrub-covered desert takes its place. Another hour or so, and we detour to fly over the Lorien swamp, a paradise for big game hunters and photographers. We see giraffe, water buck, elephant and scores of smaller beasts. Ah! What's that? Yes, it is. Our leader has gone right down, and a rhino goes charging off into the tall swamp grass. It's not often that a rhino turns its back, but an aeroplane is a little too much for it. It was here that Martin Johnson found much of the material for his various films.

Another half-an-hour passes, and right in the distance appears a white spot in the desert. As we approach, the white spot resolves into a collection of square white-washed houses, looking all the whiter for being set in dazzling red sand. One's immediate thought is of a foreign legion post, and as we land and taxi in, the sight of a British Officer in flat round hat and kepi heightens this impression. As the aeroplanes stop, native soldiers of the K.A.R. come out to help off-load, and make themselves generally useful. On the edge of the loading ground groups of Somalis gather, picturesque in their coloured turbans and "kikoyis"—the latter the equivalent of the far-eastern sarong.

My first job is to send out our arrival signal to Nairobi, and to arrange a schedule for the following day. In the days of our Type B transmitter and R64, this was sometimes a tricky business at mid-day—although the distance is only three hundred miles. However, with Nairobi's T58 and R1084, there is no difficulty, and I close down and get down to unpacking and refuelling—no pleasant task in a shade temperature well over the hundred mark.

Our work finished, we walk the hundred yards or so into a barbed wire enclosure, known as the "boma", which houses the District Commissioner, the K.A.R. Officer, the Government doctor and a company of native troops. We are billeted in a rest house, with walls about eighteen inches thick, pierced by doorways

and windows, but there are no doors and no glass. What a relief it is to get inside after the glare out in the open !

We have brought beds and bedding and all our food with us. Profiting by previous experience, our food consists of fresh vegetables, fruit and beer. We are probably being entertained by one of the resident officers—you don't know the meaning of the word " hospitality " until you have met British officers out in the blue—so we walk over to the house of our host, and—yes, it's true—partake of a cold beer straight from a refrigerator. You people steeped in electricity have probably never thought much of oil-burning refrigerators, but have a cold beer when the thermometer is up in the hundred and tens, and praise the man who first thought of them.

After lunch we try to sleep until about four o'clock, then over to the aeroplanes to inspect and, maybe, for me, to carry out a period with Nairobi. Back to the boma and a drink to help the sun go down, then a bath, food, and more drinks—it's much too hot to go to bed yet. In the morning, we leave some of our fresh food with our hosts, then pack up our traps and load the aeroplanes. We bid our hosts " au revoir " and head off northwards to Mandera, the people on the ground without doubt thinking, " My God, they'll be in Mandera in two hours and it takes us about a week by camel! " It was near Wajir that Colonel Muirhead, the U.S. of S. for Air, and Group Captain, Liddell spent a night in the bush after a forced landing. Our Sgt. Pilot claims a record in that he relieved a Group Captain and was relieved by a Squadron Leader when on guard.

About an hour out from Wajir, after flying over scrub desert, we pass El Wak landing ground, and looking over to the right, see a huge square cleared space which is an Italian landing ground. From here run two roads, side by side, at times apparently converging. One is British, the other Italian and it is a mark of the amity of nations that two roads should exist where one would suffice. The country is becoming more broken now, and just short of the hills of Abyssinia we come upon Mandera. Landing, we find the usual group of whites to meet us; D.C., K.A.R. Officer and Police Officer. I send our arrival signal to Nairobi, and arrange to call in the morning. We unpack, re-fuel, picket down and cover the machines, and walk into the boma, native soldiers following with our kit. We are to stay in a wood and mud house, and as the front of the house is open, apart from a low mud wall, there are no windows or doors. We make ourselves as comfortable as possible, and hand over our food to the cook-boy provided by the K.A.R. Officer.

After lunch, it's hot to sleep, so two of us walk a couple of miles down to a dried-up river bed which marks the boundary between Kenya and Abyssinia, and, intent on placing our feet on Abyssinian soil, we cross over, and stand on the far bank. Immediately Somali guards appear, armed with rifles and bandoliers, and inspect us as curiously as we them. Looking at the buckles on their ammunition belts we find an inscription in Italian. We all wish to be friendly, but we know no Somali or Italian, and they no Swahili or English, so we smile sweetly and,

recrossing the river, wander back to the boma. The evening goes in bathing, eating and drinking, and maybe a darts match with the residents. We sleep outside the house, but clear of the trees as we have been warned against snakes. In the morning we are awakened well before dawn by the noise of wooden bells, and we see a line of camels leaving the boma to fetch water from the water holes in the river bed. Then breakfast and packing up of kit and down to the aircraft. Packing is a little easier now, as we know just where everything belongs, and we have delivered a certain amount of stuff.

In the air again, and headed west for Moyale. The radio is not behaving as well as it should, as there is a funny blank spot along here. I eventually clear the departure signal and settle down to two hours' tedium broken only by an occasional position report. Our route lies along the Kenya—Abyssinia border, which during the Italian conquest was patrolled daily by machines from the detached flights of No. 45 and No. 216 Squadrons. How often have we, who came after, heard of "reccos" during Christmas, 1935! Away to the north stretches Abyssinia, a land of green hills and very pleasant looking to us, who have crossed our own frontier district with its miles of desert. But I wonder how it looked to the Italian airmen who crossed those hills daily for weeks on end.

A lighter green patch in the distance tells us we are arriving at Moyale. The usual routine ensues, but this time we stow our kit and ourselves into an ancient lorry, and start a tedious half-hour climb to the boma, which is situated on a hill top some seven miles from the landing ground. Half-way along the road we pass a huge rock. When Sir Robert Brooke-Pelham visited Moyale, the car in which he was travelling ran backwards down the hill and crashed into this rock and Sir Robert's arm was broken. As we climb the hill, it becomes appreciably cooler, and we thank our stars we are not staying at aerodrome level. We pass fuzzy-haired natives leading camels, and Abyssinian and Somali women. These natives have an attractive dignity, and invariably raise a hand in greeting. As we near the boma, a baboon goes leaping up the rocks which border the road.

We go through the native village into the boma, and are directed to a tent in either the Police Officer's or the K.A.R. Officer's garden where we dump our kit. Thereafter, apart from resting or sleeping, we have the use of our host's house. In return, we leave our fresh vegetables, a very precious commodity when you are situated hundreds of miles from fertile land.

Moyale vies with Wajir from the point of view of interest. The boma is dominated by a tiny fort whose mud walls are covered pink. It has a little tower, and in this stands a native sentry, while over all floats the Union Jack. From the fort, across the valley, can be seen the Italian village of Moyale. The Italian and British officers are on friendly terms, and occasionally visit each other. The Italians' drink is chianti, which is poor stuff, and they are keen to swop it for good old English beer. When the Italians first occupied their Moyale, the buildings in the British boma were spattered with bullets, luckily without any serious injury.

The evening is quite cold, and a hot bath very welcome. We feast off freshly killed mutton and switch on our host's radio. He, poor man, is as like as not somewhere out in the blue, on patrol with a dozen native policeman. It is very pleasant sleeping in an open tent in this temperature. Waking up, however, is not so good. We find the clouds have descended in the night and a Scotch mist envelops us, which during breakfast turns into a drizzle. We board the lorry, sheltering under any cover available and endure our uncomfortable ride as best we can. Arrived at the aerodrome, we find the rain has been heavy during the night and we shall have to wait for the ground to dry before taking off. I creep into the back cockpit of my Vincent, and with water dripping off the top mainplane, and the set, which is getting steadily damper, inform Nairobi that I will call them in a couple of hours' time. I don't know which is worse, being dripped on in the cockpit, or being required to crouch miserably under the mainplane. Eventually the cockpit cover starts leaking, so I decide for the mainplane. At last the rain leaves off, the ground dries, and we take off to do a frontier recco as far as Lake Rudolph and thence down to Marsabit.

We leave the green of Moyale behind and cross broken desert country, with here and there a few buck browsing along a river bed. They resent our presence—whose wilderness is it, anyway? After about two hours' flying, we reach the shores of Lake Rudolph, and fly low over the villages of the Gerlubba, an independent crowd of savages who wander between the Sudan, Abyssinia and Kenya and admit fealty to no one. We turn south, and still low down, fly along the east shore of the lake, frightening hundreds of crocodiles from their mud banks to the water, and sending great herds of zebra, hartebeeste and water-buck charging inland away from the noise of our engines. No, we are certainly not popular here!

Now we are following in the track of those thousands of unfortunate Abyssinian refugees who fled their country rather than surrender to the Italians, and are now in internment camps in Kenya. We fly over Kasra, where the first British medical post was established to combat the disease which was creating havoc among the outcasts, and where they were concentrated. From here on they were taken in hand by the British authorities. Later on we fly over North Horr, the second medical post, and hundreds more Abyssinians licking their wounds before continuing their long trek across the desert.

Approaching Marsabit in the late afternoon, we pass a straggling line of about a thousand Abyssinians. They are crossing an empty desert, strung out in little groups one behind the other, some on foot, some on mules, carrying their few remaining possessions in bundles tied around their bodies. I (who am anything but religious) am led to think of and pity the Israelites in the days when they were hounded from their country. So arid is this region that water has been brought out from Marsabit in tanks in readiness for their night's stop.

We pass over craters, now grass-grown, and looking ahead see the hills of Marsabit. As we climb to approach the aerodrome we see around us rolling grass-land and wooded hills. What a transformation from the country we have

previously flown over! As we glide in to land, a dozen gazelle go running and leaping off the aerodrome.

Our work finished, we climb aboard a lorry, complete with all our kit, and are taken to the rest house. This is a filthy wood and mud house, erected on the recommendation of someone who obviously never intended to use the place. However, there is a tent outside, so we use the house only for eating. After dinner, we sit in the open round a huge log fire, but it has been a long day and we soon turn in. As at Moyale, it's a pleasant business sleeping in a tent when there is a nip in the air.

The rest house is looked after by a pleasant old Arab named Haroob. He has been a personal servant, and is an excellent cook. I had the pleasure of spending three weeks at Marsabit in 1937, and became fitter than I have ever been while overseas. My friends attribute this to lack of beer, but they are merely being unkind.

In the morning, having duly inscribed our names on the rest house door, we pack up and begin our homeward flight. Having cleared the green of Marsabit, we are once more over desert, and headed for Isiolo to drop mail. Isiolo lies at the northern base of Mount Kenya, and is the gateway to the Frontier Province, where all visitors must book themselves in and out. The Provincial Commissioner resides here, in company with a D.C. and a Police Officer. Over on the side of a hill is one of the huge Abyssinian camps. Perhaps some of you have read newspaper articles concerning white lady doctors *in the jungle* at Isiolo, fighting disease among the Abyssinians. I imagine that the inhabitants of Isiolo wish there were some jungle, instead of the bare windswept plain which really exists. For a great part of the year the wind blows at a steady 30 m.p.h. and has been known to affect the brain.

Having dropped our mail we take off for Nairobi, frightening great herds of game as we circle low round the landing ground. We head for the west side of Mount Kenya, and are soon flying through cloud. Having cleared our departure signal to the R.A.F. ground station, I change over to long wave, and contact Nairobi Civil and ask for bearings. As a get them I pass them up to the pilot, who looks rather astonished—D/F is very new in this part of the world. We eventually clear the cloud, and fly over miles of undulating country, all of which is cultivated by natives; in fact, it is a native reserve and the only white men in the area are administrative officers. An hour's flying from Isiolo, and Nairobi is in sight. The trip has been fairly enjoyable, but nevertheless, it is always good to get back "home". We land and taxi in to the tarmac, the machines are pushed straight into the hangar, and we off-load for the last time. A trip finished. And now to wait and wonder which will be the next port of call. Let's hope for the coast and a bathe!

H. C.

HE WON HIS RACE
THE NIGHT BEFORE!

by taking

Horlick's

prevents - night starvation

- Copper losses

and loose couplings



AIRCRAFT APPRENTICE RAMSBOTTOM, A. No. 57473.

(With apologies to Stanley Holloway).

THERE'S an R.A.F. Station called Cranwell,
That's noted for fresh air—not fun,
And Mister and Missus Ramsbottom
'Ad sent there young Albert, their son.

Young Aircraft Apprentice Ramsbottom,
Though gradely were really quite wee,
When they measured him up for his trousers,
He stood nobbut four foot and three.

Now Albert though small was quite brainy,
And when he went up for his test,
He did his di-dah-di-di-dah-dit
Quite easy and beat all the rest.

At workshops he were fair surprising,
He cut and he drilled and he filed,
And made wireless parts most amazing,
T'was *unique* in so small a child.

At tuning and such like he sparkled,
He twiddled the switches and knobs,
'Till Aerial Amps. were fair booming,
And fuses gave up and were blobs.

Now *Sgt.* Apprentice Ramsbottom,
Number Five Seven Four Seven Three,
Were awakened quite early one morning,
By batman wi' nice cup o' tea.

"Th'art for flying this morning," said batman,
To Albert who'd slept like a log,
"What, flying this morning?" said Albert,
"You can hardly see t'angars for fog."

Now Albert 'ad 'eard about aircraft,
'Ow they was ferocious and wild,
And to see Wallace standing wi' prop. stopped,
It didn't seem right to the child.

Now Pilot 'e started up Wallace,
And said to Albert "Jump in,"
So wi' parachute, Sidcot, and Callsign,
'E climbed into back wi' a grin.

The weather were getting quite stormy,
And pilot took off with a rush,
I'd 'ate to say t'words Albert muttered,
In case I make all you folks blush.

Now Albert 'ad sent out his callsign,
And tried to get 'Enery 'All,
But t'wireless it weren't working proper,
Fact, no decent programmes at all.

The pilot were really quite clumsy,
And doing a kind of 'alf-roll,
'E flung Albert out floor of t'cockpit,
And he slipped through t'Aerial 'ole.

Young Albert was in a quandary,
The green fields of Lincoln appeared,
So 'e pulled the rip cord of 'is broolly,
And for city of Sleaford 'e steered.

But t'air it were full of up-currents,
And Albert were small little chap,
So 'e drifted 'igher and 'igher;
This were a nasty mishap.

The pilot 'e landed at Cranwell,
And Albert were near out of sight,
'E telephoned to Air Vice-Marshal,
'E ought to see poor Albert's plight.

Air Vice-Marshal appeared on the tarmac,
On 'is 'orse, he said " What's to do? "
Stores Officer pointed to Albert,
Saying " 'E's wearing King's uniform too."

Now Mr. and Mrs. Ramsbottom,
'Ad come down to Cranwell by train,
But 'twere four days afore they saw Albert,
Due to clouds and t'usual rain.

C.O. ordered Court of Inquiry,
Albert's case they referred to K.R.'s,
They started 'is pilot's log book,
Entering— " Parachute—Solo—Two fifty hours."

T'met. Officer 'e were consulted,
This step was not taken too soon,
They sent Albert t'unexpired portion,
Tied carefully to red Met. balloon.

T'doctors were all quite excited,
They wanted to take Albert's pulse,
They tried to climb to 'im in aircraft,
T'were impossible. Eel they did fuss.

A telescope were put on 'tarmac,
And also a visitors' book,
On fine days you'd just see young Albert,
At per tuppence per person per look.

We couldn't 'ave no funeral service,
Accounts quite lost track of 'is pay,
Stores wanted to call Albert a write off,
Mrs. Ramsbottom always said "Nay".

And Albert were up there adriftin',
Wi' t'call sign clutched firm in his 'and,
We thought call sign ought to be useful,
As free pass for t'promised land.

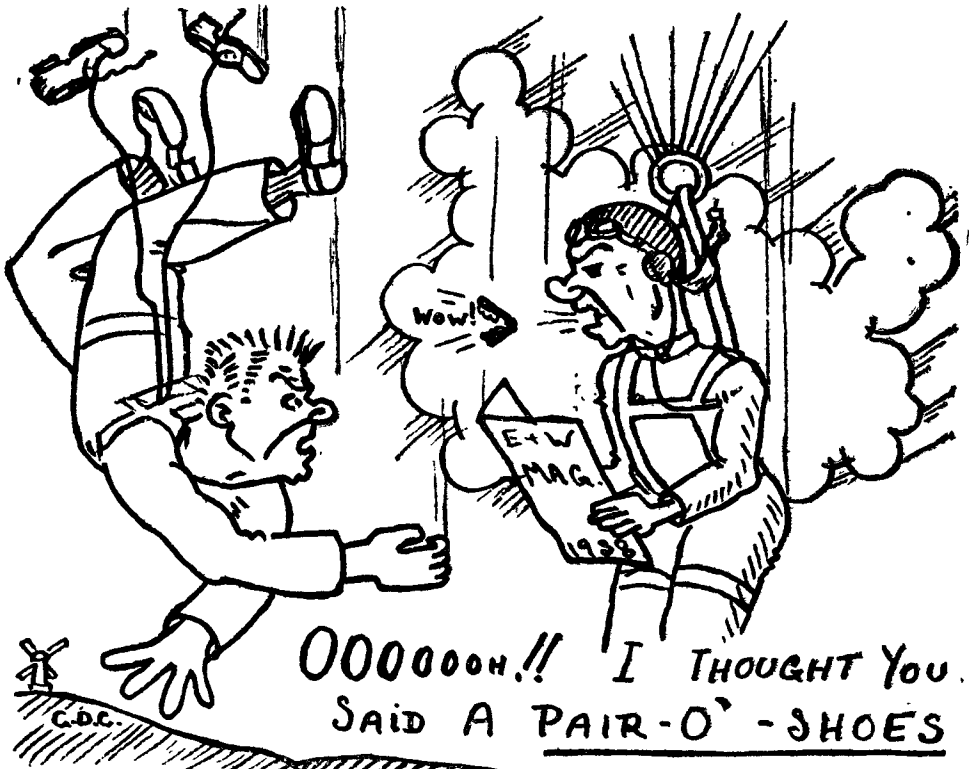
Epilogue.

Balloon barrage were tried out i' London,
And a marvellous event 'as occurred,
Young Albert got tangled in t'wires,
And slid down to earth like a bird.

'E were sunburnt all over 'is body,
And smaller than ever 'e'd shrunk,
And Pa who 'ad drawn the insurance,
Said " Ee! Ma! Now we're sunk."

But story 'as quite 'appy ending,
For them wot 'as wrote it ain't fools,
And Albert spends nice quiet weekends,
Winning reg'lar on all football pools.

SOF.



“IS YOURS HERE”?

WE offer our thanks to all those unknown examination candidates who have unwittingly added to our collection of E. and W. S. Howlers. Here are the most recent additions to Radio Science:—

Specific Resistance is the ratio of opposition offered to a flow of current through it as compared with water.

A D.E. Valve filament is coated with thorax.

The number of atoms in the Universe is infinite, namely ninety-two.

(Faults in S.36). Bad conduct in switch.

An open oscillatory circuit is one in which it is spread about in the circuit. A closed oscillatory circuit is not so.

The earth condenser is to insulate H.T. plus from earth and so prevent anyone near the earth from getting a shock.

The object of the series parallel switch is to put the condenser in series parallel or not.

Wireless waves travel at such high frequencies that it is impossible for the naked ear to detect them.

Let the charge be Q Quolombs. . .

The energy in the Inductance is $\frac{1}{2}$ L.I. Gourles.

The Farad is the Unit of Cowpacity.

Capacity leads the applied but current lags.

The coke is placed in series with the anode circuit.

The Henry is composed of a million mica henries.

When 1 volt acting on 1 Ohm produces a Columb the inductance is 1 Henry.

Positive is a molecule with electrons distracted. Molecules of Atoms are termed Ironisation when electrons are distracted.

When speech is made into a microphone the carbon granuels are depressed and repressed. This will cause oscillations in the valve to which the speech frequency was.

Ether extends 60 miles. Above this is the Heavierside Layer. To go above this the airman must take oxygen.

The action of an oscillatory circuit is as follows. The condenser will stop the discharge in the direction of flow, the flow in the condenser will cease to flow until no charge is in it. The current, however, does not cease, but sets up an E.M.F. and collapses. This continues throughout the cycle.

OFFICERS SIGNALS COURSE No. 18.

THE following Officers have concluded the Course and their postings are given below. We offer them our good wishes for the future.

Flight Lieutenant	J. B. Altham	to Wittering
”	”	B. Ball to Bircham Newton.
”	”	O. H. D. Blomfield to Usworth.
”	”	M. Dawnay to Waddington.
”	”	R. R. Fairweather to Amman.
”	”	G. H. Foss to Farnborough.
”	”	N. D. Gilbert-Smith to Odiham.
”	”	G. N. Hancock to Martlesham.
”	”	C. F. Pearce to Abingdon.
”	”	J. A. Robinson to Catterick.
”	”	J. Thompson to Odiham.
”	”	G. Thrupp to H.Q. Simla, India.
”	”	J. P. Ussher to Aden.
Flying Officer	N. F. Simpson	to Finningley.
”	”	G. G. Stodart, A.F.C., to Wyton.
Flight Lieutenant	M. M. Hendrick	(R.C.A.F.) to Canada.
Flying Officer	C. C. Hunter	(R.N.Z.A.F.) to New Zealand.
”	”	G. Laming (R.A.A.F.) to Australia.
Lieutenant	G. N. Robertson	(S.A.A.F.) to South Africa.
Captain	Khalifa Mohamed Abdel	(E.A.A.F.) to Egypt.

OFFICERS SIGNALS COURSE No. 19.

WE welcome the following Officers, who joined us on 24th April, 1938.

Flight Lieutenant	T. R. Vickers.	Flying Officer	J. C. Miller.
”	”	”	”
”	J. E. Kirk.	”	R. J. Kemsley.
”	D. Saward.	”	S. Lugg.
”	P. D. W. Hackforth.	”	C. A. Turner (R.N.Z.A.F.)
”	B. H. Born.	”	D. G. Williams (R.C.A.F.)
Flying Officer	R. C. Crawford.	”	D. J. MacPherson
”	G. S. A. Parnaby.		(R.A.A.F.).
”	G. A. Richmond.	”	R. H. Moran (R.A.A.F.).
”	S. R. R. Smith.	Lieutenant	H. M. Tewfik (E.A.A.F.).
”	R. D. Welland.	2nd Lieutenant	Y. Thneyian (R.I.A.F.).



CRANWELL MODEL AEROPLANE CLUB.

THE activities of this Club, since the last issue of the School Magazine, have increased by leaps and bounds. The results of the Christmas 1937 Competition for Non-Flying Scale Models were very satisfactory. Many excellent Models were produced, for which members concerned deserve commendation. The following were the results :—

- Single-seater Fighter.—1st, A/A S. W. Sarll—Hurricane.
2nd, A/A J. Sydney—Bulldog.
3rd, A/A J. Sydney—Camel.
4th, A/A E. A. E. Phillips—Gladiator.
- Single-engined Bomber.—1st, L/A G. E. Hollinrake—Hart.
2nd, A/A A. Benham—Skua Dive.
3rd, A/A V. S. Davenport—Hart.
- Twin-engined Bomber.—1st, C/A H. W. Saunders—Anson.
2nd, A/A E. J. Cottier—Whitley.
- Commercial Aeroplanes.—1st, A/A E. J. Boardman—Ryan.
2nd, A/A H. J. Willcocks—S.6.B.
3rd, L/A F. Harvey—Comet.

The Macdonald Cup was won by A/A S. W. Sarll with his Hurricane, complete with retractable undercarriage operated from the cockpit. A/A J. Sydney made an excellent and very close runner-up with his Bulldog.

This competition was followed by a supper and social evening in honour of the departing members S/A Death, C/A Saunders and A/A Sarll. After an excellent supper Dr. I. B. Hart, President of the Club, presented the prizes. Competitive games followed, and the evening concluded with community singing.

The early months of this year have been devoted to the production of flying models. A visit was made on March 16th to Sir W. G. Armstrong, Whitworth and Co. Ltd., at Coventry. The journey was made by air, and an instructive and enjoyable time was spent at the works.

In April the Club became affiliated to the S.M.A.E., the ruling body on Model Aeronautics. Many advantages should follow from this affiliation, as we are represented on the Council. The S.M.A.E. organise competitions to which affiliated Clubs have reduced entry fees. Through the S.M.A.E., records are recognised, and contacts with other Clubs are made easier.

The Club's official S.M.A.E. time-keepers are :—

Squadron Leader L. T. Keens.
Flight Lieutenant F. S. Wainscot (Ret'd).
W. A. Carmichael, Esq., M.A.
Flight Sergeant P. R. S. Gutteridge (also S.M.A.E. Council delegate).
Flight Sergeant C. A. G. White.
Sergeant W. Crittle.

The latter two senior N.C.O.'s are giving keen and valuable assistance to the working of the Club, which is welcome relief to the Secretary, who now has his hands full in organisation alone.

The flying programme for this year commenced with a joint meeting with the Lincoln Model Engineering Society (Aircraft Section) at Digby, at the invitation of Wing Commander C. Crawford. The wind at about 30 m.p.h. prevented outdoor flying, though attempts were made by three petrol-driven models which sustained damage in consequence, and so impromptu indoor flying was resorted to in an empty hangar. This was a revelation, and it was fascinating to see the models flying round the hangar, just missing the girders in the roof. This has opened up possibilities for winter activities, and the Club members are looking forward to December to compete for the Baldwin Trophy, generously presented by Air Vice-Marshal J. E. A. Baldwin, C.B., D.S.O., O.B.E., to the Club, for the best indoor fight. This Trophy is to be competed for annually.

On Empire Air Day, the Club's exhibition stall was a centre of great attraction. Some seventy models were on view, including petrol engine-driven models. One engine, on a test bench, was run at intervals and fascinated all. This was a Brown Junior 9 c.c. engine with revolution range of 1,200—10,000 r.p.m., 1/5th h.p. More attention is to be devoted by the Club to petrol-driven models and in a few months' time we hope to see considerable development.

The Club visited the Lincoln Model Aeroplane Club on their flying ground near Waddington on 29th May, 1938. The gusty wind made the competition impossible, and wrecked several models in trial flights. The Lincoln Club gave us a splendid picnic tea, after which the wind abated and allowed half an hour's impromptu flying before returning to Cranwell.

With the next issue of the Magazine, it should be possible to publish the Club's programme for 1939 so that those at Cranwell will know when our meetings are taking place.

Here is a Message to all Apprentices and Boy Entrants at Cranwell.

If you are genuinely interested in flying model aeroplanes and wish to become a member of this Club, visit the Club Hut and put your name and particulars in the Waiting List Book. Accommodation is limited, but at each "passing out" several vacancies occur and you will not have to wait long.

To all Other Ranks and Civilian Instructors.

If you are interested, it may be possible to form a Senior Section if the numbers warrant it; otherwise associate membership is open to you.

Those interested should get in touch with Flight Sergeant P. R. S. Gutteridge for particulars.

If there are other Model Aeroplane Clubs at other Units at Home, this Club would like to get into touch with them.

P. R. S. G.

AIRCRAFT APPRENTICES' PHOTOGRAPHIC SOCIETY.

OWING to the delay in fixing the new darkroom the Photographic Society has not been very active recently. But on June the 15th, thanks to the efforts of Mr. Thompson, a party was able to visit the Kodak factory near Harrow. The journey was made by "Vic" to Northolt and from there by train and 'bus.

The automatic developing machines for roll films were first inspected, and from there the negatives were followed to the printing department. Here also machines did nearly all the thinking, the correct exposure being provided automatically. In the enlarging room the secret of those gigantic enlargements from small negatives was revealed. One and a half tons of silver, the basic material of photography, are used in the factory every week, and the whole process was followed from the ingot to the silver bromide coating on the film or paper. The shops for the mass production of cameras and lenses were also visited. Finally the party were shown the museum, where Kodak apparatus and films dating back to the founding of the company exactly 50 years ago, were displayed in glass cases. Then after a first-class tea, kindly provided by the firm, we made the return journey to Cranwell.

No. 1 WING TELEVISION SOCIETY.

AT the opening meeting of the Society on 23rd November, 1937, the following officers were elected for the present session:—Chairman, A.C. Whittaker; Secretary, A.C. Lowe; Assistant Secretary, A.C. Dickenson; Treasurer, A.C. Ralston; Auditor, A/Cpl. Kidd. The President then gave a brief outline of the aims of the Society and indicated the practical work which might be attempted.

A series of weekly meetings followed, during which the general principles of television, including scanning, time bases and cathode ray tubes were explained and, where possible, demonstrated. Recent work has been mainly of a practical nature and much valuable experience has been gained of the behaviour of photo-electric cells, neon lamps and valve amplifiers. We should like to see a larger membership of this Society and those interested should get into touch with the President, Mr. G. H. Thorndike, Wireless Operators School (Airmen), West Camp.

G. H. T.

SKETCHING AND ARTS CLUB.

THE CLUB has now found a home and its activities have been resumed. For long our cry was for space and more space. This has now been fulfilled, but we hope in the near future for better lighting, more furniture, and above all, more members. We appeal therefore to budding or flowering artists of all kinds to come up and see us.

R. P. S.

TOC H.

TOC H in Cranwell, we are pleased to be able to report, is stronger than ever. The membership has increased in both East and West Camps and the attendances keep fairly constant. East Camp still meet in the Y.M.C.A. but West Camp now have a room of their own in the O.D. Chapel.

The programmes of both Wings have been improved as a result of better organisation. Talks have been given and debates held. Although jobmasters continually grouse, there has been a better response to their pleas lately. Silver paper, books for the hospital and stamps have been assiduously collected; we have done a "gardening" job on some exceedingly stony ground in Cranwell Churchyard and just recently we have received an old job of maintenance of wireless sets belonging to blind people in Sleaford.

We believe Toc H is a going concern at Cranwell now—despite some stormy times—but new blood is needed. We urge anyone who is at all interested, or even curious, to come along.

We send our best wishes to all old Cranwell Toc H members and to other Service groups. We would like to hear from old members—there is sure to be someone here to remember you—so, how about it?

N. R. Y.



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ASSOCIATION FOOTBALL.

STATION XI.

THE team at the beginning of the season contained only three members of last year's side, and, in consequence, took rather a long time to settle down. We met with little success in the Central Amateur League and occupied the last position but one in the table for many weeks. However, we managed to finish the season third from bottom of the table.

The R.A.F. Challenge Cup provided some great games before we reached the final, once again against Manston. The first game against them finished in a draw after extra time, but Manston won the replay 3—1.

We are sorry to record the sad death of our trainer, Cpl. Foulds. His splendid work and constant good humour will be sorely missed by the players next season.

After a long association with the Soccer side, Flight Lieutenant Castings has been posted to Grantham. It is significant that F/Lt. Castings has been in charge of the Cranwell side on every occasion on which it has reached the final of the Air Force Cup ; we are now expecting to see a rapid rise in the standard of Grantham football, and we wish him the best of luck.

R.A.F. Senior Cup.

1st Round	v. R.A.F. Scampton	Away	Won 2—0
2nd Round	v. R.A.F. Grantham	Away	Won 7—0
3rd Round	v. R.A.F. Waddington	Home	Won 3—2
4th Round	v. R.A.F. Dishforth	Away	Won 2—0
Semi-final	v. No. 2 R.A.F. Depot, Cardington	At Cambridge	Won 1—0
Final	v. R.A.F. Manston	At Uxbridge	Draw 0—0
Replay	v. R.A.F. Manston	At Uxbridge	Lost 1—3

No. 1 WING.

THE season 1937-38 proved very successful for the Wing. The team entered the Lincs. R.A.F. Mid-Week League and Division 2 of the Lincoln and District Leagues, and won both competitions.

We congratulate the following players who have represented the Station during the season:—

Goal: Roberts.
 Full Back: Appley, Butler, Sephton.
 Half Back: Appley, Israel, Bonner, Gilman, Cowden, Best.
 Forward: Appley, Armsrong, Austin, Brown, Forster, Kinder.

Armstrong is to be congratulated on being chosen to represent the R.A.F. against the Aldershot Command.

L.A.C. Donnelly was again a popular captain.

Our leading scorers in League matches were Forster 27, Brown 24, and Armstrong 13.

We also thank F/Sgt. Hopper and Cpl. Eves for their work in managing the team during the season.

The Squadron teams have also had a fair measure of success, "B" Squadron winning the Inter-Squadron League. "A" Squadron reached the Final of the Knock-Out Cup, being narrowly defeated by "B" Squadron (No. 2 Wing) by two goals to one after a very close game.

The Six-a-Side Competition was again keenly contested, Hut 93 ("B" Squadron) by defeating Hut No. 5 (H.Q. Squadron) in the Wing Final, qualified for the Semi-final of the E. and W. School competition but were defeated by Hut 145 (Signal Squadron).

R.H.



"B" SQUADRON, NO. 1 WING, SOCCER.

Back Row : P. K. Davis, R. J. Dawson, E. H. Cuthbert, D. Smith, J. Hastings, A. F. Sammells, H. Todd, C. Brown, F/Sgt. A. H. Ridge.

Middle Row : F. D. Ball, F/Lt. Bennet, G. Harris (capt.), Wing Cmdr. Emmett, M.C., D.F.C., J. Fagg, L. D. Day.

Front Row : J. S. Burrows, S. Press.



NO. 1 WING SOCCER.

Back Row : F/Sgt. R. Hopper, Cpl. Hammond, A/Cpl. Sephton, A.C. Roberts, A.C. Appley, A.C. Forster, Cpl. Eves.

Middle Row : A.C. Bonner, L.A.C. Donnelly, P/O A. R. Putt, A.C. Brown, A.C. Corkhill.

Front Row : A.C. Gray, A.C. Israel, A.C. Atkins.



"A" SQUADRON ATHLETICS.

Back Row : A.A. Hansford, A.A. Ashley, A.A. Humphreys, A.A. Jones, Cpl. Clark, A.A. Shaw, A.A. Harley, A.A. Payne, A.A. Stevens, A.A. Burlington-Green.
Middle Row : L.A. Guest, F/Lt. Farrell, C.A. Shipman, F/Sgt. Hart, L.A. Savidge.
Front Row : A.A. Harris, A.A. Ogden, A.A. Hall, A.A. Royston, C.A. Hutchinsonson, A.A. Orsmond, L.A. Mitchell



"B" SQUADRON HOCKEY—1937-8.

Back Row : L.A. Coe, Cpl. Long, L.A. Hunt, A.A. Baron, L.A. Ritchie, A.A. Hart, A.A. Blake.
Middle Row : S.A. Stripp, F/Lt. R. S. Hellier, D.F.C., F/Sgt. Booth, S.A. Copley.
Front Row : S.A. Walker, A.A. Kennedy, C.A. Browne, A.A. Hinton.

No. 2 WING.

The first team have ended a very successful season, their first in the Lincoln League, and finished first with the following record :

Lincoln League, Division IV.

Played 16, won 14, drawn 1, lost 1, goals for 94, goals against 14, points 29.

The above goal average would have been much better, but Caythorpe after being defeated by the Wing by 25 goals to 1 withdrew from the League.

Leading goal-scorers were : Mills 51, Thomas 15, Gibson 13.

Promotion thus having been won, we are looking forward to another successful season in Division III.

The second team were not so successful in their R.A.F. Mid-Week attempt. Of ten games played, they only won three and lost 7, with a goal average of 24 against 41. What league this team will be playing in next season is not known at present, but whatever it is we wish them the very best of luck.

Fine team spirit and willingness was shown throughout the season by both teams and it is hoped that this will be experienced next season.

The Wing was also fortunate in the following competitions :—

“B” Squadron winning the Station knock-out.

“A” 1 dormitory winning the School six-a-side.

“A” 1 dormitory winning the Station six-a-side.

W. P.

No. 3 WING.

The Wing wound up with a fairly successful season.

Owing to the constant posting, etc., it was not always possible to field the same eleven, therefore results were not all that could be wished.

Better results are anticipated from the Boy Entrants' Wing in the coming season.

HOCKEY.

A NUMBER of games were played during the season, and were greatly enjoyed by all who took part.

On many occasions we had two teams playing on the same date, and between 40 and 50 players have represented the School at different times.

Owing to calls on the personnel of the School by the Station Hockey Team, we were not always able to field our full representative side. On the whole we can congratulate all who took part on a very creditable performance.

Results:—

Played 37, Won 14, Drawn 7, Lost 16, Goals For 112, Goals Against 101.

Inter-Squadron Hockey League.

Won by a combined team from "B" and "D" Squadrons, No. 2 Wing.

Runners-up: "A" and "C" Squadrons, No. 2 Wing.

Inter-Squadron Junior Cup. (Apprentices and Boys).

Winners: "B" Squadron, No. 2 Wing.

This competition was confined to Apprentices and Boys.

Inter-Squadron Senior Cup.

Winners: "B" Squadron, No. 2 Wing.

Runners-up: "B" Squadron, No. 1 Wing (Airmen).

The following personnel of E. and W. School were regular members of the Station Hockey Team, which reached the final of the R.A.F. Open Hockey Tournament for the first time.

F/O Sawyer, Signals Squadron.

Cpl. Williams, "C" Squadron, No. 2 Wing.

Sgt. Williams, ,, ,,

Cpl. McCarthy, No. 4 Wing.

F.D.B.

ATHLETICS.

The Athletic Season has been a very busy one, including Squadron Eliminating Contests, Wing Sports, School Sports and Station Sports. We hope that the season will conclude on a high note with our retention of the Apprentices Triangular Trophy and with success at Uxbridge in the King's Cup.

Two one-mile medley teams were taken to Hemswell in the open invitation and secured first and second places. A team was taken to North Coates and won by 43 points to 21.

No. 2 Wing Sports was won by "B" Squadron, "C" Squadron losing by two points.

The School Sports were favoured by good weather this year, as it did not rain until the conclusion, which was a relief after last year's deluge.

"A" Squadron No. 3 Wing were winners of No. 3 Wing Sports with 91 points.

The winners were :

Seniors ... "A" Squadron, No. 2 Wing.

Juniors ... "D" Squadron, No. 2. Wing.

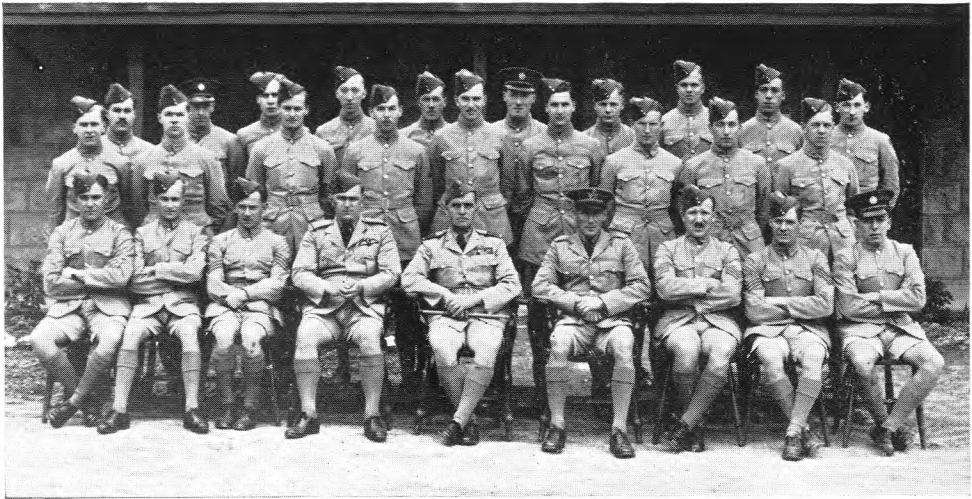
The Station Sports were won by No. 2. Wing with a margin of 96½ points.

At the present moment a team from "A" Squadron No. 2 Wing and also a team from "A" Squadron No. 3 Wing are training to represent the School in the Apprentices Championships.

The School also have a considerable number of Athletes training for the Station team.

L.A. Guest, C.A., Shipman, C.A. Stevens and A.A. Braithwaite will have passed out before the next Athletic Season, but it is hoped to see them for many years at Uxbridge competing for their new Units.

A. T.

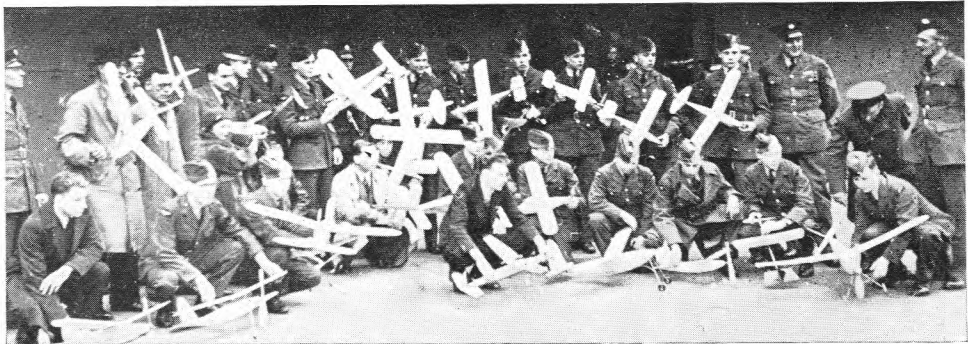


AMMAN.

Front Row : A.C.1. Lawson, L.A.C. Rose, Sgt. Mackenzie, P/O Bell (Stn. Adj.), C/Capt. Harries (C.O.), W.O. Hurst (Sig. Off.), Sgt. Irving, Sgt. Dudley, L.A.C. Tully.

Middle Row : A.C.2. Ward, A.C. Pilling, A.C.2. Kaven, L.A.C. Edwards, A.C.1. Birkutt, A.C.1. Burns, A.C.1. Jarvis, L.A.C. Stall, A.C.1. Walker.

Back Row : L.A.C. Coote, L.A.C. Fisher, A.C.2. Hamblen, A.C.2. Christmas, A.C.2. Milne, A.C.1. Morgan, A.C.2. Rouse, A.C.2. Sims, A.C.1. West, A.C.1. Carnegie.



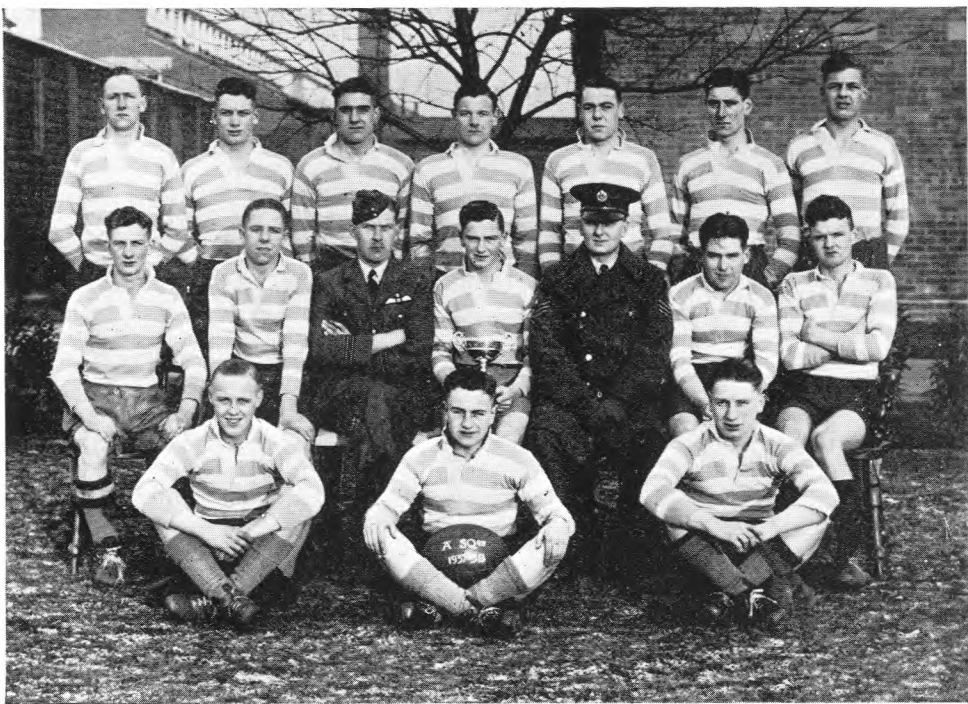
MODEL AEROPLANE CLUB.

Some of the members of the Cranwell Model Aeroplane Club and the Lincoln Model Engineering Society (Aircraft Section) at their joint meeting at Digby, 1st May, 1938.

Excluding L.M.E.S. members :—

Standing (L. to R.) : Sgt. W. Crittle, A.A. Thorpe, L.A. Sanders, 426 A.A. Dawson, A.A. Hope, Boy Hough, A.A. Lampard, A.A. Sydney, A.A. Bennett, 118 A.A. Finch, A.A. Pilcher, A.A. Dee, A.A. Boardman, A.A. Sewell, F/Sgt. C.A. G. White, Cpl. Gwenin, F/Sgt. Gutteridge.

Stooping (L. to R.) : A.A. Cook, A.A. Harmer, A.A. Prescott, A.A. Willcocks, A.A. Drury, A.A. Lucas, L.A. Prior, L.B. Hider.



"A" SQUADRON RUGBY—1937-8.

Back Row : A.A. Burlington-Green, A.A. Savidge, L.A. Vero, A.A. Bulmer, A.A. Payne, L.A. Brazier, L.A. Lees.
Middle Row : A.A. Dixon, A.A. Tasker, F/Lt. C. J. Farrell, C.A. Dawes, F/Sgt. Hart, A.A. Hall, A.A. Holding.
Front Row : A.A. Tomlin, L.A. Matthews, A.A. Armitage.



"A" SQUADRON BOXING.

Back Row : Cpl. Abbott, A.A. Blackall, L.A. Hayden, A.A. Coslett, A.A. Ogden, A.A. Stevens, F/Sgt. Carr.
Middle Row : A.A. Lord, F/Lt. C. J. Farrell, A.A. Lloyd, F/Sgt. Hart, L.A. Matthews.
Front Row : A.A. Litman, A.A. Milner.

CROSS COUNTRY RUNNING, 1937/38

A SUCCESSFUL season was brought to a conclusion with the Air Force Championships at Northolt, in which the Electrical and Wireless School team represented the Station and finished fourth. A/A Royton was our first man home.

The Apprentices and Boys had put up a very ⁵ fine performance by beating Halton and Ruislip in the Annual Triangular match. Boy Parker was our first man home, finishing second.

The policy of running one team of apprentices and one team of men throughout the season was admirably borne out by results.

In January, A.C. Robertson of No. 1 Wing, represented Lincolnshire.

Results for the Season.

R.A.F. College	Lost	Beeston	Won
R.A.F. College	Lost	North Sea Camp	Won
R.A.F. Scampton	Won	Grimsby Harriers	Lost
North Sea Camp	Won	Lincoln Wellington	Won
North Sea Camp	Lost	University College, Nottingham	Won
University College, Nottingham	Won	Beeston Old Boys	Lost
North Sea Camp	Won		

Apprentices Championship.

E. & W. School	1st	Ruislip	4th
Halton No. 2 Wing	2nd	Farnborough	5th
Halton No. 3 Wing	3rd		

Lincolnshire Championship.

Winners: E. & W. School.

R.A.F. Championship.

E. & W. School

No. of Matches Won 10 No. of Matches Lost 6

SPORTS

THE season 1937-38 has been one of the most successful that Cranwell has ever experienced. The Station Soccer, Hockey and Boxing teams reached the finals of their respective Inter-Unit Competitions, and, in addition, the Apprentices and Boy Entrants of the Electrical and Wireless School distinguished themselves by winning the Triangular Athletics, Cross Country and Boxing Contests against Halton and Ruislip. The individuals in the various teams, their trainers, and those in charge, must be congratulated on this fine performance.



*"News From
Overseas!"*

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

ADEN COMMAND.

Air Headquarters, Aden.

General.

Since our contribution last July, the personnel of this W/T Station has undergone a complete change.

Last November, upon the arrival of the new draft, L.A.C.s Riddiford and Curtis, and A.C.s Jennings and Burrows left for the Middle East, and L.A.C.'s Harcourt and Davis for U.K., the former to take up training as airmen pilots. We wish them continued success in their new surroundings.

In March, Cpls. Mickleburgh-Saunders and Howden also left for Middle East. In the near future F/Sgt. Trevett will also be leaving us.

New arrivals ex H.T. Lancashire, are Sgt. French, from Farnborough, and A.C. Trotter from Biggin Hill.

Personnel.

F/O W. R. Lockhart, C.S.O.

Sgt. W. French, i/c W/T.

W.O.M.s.—L.A.C. Baxter, A.C. Todd.

W/Ops.—A.C. Blackburn, A.C. Cumner-Price, A.C. Hutt, A.C. Pacey, A.C. Ratcliffe, A.C. Trotter, A.C. Worsley.

Sport.

During the winter months King Soccer holds sway, unimpaired by the fact that the fields are grassless. Air Headquarters "A" team finished runners-up in a dramatic final struggle for the league championship.

Throughout the season "A" team has been assisted by the following W/T personnel : F/O Lockhart, Sgt. French and A.C.s. Todd and Blackburn from the Inter-Command Section, and A.C.s. Holland, Thomas, Willoughby and Muir. A.C. Todd is a regular member of the Aden Command XI, and played in a memorable classic versus the German Battleship, *Schleswig-Holstein*.

F/O Lockhart combines his already numerous duties as C.S.O. with that of Hon. Secretary to the A.C.F.L.

Cricket.

With the thermometer hovering around the 99 mark, bats, pads, and the usual cricket impedimenta were brought from retirement, to be used to good effect by A.C. Thomas (Capt.) from D/F Section, and A.C.s. Blackburn and Cumner-Price from the Inter-Command.

Although there is no cricket league to date, friendly fixtures are very numerous, and a keen rivalry exists between the units.

Water Polo.

Since the arrival of Sgt. French, who has taken a keen interest in the game and coaching of the players, water polo has become very popular at Air Headquarters, both "A" and "B" teams being mainly composed of W/T personnel.

Sgt. French as captain of "A" team, assisted by A.C.s. Clarke and Trotter, and Cpl. Hedges (D/F) captain of "B" team, with A.C.s. Pacey, Baxter, Race and Holland have done much to place their teams favourably in the league.

Hockey and Tennis.

These games are played throughout the year, A.C.s. Thomas and Clarke from the D/F Section being the only W/T representatives.

D/F Station Aden.

We regret that no previous contributions have been forwarded to the Magazine by this Section, but we hope to be regular contributors in the future.

The station was formed in February, 1937, with the following personnel (ranks up to date) :

F/Sgt. Lord	A.C. Race
Cpl. Hedges	A.C. Thomas
L.A.C. Bruce	A.C. Wood
L.A.C. Boyd	A.C. Sandall
L.A.C. Holland	

The following changes have since taken place : L.A.C. Bruce was posted to No. 8 (B) Squadron, August, 1937, and A.C. Willoughby, No. 8 (B) Squadron, took his place.

L.A.C. Boyd left for U.K. (Pilot's course) in February and L.A.C. Holland will be leaving shortly for the next Pilot's Course.

A.C.1. Willoughby left for Middle East on H-T Lancashire and the new arrivals are A.C.1. Clark, arrived October, 1937, and A.C.1. Muir, arrived January, 1938.

The Section takes an active part in all Station sports, football, hockey, cricket, tennis, water-polo and athletics, and four members helped the Station football team to finish runners-up in the Aden league.

FAR EAST COMMAND.

Royal Air Force Station, Kai Tak.

The early portion of the year was considerably taken up in remedying the effects of a typhoon which struck this station during the latter part of 1937. This fact must also be blamed for the non-appearance of notes from this Station in the last issue of the Magazine. Since our last epistle we have said our farewells to many members of the Signal Section and welcomed others to the China Station. Hong Kong is a fascinating place with its mixture of staid British institutions and oriental subtlety, and I venture to say very few persons ever regret their stay here. The remarkable change that has taken place in the few years that Great Britain has possessed this colony has given rise to the expression, "The Riviera of the Orient", and caused a Chinese statesman to say "We ceded Britain a barren rock and they have turned it into a mountain of gold!"

The Station has never been very large and consequently we cannot compete in the sporting world on anything like equal terms with the other Services. Nevertheless, we have managed to give a good account of the Junior Service in most branches, and the Signals Section has achieved a fair representation. One item of sports news is worthy of mention since it concerned a member of our staff, Sgt. Robinson. He was selected to play in a series of trials prior to the selection of a team to represent the Colony of Hong Kong in the local hockey internationals. He obtained some excellent press references and would undoubtedly have figured in the more important matches, but, unfortunately his posting to Singapore took effect before this point was reached. Two hard courts have recently been completed and evening tennis and bathing will shortly be the main sporting activities now that the warm season has commenced.

By the time these notes appear we shall in all probability have lost our number one man, F/Lt. T. U. C. Shirley, the Signals Officer, who is under orders for posting to Singapore in the near future. The best wishes of the Section are extended to him for the best of futures. His successor is F/O Bushell from Singapore and we welcome him to Hong Kong and hope his stay here will be a happy one.

In conclusion we wish happy landings to L.A.C. Sampson, who has left us for U.K. for an N.C.O. Pilot's course, while to his confrere, L.A.C. Kettle, who twice passed the preliminary medical only to fail the final at Singapore we say "Hard luck, old man".

S. E. H. F.

Arrivals.

From Singapore : L.A.C. Morison (W.O.M.).
From U.K.: Cpl. Bessant, A.C.2. Wakefield (W.O.M.s).
A.C.s. Pennington, Nolan, Bashforth, Pearson (W/Ops.).

Promotions.

To Sgt. Cpls. Crowley, Freeman, Robinson.
To Cpl. L.A.C. Midwinter.

Reclassifications.

To L.A.C. A.C.I.s. Bradley, Nicholas.
To A.C.1. A.C.2. Toon.

Departures.

To Singapore : F/Sgt. Harris, Sgts. Crowley and Robinson.
Cpl. Hill, A.C. Pearson.
To U.K.: L.A.C. Sampson (Pilot's course).

INDIA COMMAND.

Aircraft Depot, Karachi.

This is Aircraft Depot, Main Station, and Wireless and Instrument Repair Section, sending greetings to all ex-Karachi personnel and letting them know that we still carry on in spite of the influx of new personnel and, what is most noticeable, the loss of quite a number of " old timers ".

First we wish to extend our warmest welcome to our new Signals Officer, Flying Officer J. S. Smith, M.B.E., whom many of our readers will remember well at East Camp, Cranwell. If he stops at Karachi, we hope he is going to do as much for us on the work and social side as he did at Cranwell. He replaces Squadron Leader Crisham, who recently left us for England, and to whom we extend our heartiest good wishes. The W.I.R.S. personnel have been almost completely replaced during the last few months. At the Wireless Cabin we said farewell to Flight Sergeant Burrige, and now welcome Sergeant Hancock from No. 31 (AC) Squadron. L.A.C. Thompson left for an Observer's Course, and L.A.C. Wedgebury, and Corporal Fox also stopped counting D.T.G.s. A.C.s. Marden, Smith, Perry and Troughton are endeavouring to fill their shoes. From the shops we lost Corporals Springett, Monk, Bulling, Carter, Holloway, Halliday, Fox and Simpson—the last named is now on the Observer's Course. L.A.C.s. Isham, Pinder, O'Donnell and Pritchard were called to Mespot, and their departure seriously depleted the ranks of the Squadron Soccer team. In their places we welcome L.A.C.s. Upstone and Harrison, and A.C.s. Hinton, Henderson, Parsons, Butler and Brooke—all from Blighty. From Seletar we acquired L.A.C.s. Bartells, Coldbourne and Bishop; from Mespot., L.A.C.s. Fisher, Eyles, Rowlands and Lindon, and A.C.s. Sparks and Siles. The repair shops are completely filled with new faces and, we hope, new talent.

We have had no occasion yet to need Soccer talent, but that will remain dormant till the season returns. However, we have an astonishing number of prospective "Weismullers", and hope to win some swimming honours in the sports.

The story is being whispered and discussed in dark corners of Remote Control being installed in the Depôt W/T. It appears our Command Signals Officer wishes us well.

A story—not so serious—is that of the L.A.C. Wop who, on returning to the cabin (which, by the way, is on the "blue" away from the camp) after a night out, swore to the others present that he had seen and heard a huge snake as he came in. Mighty guffaws, and cries of "Join", "Sober up" greeted him. To humour him, we all trooped out smiling largely—right into the gaze of a five feet ten inch snake! Providentially the "suspected" L.A.C. had had the sense to carry a huge stick with which he despatched the reptile, at the same time saving his reputation—and humiliating the rest of us. Without blushing, we now all carry sticks and torches to the W/T Cabin.

W.I.R.S. also seems to have gone "all-in" for mechanics, in a big way. One bungalow alone claims three cars of the Indian species (pardon the optimism)—and it is quite frequently seen that beds, tables and lockers have a generous sprinkling of sparking plugs, number plates, instrument panels, and other motor car equipment. Occasionally one stumbles in the dark over an amazing hollow petrol tank or tin.

L.A.C. Scruby and Corporal Jordan, of instrument and electrical vintage, are to be congratulated on building a magnificent sailing yacht—pride of the newly-formed Yacht Club on the Depôt.

However, news gets scarce, and we must conclude with promises to send a better contribution for the Christmas number, and to join the short wave club.

Wishing all the best to all ex-Karachians, and to all present and ex-Cranwell W/T and Instrument personnel, we leave you with the thought that the tour abroad is for only three years.

G. W. T.

IRAQ COMMAND.

Shaibah.

Two boats have come and gone since our last article was published, and changes have been many.

Squadron Leader P. Kinsey has gone to Air Headquarters as Chief Signals Officer, and F/O. R. K. Nicholas has taken over the reins in his stead.

W.O. Earl left prior to the November boat and his successor is Flight Sergeant Chamberlain, ex 30 Squadron.

Other changes are as follows :—

November, 1937.

Departures : Sgt. Rose, Cpl. MacHattie, L.A.C. Bell, A.C.s. Pess, Hammers and Waring. First named to U.K., second to Malta and remainder to India.

Arrivals : Sgt. Greenhough, Cpl. Rees, L.A.C. (now Cpl.) Carroll (ex 6 Sqdn.), A.C.s. Davidson, Sutherland and Colebourn.

We congratulate Corporal Carroll on his recent promotion.

April, 1938.

Departures : Sgt. Loughlin, to U.K. A.C.s. Sparks and Sills to India.

Arrivals : Cpl. Patient from Palestine, Cpl. Matthews from Middle East, Cpl. Bell, L.A.C. Jordan, A.C.s. Scott, Willaird and Cpl. Griffin (Electn.).

To those who have left us, we wish the very best of luck, good health, and hope they will continue to be successful elsewhere. To the newcomers we hope they will have as enjoyable a time as our limited resources and conditions permit.

1937 cost us another popular figure in the Section, and it is with the deepest regret we announce the death of A.C. O'Leary. He, in company with W/Commandr. Rickards and P/O McClatchey, lost their lives when the aircraft in which they were flying crashed at Khor Garim last October. O'Leary was the friend of all, and once again we would extend our heartfelt sympathy to his parents and next of kin in our joint loss.

We are pleased to welcome back the cheerful grin of A.C. Stephenson, who is now completely recovered and out of hospital following his crash at Sulman last August.

W/T personnel have figured pretty largely in the social activities of the Squadron during the winter months. Old hands will be particularly pleased to learn that we succeeded in upholding the old tradition (whatever that may be) at Christmas. In the Bungalow decoration scheme we put on "Aladdin" much modified and were awarded first prize in the pantomime section. The combined W/T and M.T. Football team won the Inter-Bungalow cup and two members of the Section played regularly in the Squadron team. True, "84" didn't win the Command Cup but we had a very good try for it, being beaten in the semi-final. In the Command sports, four members of the W/T were in the Squadron team which finished runners-up to "70," after a ding-dong battle. None will deny it was a terrific fight, but the better team won and we heartily congratulate them. In the Station Sports, members of that Section carried off numerous prizes, and for the Section Cup, once again we finished runners-up. This, in view of the fact that one Section had an ex-Olympic representative competing for them, is a commendable effort.

In January, the Squadron flew to Singapore and back. W/T, in view of the fact that we had new gear, was good. The apparatus arrived only a few days prior to the flight and many hectic hours were spent in fitting it. No one had had any experience on these sets, and only air calibration tests were possible in the days immediately prior to departure.

In March F/O. Clouston landed here on his record breaking flight to New Zealand. He brought copies of the previous day's newspapers with him and these have been treasured as souvenirs. One day! and via Karachi and B.I. boat it takes 30!

Many people at Cranwell will know Mr. Suttle, our new Education Officer here. His coming is a boon and it is to be hoped a large crop of L.A.C.s. will result. He has devoted many of his spare hours to our technical education and "Board" qualms should now be dispelled.

In conclusion, we would send our best wishes to all W/T Sections at home, abroad or at sea.

No. 70 (BT) Squadron - Habbaniya.

Owing to the move from Hinaidi to Dhibban last year, we were unable to contribute an article for the last issue, but hope that the following will compensate for our silence.

First of all we wish to point out for general information that our postal address has now been altered to *Habbaniya*, presumably because a lake of that name is situated a mile or two from the Camp.

Movements.—In November, 1937, W.O.M.s. Cpl. "System" Hankins and A.C.1. Burton arrived out here for a long stay, and in April, 1938, we welcomed F/Sgt. Ayres, our new "i/c," who has taken over from Sgt. Kent, to whom we said farewell on his posting to Abu Sueir and wish him every success at his new station. Other arrivals in April were: Instrument makers—Sgt. Cherrington and A.C.1. Carrott and Morgan.

We are at present eagerly awaiting the arrival in May of Wireless Operators A.C.2.s. Mulford, E. A., Pascoe, D. T. C., and Burrows, N.

Hearty congratulations to L.A.C. Webb (W.O.M.) who in January left us for U.K. on an Airman Pilot's course.

The following are preparing for Airman Pilot and Observer courses:—

W.O.M.s. Hatton A/P. Jefferies O.B.S.

W.Ops. Lawson and Snowden A/P. "Lofty" Hull O.B.S.

Sports.—This year has been an exceptionally good one for the Squadron with regard to athletic sports, due chiefly to the fine efforts of three of the Section personnel. The results of the Squadron Sports were as follows:—

100 Yards.—L.A.C. Hatton, 2nd.

220 Yards.—L.A.C. Hatton, 1st.

880 Yards.—A.C.1. Barker, 1st.

3 Mile.—A.C.1. Barker, 1st; L.A.C. Lawson, 2nd.

Putting the Shot.—L.A.C. Hatton, 1st. 30ft. 6in.

Long Jump.—L.A.C. Hatton, 1st. 18ft.

COMMAND SPORTS.

100 Yards.—L.A.C. Hatton, 2nd.

1 Mile Team Event.—L.A.C. Lawson, A.C.1. Barker, 1st.

2 Miles Team Event.—A.C.1. Barker, 1st.

3 Miles Team Event.—L.A.C. Lawson, A.C.1. Barker, 1st.

Putting the Shot Team Event.—L.A.C. Hatton, 5th, 32ft.

Referring to the contribution by Ambala in the December issue, 1937, we feel it our duty to inform them that the mythical place they call Manzai on the N.W. is by no means unknown to us. During May to August of that year when the Fakir of Ipi was causing much disturbance, we were operating between Manzai

and Wana conveying troops and wounded. This is regarded by us as a small operation; trips such as Iraq to Singapore are more in our stride. "*Usquam.*" is our motto, which interpreted means *Anywhere, Anytime.*

MEDITERRANEAN COMMAND.

Hal Far Notes.

H.M.S. Glorious continues to spend far too much time in Malta and the Station swarms with merry matlows. When they do eventually leave, No. 3 A.A.C.U. get ambitious and see how many W/T hours they can get in. It is a cruel world but somehow we bear up.

The last few months have seen some happy faces and big pay-days as a result of the speed-up in promotions, many re-classifications and the prospect of the three-year tour. Details of promotions, movements, etc., in the island follow :—

Hal Far, S.H.Q.

Signals.—Sgt. Charles, Cpl. Street, L.A.C.s. Wheelhouse, Maskell, Edwards, A.C.1. Owen, A.C.2. Buchanan.

Civil D/F Stn.—Cpl. Ray, L.A.C.s. Peach, Donaldson, A.C.1.

No. 3 A.A.C.U.—L.A.C. Duffy, A.C.1. Hendry, A.C.2. Smith, L.A.C. Curchin (attached from Kalafrana).

Promotions and Re-classifications.

L.A.C. Ray to Corporal (March). L.A.C. Street to Corporal (April). A.C.I.s Edwards, Maskell and Donaldson to L.A.C. (April).

Movements.—L.A.C. Wheelhouse (Malta from Far East), L.A.C. Botting, A.C.1. Bealer, A.C.1. Carroll, to U.K. A.C.2. Buchanan (Malta from U.K.).

Kalafrana.

Signals.

F/Lt. Morton (Signals Officer). Sgt. Fiddick, Sgt. Welch, Sgt. Seymour, Cpl. MacHattie, Cpl. Harvey, Cpl. Bond, Cpl. Jones (promotion May), L.A.C.s. Fitton, Lambie, Hossant, Gilbert and Lord (re-classified April), A.C.1.s. Bigwood, Fitton, Sloane, Gardiner, Dowson, Milburn, McGee, Russell, Hale and King, A.C.2. Wigshall.

202 (G.R.) Squadron.

Cpl. Corden, L.A.C.s. Low, Warren and Love, A.C.1.s. Curran and Lee, A.C.s. Doodger and Dawes.

H.Q. Mediterranean.

Signals.

S/Ldr. Thompson (Command Signals Officer). Sgt. Mansfield, Cpl. Burr, Cpl. Barber, Cpl. Woods, Cpl. George, L.A.C.s. Squires, Penny, Barber, Madigan, and Johnson, A.C.1.s. Smith and Breeze.

Promotions and Re-classifications.

L.A.C. Barber to Corporal. L.A.C. Woods to Corporal. A.C.I. Madigan to L.A.C. (April). A.C.1. Johnson to L.A.C. (April).

Movements.

Sgt. Bricknell, Cpl. Mason, Cpl. Barrett, A.C. Logan to U.K. Cpl. George, A.C.1. Breeze (Malta from U.K.). A.C.1. Smith (Malta from Far East).

MIDDLE EAST COMMAND.

Amman.

Some three thousand miles east of England there exists a small but not insignificant Signals Section, ably guided by none other than W.O. Hurst, so well known at Magazine headquarters. As we are rather isolated we try to find a way of providing our own social activities, so if any of your readers should get posted here they should not be surprised to see fellows feverishly tearing the wrapper from a packet of cigarettes to see whether the picture contained therein is the one required for the set.

For those of us who think Amman too bracing there is another place in Trans-jordan to which operators may proceed, namely Ma'an. So each quarter a "volunteer" is detailed for his sojourn at a desert outpost one hundred and fifty miles south, where he will join but half-a-dozen fellow airmen of different rank and trade, and spend his confinement like a man. His object in view is to prove by D/F that ground stations are still in the same place, and, if necessary, offer assistance to aircraft. In spite of the fact that, according to the bearing given to a Valencia he was cruising round the interior of the dome of St. Paul's Cathedral, the lonely vigil persists.

We have on the Station an organization known as the Amman Touring Club. Trips are arranged from time to time and places of interest such as Jerash, Jericho, Petna, etc., are visited. Needless to say, the Club gets good support from the Section.

Before continuing with our sporting news we would like, through this medium, to extend the Section's best wishes to all the old School Ops. and especially to the members of the first unit, who will no doubt recall many of the faces and names of those pictured in the Amman group.

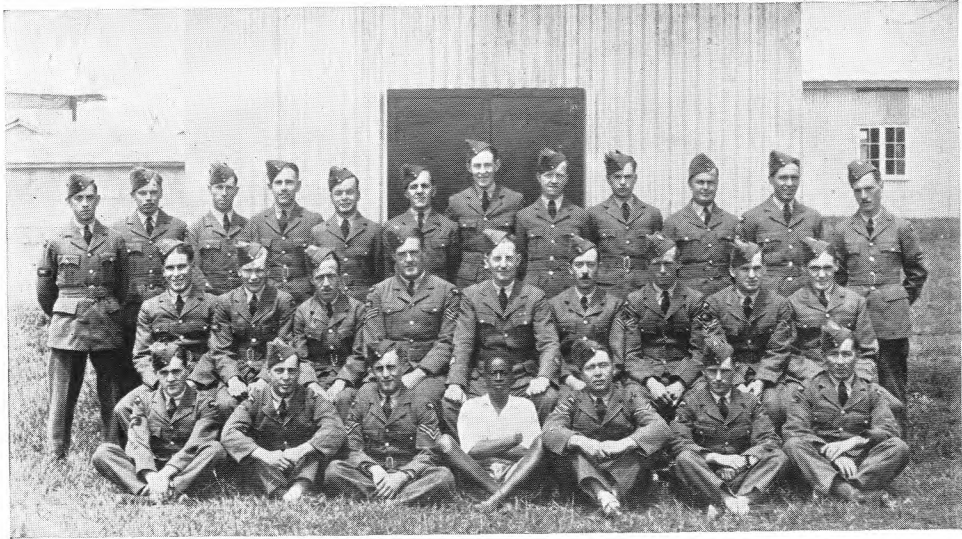
Sport.

At swimming we were successful in winning the trophies and the Inter-Section Cup, thanks mostly to our rotund friend Coote. At tennis we were runners-up and our ace player, Haggis Birkutt, figured prominently in our success. At soccer, cricket and hockey we managed to hold our own very well and in the six-a-side football we managed to get to the semi-final. Rugby is not one of the Inter-Section sports, but in the Station games the Section was represented by Cotoe and Tully.

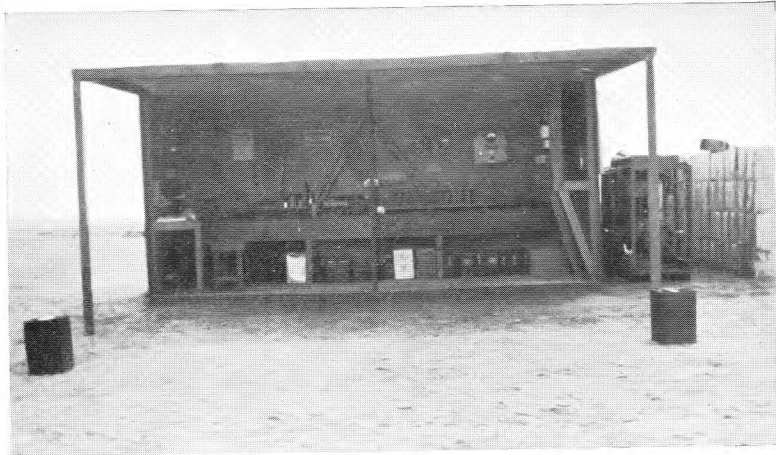
In the next issue we hope to be able to send a further contribution containing some gem about the activities of Signals personnel in 14 Squadron.

Personnel in S.H.Q. Signals.

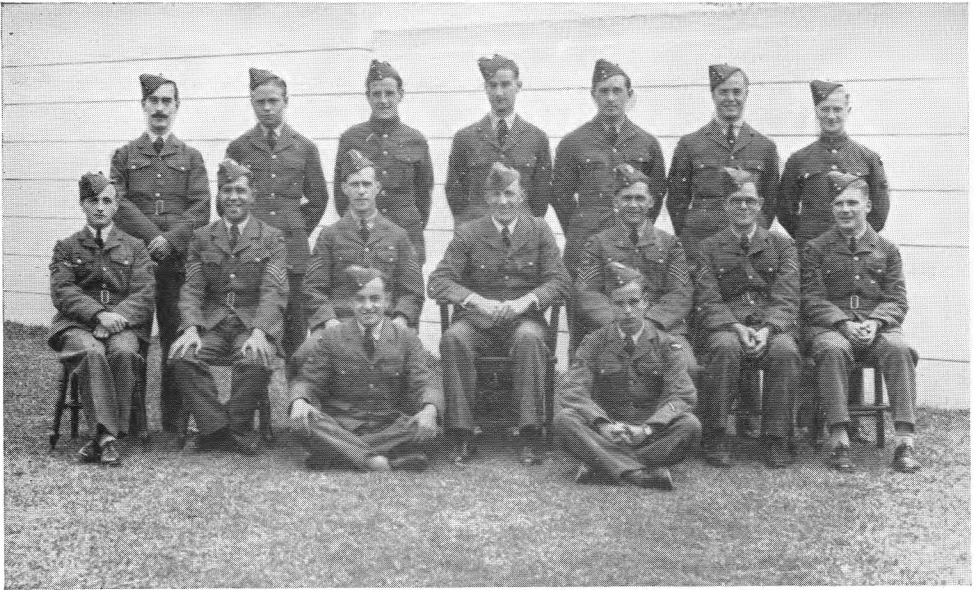
W.O. Hurst, Sgt. Mackenzie, Sgt. Dudley, Sgt. Irving, L.A.C.s. Tully, Rose, Edwards, Banks, Fisher, Coote and Stall, A.C.1.s. Birkutt, Morgan, Earll, Matthews, West, Pilling, Lawson, Jarvis, Burns, Carnegie, A.C.2.s. Rouse, Sims, Milne, Attached A.C.s. Kaven, Christmas, Hamblen, Pickett, Lyon, Ward.



SIGNALS SECTION, KENYA.



ACCROON, PORT SUDAN.



SIGNALS SECTION, R.A.F. STATION, KAI TAK.

Back Row : A.C.1. Harris, A.C.1. Moores, A.C.1. Pennington, L.A.C. Bradley, A.C.1. Nolan, L.A.C. Kettle and L.A.C. Morison.

Middle Row : L.A.C. Bound, Sgt. Robinson, Sgt. Crowley, F/Lt. Shirley, Sgt. Freeman, Cpl. Midwinter, and L.A.C. Samson.

Front Row : A.C.1. Bashforth and A.C.1. Toon.



PORT SUDAN.

R.A.F. Nairobi - Kenya Colony.

As the strength of the Royal Air Force Signals in Kenya is now up to that of a full Section—as our photograph shows—a suggestion was made that we might contribute a few notes to the School Magazine.

Our Station is situated about two miles from the City of Nairobi, the Capital of the Colony. From the wireless cabin a magnificent view is obtained of Mount Kenya, 85 miles to the north, and Mount Kilimanjaro, 130 miles to the south, both rearing their mighty snow-covered peaks skywards.

The station and aerodrome are enclosed by a wire fence, a trench and a six-foot mound of earth (the whole being termed a game-jump) in order to keep out wild animals. Although the game-jump adequately defends us against the ravages of larger game, it does not keep away snakes. For instance, some little while ago, just before taking off, a large hooded cobra was found lurking in the tail of one of the aircraft. However, after some difficulty and with the aid of smoke candles, the cobra was driven out and with such weapons as were at hand its flying career was brought to an untimely end. Large herds of wildebeeste, zebra, eland, giraffe and gazelle are often seen from the cabin window. Occasionally, lion, urged by the call of hunger, move up towards the camp, driving before them large numbers of terrified game. The following day evidence of their nocturnal feast is usually to be found in the form of a half-eaten zebra.

In spite of the fact that we are only a few miles from the Equator (incidentally, we are the only Station in the Southern Hemisphere) the climate is quite temperate. This is explained by our altitude which is approximately 6,000 feet above sea level. In April, May and June and again in November it rains (when we say “ rains ” we don't mean the scattered showers of weather report fame) but for the rest of the year the weather is ideal, December and January behaving as an English August is supposed to do.

Our work, differing somewhat from the usual run of squadron work, deserves some mention. In common with the Sudan, Iraq and India Squadrons, the main task is patrolling frontiers. The Northern frontier is, however, some five hundred miles from our W/T station. All our communication has therefore to be maintained on frequencies above those normally used. Again, there are no W/T stations or Telegraph Offices at the numerous refuelling stops, so our aircraft must still be capable of keeping in touch while on the ground some hundreds of miles from their base. Operators new to this work find it a little difficult at first, but these difficulties can be overcome—as is shown by the fact that the Squadron has yet to experience its first complete W/T failure.

Point to point operators also have their trials and tribulations. Our nearest neighbour, Khartoum, being some thirteen hundred miles away, it is necessary for us to use one of the highest frequencies in general use. Those who have never before experienced the vagaries of the ether in the region of 14 megacycles get a little despondent when called upon to clear their traffic with signals at R3/NIL.

Yes, we know what the books say, but in such circumstances one must obey the spirit rather than the letter of the law.

This is perhaps an appropriate moment at which to congratulate those concerned in the recent formation of the R.A.F. Amateur Radio Society, and to assure all who have the facilities at hand that much valuable experience can be gained by an intelligent interest in Amateur Radio Work.

Our transmitting station is situated two miles from the town and half a mile from the camp on the edge of the Athi game reserve; the station, which is built of corrugated iron and wood (as is every other building on the unit) is surrounded by its own game-jump. From the game reserve during the late afternoon large herds of wildebeeste and zebra, with a sprinkling of ostrich, gazelle and giraffe (and on one occasion a leopard) close in on the barbed-wire compound. During the night, undeterred by the lights of the buildings, these animals roam freely and unchecked. Occasional roars and the finding of frequent kills testify to the presence of the King of Beasts. The calls and screams of nature in the raw combined with the zooming power dives of squadrons of attacking mosquitos make sleep well-nigh impossible. Throughout the day, however, the stillness of the plains is broken only by the mechanical noise of the equipment (one 80 watt motor-generator and two L.T. keys).

Sport.

Kenya is an ideal country for the versatile sportsman. The Soccer, Rugger and hockey seasons overlap to a certain extent, but do not clash as they do at home. As a result of this Sergeant Roe, Corporal Clark, L.A.C.s. Kitchin, Froud and Baker of the W/T Section found it possible to represent the R.A.F. Nairobi in all three sports—a creditable performance.

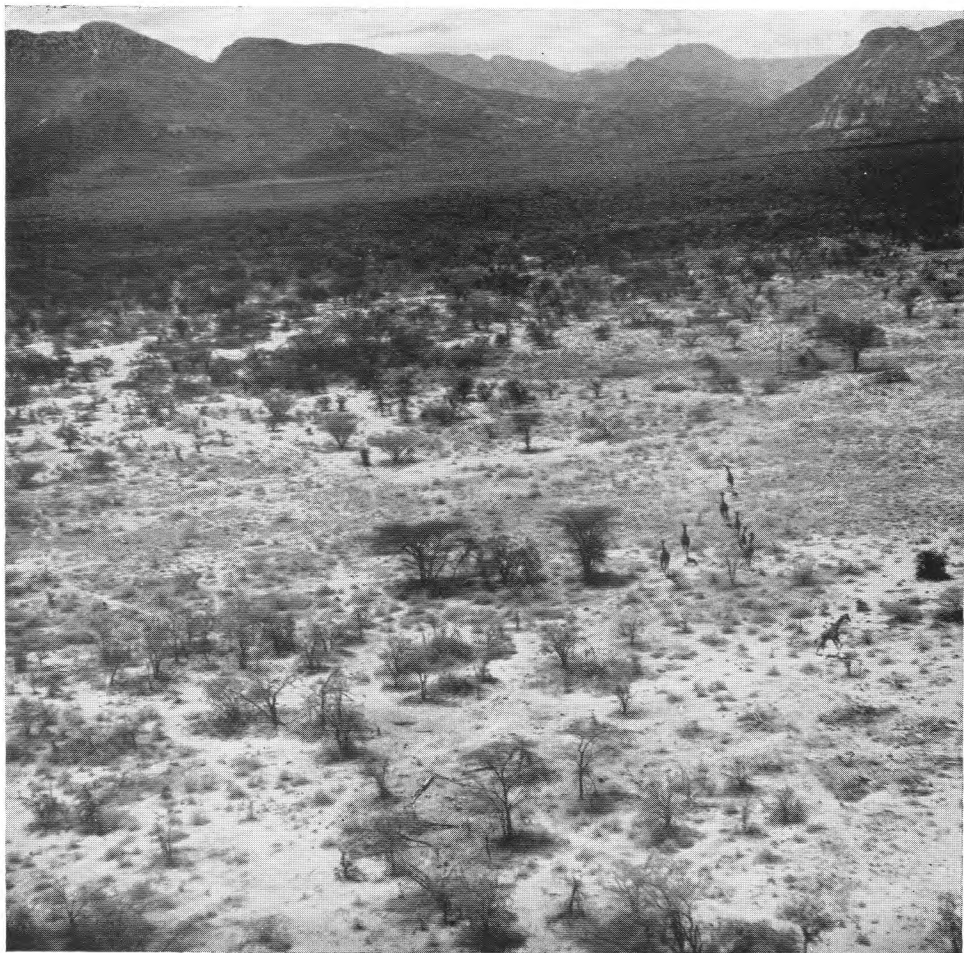
The unit has only just reached sufficient strength to justify the introduction of inter-flight or section matches; consequently all sport has been confined to unit teams.

The Station Soccer team is at present top of the local League table and the Rugby team second in the Nairobi District Championship.

Among recent arrivals A.C.s. Ward, Reynolds and Price are likely to appear in the local sporting circle.

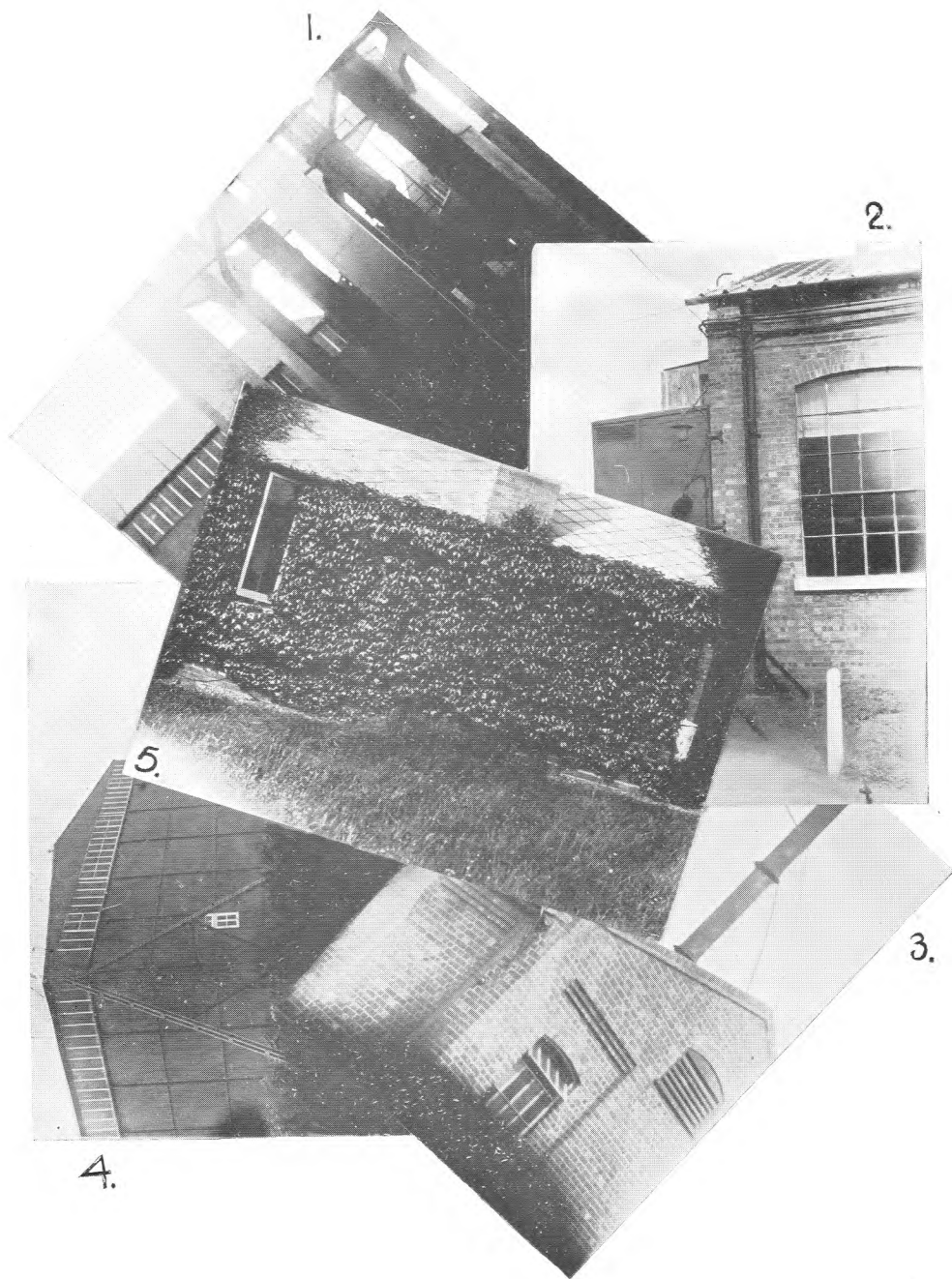
Personnel.

The original W/T Section was under the care of Corporal Jackson, now, we believe at home, as is also his successor, Cpl. Tomkins, who bore the brunt of the first phase of the expansion in Kenya. Cpl. Tomkins was succeeded by Sgt. Lloyd, now promoted and on the staff at Cairo. None of these three, unfortunately, appears in the section photograph. On posting, Sgt. Lloyd handed over to Sgt. (George) Roe, who ably looked after us all (eleven of us at the time) until the arrival of Warrant Officer Dunn from Khartoum, which coincided with the draft from home which has recently brought our total strength up to 28.



KENYA

PROBLEM II.



W.O. Dunn is to be heartily congratulated on being selected for a commission. His impending departure, made necessary by his promotion, is greatly deplored by the whole section. We wish him the best of luck in his new appointment at Ismailia.

Sgt. Roe will again have the section on his hands until the arrival of Mr. Dunn's successor, Warrant Officer Jackaman, to whom we take this opportunity of extending a hearty welcome.

216 (BT) Squadron - Heliopolis.

As this is our first contribution to the Magazine, we feel that a list of the present Squadron wireless personnel is indicated.

W.O.M.s.

F/Sgt. Calvert, i/c.
A.C.1. D. Perry.
A.C.1. H. Tomblin.

ELECTRICIANS.

Sgt. H. Poole.
L.A.C. A. J. W. Foley.

I/Mks.

Cpl. C. J. Green.
L.A.C. E. Johnson.
A.C.1. P. Porter.

W/Ops.

Cpl. J. Edwards.
L.A.C. G. Rutherford.
A.C.1. B. Readman.
A.C.1. C. Royle.
A.C.1. T. Cairns.
A.C.1. W. Crockett.
A.C.1. R. Douglas.
A.C.1. L. Jeffs.
A.C.1. P. Grimoldby.
A.C.1. W. Firth.
A.C.2. A. Makay.
A.C.2. W. Muir.
A.C.2. G. Alcock.

During the past trooping season we said farewell to Cpl. P. Cole, Cpl. H. Register and Cpl. H. P. Gleed. We welcome F/Sgt. Calvert, who has recently joined us, from 36 (TB) Squadron. The following have recently arrived from U.K.: W.O.M.s.—A.C.s. Tomblin and Perry. W/Ops.—A.C.s. Grimoldby, Firth, Muir, Makay and Alcock. I/Mks.—Cpl. Green, L.A.C. Johnson and A.C. Porter.

The Squadron carries on with the normal work, good wireless work being reported, ranges of 500 to 1,000 miles being normal on S/W. During the past few months several long trips have been carried out. In October last during a flight to Tanganyika the writer met Mr. Hutchins (ex-instructor) and spent a happy hour at the bar with him.

Here is a brief list of our more notable flights throughout the year :—

January : Cairo—Dar-Es-Salaam.

February : Cairo—Aden (Khartoum to Aden non-stop, 11 hours).

March and April : Cairo—Nairobi—Amman—Cyprus—Turkey and return via Cyprus.

In addition we have made routine flights to Kenya (2,496 miles) at frequent intervals. All these flights were carried out with Valentias which are still doing yeoman service at 90 m.p.h. We are still patiently waiting to be re-equipped with our "new" Hush-Hush machines!

J. E.

COMPETITIONS

THE Competition Section continues to prove a very popular feature and the Editor wishes to take this opportunity to acknowledge, and to thank those readers who have expressed, appreciation. Several readers have submitted original problems and these are now being considered for inclusion in future issues. Contributions of this nature are always very welcome and will be used whenever suitable.

As before, the prize of ten shillings is offered for the best replies to each of Problems No. 2, No. 4 and No 6. In this respect the decision of the Editor must, of course, be accepted as final. Readers are invited to send in answers to these problems addressed to :

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

All entries must be received before July 28th, 1938.

The names of prize winners and the solutions of all the problems will appear in the next issue of this Magazine.

PROBLEM 1.

A certain jeweller sold a watch marked £4 10s. 0d. to an unknown customer who paid for it with a £5 note. The jeweller, finding himself without change took the note to his neighbour who gave him in exchange ten 10/- notes. Some time later the neighbour took the £5 note to the bank where it was declared to be a forgery. He returned with this to the jeweller who, after much argument admitted his liability. How much did the jeweller lose by this transaction assuming that the profit on the watch was £1 10s. 0d.?

PROBLEM 2.

Examine the group of accompanying photographs carefully and see how many of the places depicted you can identify. All these photographs were taken within the immediate vicinity of Cranwell and a prize of ten shillings is offered for the list giving the most accurate location of each spot.

PROBLEM 3.

Fleet and Swift, two rival long distance runners, were discussing the various tracks on which they had competed. Said Fleet, "I much prefer to run on a circular track of small diameter since I am usually unfortunate enough to be placed on the outside position, and I find that I am then at less of a disadvantage than if on a larger track having the same width." Swift replied, "I am afraid that I cannot agree with you there, since on a small track you have to complete more laps and the initial disadvantage is multiplied many times. My own preference is for a larger track." At this moment their trainer interrupted with the remark, "I don't agree with either of you. Obviously if both tracks have the same width, the disadvantage of finding yourself in the outer position will be the same no matter what the diameter of the track!

Can you settle this argument and say which statement is correct?

PROBLEM 4.

Here's a chance for competitors with poetical leanings. We offer a prize of ten shillings for the best set of three limericks using the following initial lines :—

- (a) " A stalwart young airman named —— "
- (b) " The Morse of an A.A. named —— "
- (c) " A youthful boy-entrant named —— "

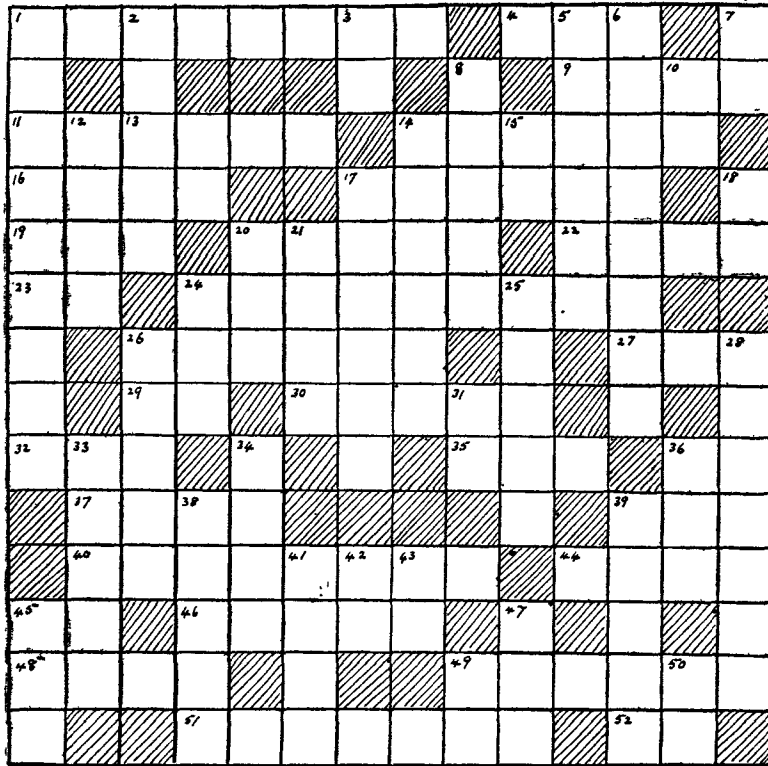
PROBLEM 5.

" You are bound to admit," said Black, " that since a die has only six faces, the chances are six to one against throwing a three. Therefore, as a matter of pure chance I should throw a three about once in every six throws." " Oh, no," retorted White, " I cannot agree, since if I make one throw and a three doesn't turn up, my failure cannot possibly affect my chances in the second throw. I therefore have no better chance of getting the required number the second time than the first, and no better chance in the third attempt than in the second." And so the argument continued. Can you unravel the difficulty?

PROBLEM 6.

Crossword puzzles continue to be the most popular of our competitions, so we are giving you yet another, and as usual offer one 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 in to the Competitions Editor.

In order to make the puzzle as topical as possible, the names of about a dozen modern aircraft have been included in it.



No..... Rank..... Name.....

Address.....

.....

CLUES.

Across :

1. This machine is slipped over the wrist.
4. One of the emblems of sovereignty.
9. Large members of the vegetable kingdom.
11. Implies movement.
14. A colloquialism which may also mean repaired.
16. Elevation for those of importance.
17. Formerly the place of important Service display.
19. Condition unsatisfactory.
20. You visit it when off duty.
22. It introduces a question.
23. The earlier part of the day.
24. This sounds as though the first murderer is being instructed to " get a move on."
26. Take no further active part.
27. The uninitiated might imagine this transmission to be subject to interference.
29. These letters appeared for a short time on official publications.
30. You may expect to be this by (10) down.
32. One was needed with old-fashioned muskets.
35. A comparatively modern method of attack.
36. Seen on local vehicles.
37. By this you are known.
39. Of vital importance in an aircraft engine.
40. Does this machine do so on starting up?
44. A superficial measurement.
45. Indicates direction.
46. The shape of (4) across.
48. The basis of all calculation.
49. Has largely replaced the stable.
51. Above this aircraft is an R.A.F. station.
52. Be careful about what follows this.

Down :

1. A competitor in mortal combat.
2. Up till such time.
3. As an example.
5. Implies considerable prowess.
6. This victory helped to gain (5) down for a famous general.
8. Serious disorder.
10. Qualification for a profession.
12. This state is the exact opposite of (8) down.
13. A singular part of a verb.
14. Displays opposition..
15. This shows that it has been dishonoured.
17. Ought this machine to wear an old school tie?
18. Part of Anatolia.
20. It shouldn't be too hard to crack this one.
21. Dry as dust.
24. Denotes feminine ownership.
25. Daring to give this aircraft such a name.
26. The task of the O.S.
28. No picture of this machine appears in the collection of the same name.
31. Exemplifying.
33. He did not make his discoveries in this machine.
34. A reversal of decision by higher authority.
36. Indicates that both teams appear as rivals.
38. We hope this magazine causes plenty of it.
39. One kind peals.
41. The enemy should fear this aircraft.
42. Not external.
43. (15) down once more.
45. A container for liquids.
47. This state is to be deplored.
49. (29) across has now given place to this.
50. A source of this is required in a receiver.

SOLUTIONS TO PROBLEMS IN THE LAST NUMBER.

Problem 1.

The cigars cost 6d. each. At this price it would be necessary to pay 24/- for four dozen, and 24 could be bought for 12/-.

Problem 2.

The total number of triangles of all sizes is 525. Several correct solutions of this problem were received, and prizes of 10/- have been awarded to the following competitors, both of whom submitted correct solutions together with proofs.

L.A.C. P. Halligey, "M" Squadron, No. 3 Wing.

A/A Farrow, "C" Squadron, No. 2 Wing.

Problem 3.

If you followed the instructions correctly you would have found that the answer to the calculation gave your selected figure repeated eight times.

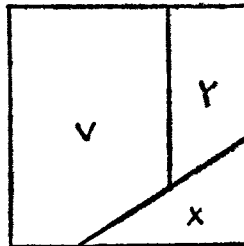
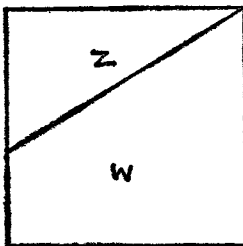
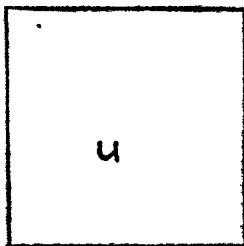
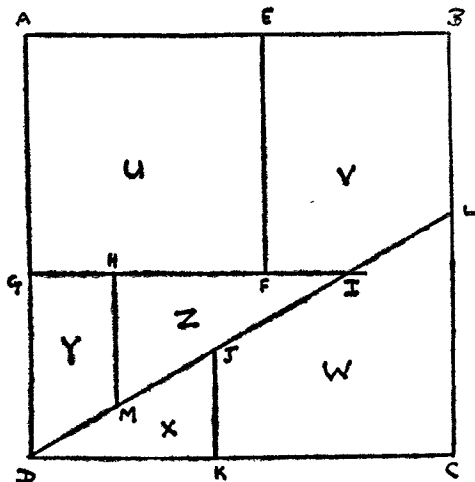
Problem 4.

Have we no detective in the E. and W. School? No correct solution to this detective problem was received. If you still have your copy of the last number examine the diagram once more. It will be noticed that two sets of footprints cross the lawn, the larger being those of a man, and the smaller by their shape being those of a woman. There are also three prints obviously belonging to the victim. If you examine the footprints of the woman, you will observe that in the forward direction they disappear beneath the body of the victim, and hence cannot be those of the servant who, it will be remembered, did not appear on the scene until after the crime had been committed. Clearly, therefore, the assassin must have been a woman. If you now look at the list of suspects you will see that out of the five, four are unquestionably men, leaving only Dr. B. Black, who must therefore be a woman. Dr. Black is therefore the murderer.

Since no correct solution was forthcoming, it was decided to award the 10/- prize for this problem as an extra prize for problem 2, where two solutions of equal merit were received.

Problem 5.

Suppose A B C D is in the square you have constructed. Let us assume that its side is three inches in length; it then follows that the side of the smaller squares must be $\sqrt{3}$ or 1.7in. Mark off this distance AE, then A E F G is the first square. Mark off BL equal to GD. Now join DL. Mark off KC and HI equal to AE. Thus six pieces U, V, W, X, Y, Z, may now be assembled to form three equal squares as follows:—



Problem 6.

Many solutions to the crossword puzzle were submitted, but none of these was absolutely correct, most having two mistakes. The prize of 10/- was awarded to A.C.2. D. C. McDerby, No. 1 Wing.

The correct solution was as follows :—

Across.—1, Parachute. 7, Wave. 10, Ether. 11, Home. 12, R.A.F. 13, Angrier. 16, L.T. 18, Urn. 19, E.M.F. 20, Move. 21, C.O. 24, E.R. 26, Everest. 27, Stunts. 28, As. 29, Apt. 30, Historical. 33, Vocal. 36, Trace. 37, Detail. 38, Etc. 39, Train. 40, Total. 43, Alec. 46, Drier. 48, Lath. 49, Snore. 50, S.W. 51, Ark, 52, Set.

Down.—1, Parade. 2, Refutes. 3, At. 4, Chance. 5, Hen. 6, Urge. 7, Worn. 8, A.M. 9, Velvet. 11, He. 14, R.M.S. 15, If. 17, Tersely. 22, Oscillator. 26, Valve. 27, Sport. 29, Attends. 30, Hair. 31, I.C. 32, Centres, 34, O.T. 35, Catch. 37, Dials. 41, O'er. 42, Lent. 44, Law. 45, Et. 47, R.N.

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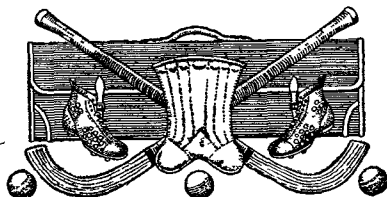
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