

SERVICE AVIATION

Africa, first with the Desert Air Force and later with the N.W. African T.A.F.

After the war he was at the Air Ministry as Assistant Chief of the Air Staff (Intelligence) until early in 1947, when he went to India to be Chief of Inter-Service Administration in the period before India assumed her Dominion status, after which he became Commander-in-Chief of the R.I.A.F.

W.R.A.F. Appointments

THE following Women's Royal Air Force appointments are announced by the Air Ministry: Group Officer Lady Seton, O.B.E., to be Deputy Director W.R.A.F.; Wing Officer A. M. Muir to be W.R.A.F. Staff Officer, British Air Forces of Occupation, Germany, with the acting rank of Group Officer; Wing Officer L. H. Turner, O.B.E., to be Inspector of W.R.A.F. with the acting rank of Group Officer.

G/O. Lady Seton enlisted in 1939, her first posting being to Headquarters, No. 24 Group. She later held appointments as W.A.A.F. Staff Officer at Group Headquarters in England and Scotland. For over two years she was W.A.A.F. Staff Officer to the Air Member for Supply and Organization. This was followed by six months in the W.A.A.F. Directorate dealing with personnel questions. For the last 18 months she has been Inspector of the W.R.A.F.

Wg/O. Audrey M. Muir also enlisted in the W.A.A.F. in 1939. At the outbreak of war she was trained as a code and cypher officer and served in that capacity at home and in the Middle East for three and a half years. Wg/O. Louise H. Turner originally enlisted as an M.T. driver. Commissioned in 1940, she served as a W.A.A.F. Administrative Officer on various R.A.F. stations.

R.A.F. Display Posters

THERE were 97 entrants—and a total of 126 designs—in a recent competition held by the Air Ministry to select posters advertising the R.A.F. Display. The competitors were all members of the R.A.F. or Air Ministry employees.

The winning poster was produced by F/O. A. Appleby, an undergraduate and member of Durham University Air Squadron. A second design, by Mr. Groves of the Air Ministry, was also adopted.

New Instrument Ticket

AS a new step towards the creation of an all-weather air force, a third type of instrument-rating card—the "master green"—is being introduced in the R.A.F., in addition to the green and white tickets already in use. The new cards, denoting all-weather pilots, will not be awarded before completion of 2,000 hours' flying or—in the case of fighter pilots—the holding of a green rating for five consecutive years.

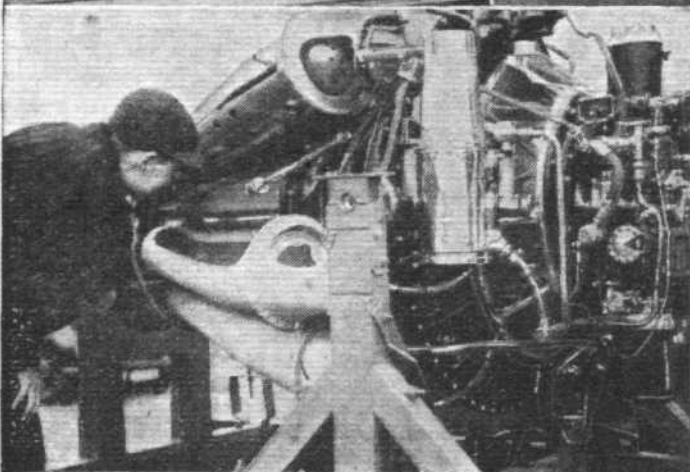
Raising R.A.F. Reserve Strength

NATIONAL Servicemen who entered the R.A.F. on or after January 1st, 1949, are liable for 18 months' full-time service, followed by four years' part-time duty with the R.Aux.A.F., R.A.F.V.R. or class "H" reserve. As from the beginning of next July, therefore, the R.A.F. reserves will receive a steady flow of trained personnel which should help to alleviate the present shortage. Volunteers, of course, will still be needed.

The Air Ministry has outlined the conditions under which released National Servicemen may fulfil their further liabilities. Those who have received pilot training will continue to receive instruction as part-time members of Auxiliary fighter squadrons on Reserve Flying Schools. Many will be granted commissions. Men who have received N.S. ground-branch commissions will likewise continue their service in the R.Aux.A.F. or R.A.F.V.R.

Groundcrews and other non-flying air-men will be given a booklet explaining their obligations in Auxiliary or V.R. ground trades, and setting out details of pay, bounties and allowances for which they will be eligible. For tradesmen, alternatives to Auxiliary or V.R. service will be four years on the R.A.F. "H" reserve—demanding up to 60 days' training in that period—or instructional duty with the A.T.C. as officers or Warrant Officers.

KENLEY OPEN DAY and SURREY WING A.T.C. RALLY



Above: A.Cdre. McEvoy presenting trophies to the winning A.T.C. squadrons after the inspection. Left: Two pictures from the extensive static display show intense youthful interest in a sectioned Derwent 5, but a rather hesitant approach to the modern Major Sandbags in his ejector seat.

"Flight" photographs.

AS have so many open-air events this spring, Kenley's Open Day suffered badly from inclement weather. A cold wind was blowing and the cloud ceiling was less than 300ft above the runways.

It proved almost impossible for visiting high-speed aircraft to approach the airfield, which is on top of a hill.

All credit is due to the pilots of a Spitfire from No. 615 (County of Surrey) Sqn., R.Aux.A.F., and a Meteor 4 who, alone among intended visitors, managed to arrive. They had no space for manoeuvring. The Spit. contented itself with tight turns over the airfield, while the Meteor made one high-speed pass, with little grey fluffs of compression condensation continually appearing over the wing, and then disappeared into the distance, sensibly returning home.

The "home" aircraft did rather more, if not so quickly. Crazy flying and Col. Crackshot on Tiger Moths remain ever popular, and a demonstration of the Auster A.O.P. by an Army pilot was most emoting.

A. Cdre. T. N. McEvoy, C.B.E., A.O.C. No. 61 (ER) Group, took the salute at the march past of the Surrey Wing of the A.T.C., of which 27 squadrons out of a total of 30 were represented. In a message, he recalled that the Surrey Wing had won the boxing, football and rugby inter-county trophies and had entered more cadets into the R.A.F. than any other wing.

The Air Commodore also mentioned that Croydon had supplied more people for the Air Force than any other town of its size in England, and that it was beaten in total numbers only by Birmingham and Glasgow.

At the moment one of Croydon's three A.T.C. squadrons, No. 97, is under notice to leave its present premises and unless a site can be found for three huts the unit will have to be disbanded.