

WAR IN THE AIR

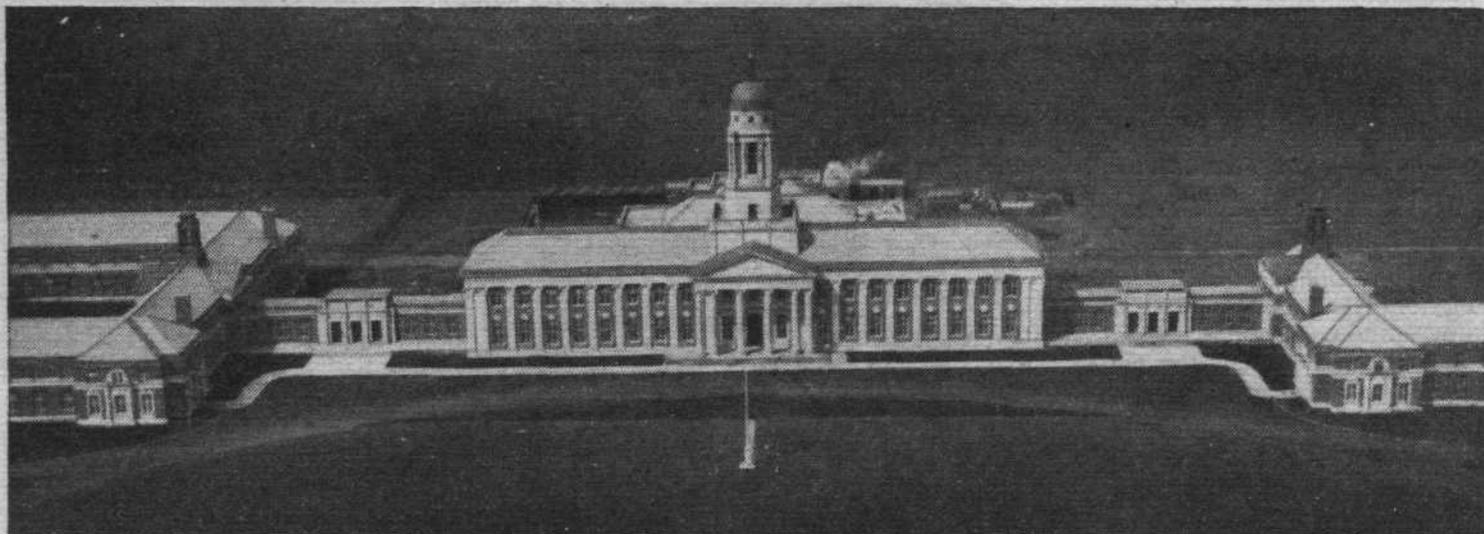
cated by the statement of Mr. Drakeford, who said that the most powerful formations of the R.A.A.F. ever assembled in the South-West Pacific paved the way for the Borneo invasion.

Another big news item from the Far East last week was that Lancasters of the R.A.F. had carried out a bombing attack on Hong Kong. This was

the first intimation that Britain's most celebrated (to date) heavy bomber was actually "on ops" in this part of the world. All that was previously known was that squadrons released from the bombing of Germany had been sent out there, but it was not expected that they would be ready to go into action so soon. Nevertheless, it can be taken for granted that the new Lincoln will soon take over, very largely, from the "Lanc" in the culminating assault on Japan.

Last week-end Superfortresses

dropped 3,000 tons of fire bombs on four industrial centres in Japan; these towns were of secondary importance, implying that the primary war targets there need no further attention for the time being. Fighters of the U.S. 14th Air Force carried out a sweep over 2,000 miles of Jap communications from Indo-China to Inner Mongolia, inflicting heavy damage on railway targets for the loss of only one aircraft, and softening-up air attacks on the Amami Group, 150 miles north of Okinawa were also begun.



"Flight" photograph.

Cranwell's Jubilee

His Majesty Visits R.A.F. Cadet College for Its Silver Jubilee

THE postponed visit of His Majesty the King to Cranwell Cadet College, originally planned for May 16th but postponed on account of the many engagements arising out of the victory over Germany, took place on June 13th. The King flew there from Northolt, piloted by Sqn. Ldr. J. H. V. Millington, and was accompanied by Air Commodore E. H. Fielden, Captain of the King's Flight. A squadron of fighters of the R.A.F. escorted His Majesty.

Flying to Cranwell in other aircraft to meet the King were Mr. Harold Macmillan; Sir Louis Greig; Lord Templewood; Lord Beatty, Under-Secretary of State for Air in the Lords; Sir Charles Portal, Chief of the Air Staff; Air Marshal Sir Norman H. Bottomley, Deputy-Chief of the Air Staff; Air Marshal the Hon. Sir Ralph Cochrane, A.O.C.-in-C., Transport Command; Air Marshal Sir Roderic Hill, Member of the Air Council for Training, and Air Commodore F. J. Fressanges, commanding No. 47 Group, Transport Command.

In addition to those who flew to Cranwell for the occasion, the King was met by Marshal of the Royal Air Force Viscount Trenchard; Air Marshal Sir Arthur Barratt, A.O.C.-in-C., Technical Training Command; Air Marshal Sir Philip Babington, A.O.C.-

in-C., Flying Training Command; and the station commander, Air Commodore W. E. G. Bryant.

After inspecting a guard of honour of cadets, the King drove to the college, where two former Air Ministers, Lord Templewood and Lord Londonderry, greeted His Majesty. After inspecting another guard of honour, composed of aircraft apprentices, the King lunched with the officers who had met him on arrival and with Air Chief Marshal Sir Arthur Tedder, Deputy Supreme Commander, A.E.F.; Air Chief Marshal Sir Arthur Harris, A.O.C.-in-C., Bomber Command; and Marshal of the Royal Air Force Sir John Salmund, a former Chief of the Air Staff.

The rest of His Majesty's visit was spent in inspecting the radio schools at which the intricacies of radar are taught, and an extensive selection of "booby traps" used for instruction in how to render them harmless. In the afternoon His Majesty returned to Northolt by air.

Cranwell Cadet College, the 25th anniversary of the foundation of which was honoured by the King's visit, was originally established as an air station by the Royal Naval Air Service during the first World War. The first commandant of the College was Air Commodore

C. A. H. Longcroft, who was assisted by Wing Cdr. Killner (O.C., R.A.F. Boys) and Wing Cdr. Rees, V.C. (who commanded the flying wing).

Cranwell has played an important part in establishing that *esprit de corps* which has done so much to make the Royal Air Force the magnificent Service which it is to-day, and it is fitting that on the occasion of its Silver Jubilee a tribute should be paid to the foresight and tenacity of Viscount Trenchard, who forced through the establishment of the college in spite of strenuous opposition. The cry in 1920 was for "retrenchment," but "Boom" insisted that the Royal Air Force must have its equivalent to Sandhurst. How right he was in this as in many other respects has been amply proved since. The fact is worth bearing in mind when the cry for economy arises again in the near future.

Already the R.A.F. is being cut by one-third. That was inevitable, but let us remember Viscount Trenchard's saying, in arguing that in peacetime quantity but not quality may be sacrificed: "A good Air Force will cut its way through a numerically superior enemy as a knife cuts through butter." That came true—convincingly—in the Battle of Britain, when "the few" beat the hordes of German aircraft which assailed us.