



Princess Margaret walking to a graduation and dedication service at St Nicholas' Church, Thorney Island, during her July 6 visit to No 2 ANS (this page, last week). Accompanying Her Royal Highness are the station commander, Gp Capt W. G. Devas, and the Air Minister, Mr George Ward

## SERVICE AVIATION

*Air Force, Naval and Army Flying News*

### Valiant's Double Record

ANOTHER unofficial record, for the return journey from Vancouver to the UK, was set up last Friday by the Vickers Valiant of Bomber Command which on July 5 made the 5,007-mile westward flight in 10hr 28min. Its elapsed time from take-off from Vancouver to landing at Marham was 9hr 35min, giving an average speed of 523 m.p.h. On both flights it was refuelled by another Valiant from the same squadron (No 214) over Goose Bay, Labrador. The aircraft captain was AVM M. H. Dwyer, AOC No 3 Group, with Sqn Ldr B. E. Fern as co-pilot. The tanker Valiant was captained by Flt Lt A. W. McDonald. No 214 Sqn is based at Marham.

### Comet Operations

SOME aspects of No 216 Sqn operations were discussed by Sqn Ldr P. E. Pullan in an article called *Three Years with Comets*, published recently by *Air Clues*. On ATC procedures, he says that crews often have the advantage of a choice: when going into Changi, for example, "they can either let down on a cruise descent through the Singapore airways system, fitting in with the airliners using the civil airport, or they can perform a high-level QGH at Changi. The Comets possess both the ten-channel TR1998 VHF for the military frequencies and the 140-channel STR 12D which covers the whole civil band."

Going into Kai-Tak, Hong Kong, "with its peculiarities of terrain, special types of let-down and dangers of bad weather, requires specialised local knowledge. Captains may land there only if they have had previous experience. Any pilot going into Hong Kong for the first time picks up one of the captains of the FEAF Hastings at Singapore."

On the problem of weather, Sqn Ldr Pullan says that the squadron soon discovered that in equatorial latitudes at a cruising altitude of between 35,000ft and 40,000ft, not only did cumulo-nimbus clouds often tower above them but they flew for long periods enveloped in cirrus—with the danger of unwittingly entering a thunderstorm. This happened occasion-

ally in the early days, with frightening results, vertical gusts once causing two of the engines to flame out. New engine handling and flying techniques have been evolved for severe turbulence, but the best method for avoiding such hazards is radar: "if the weather gets really bad, as sometimes happens in the Intertropical Convergence Zone, with big build-ups of cloud all round and no apparent way through, Iso-Echo may be used. This allows the cores of storms to be identified so that aircraft can weave an unpleasant, but safe, passage through them."

### Calypso Stream III

THREE Avro Shackletons of No 204 Sqn, Coastal Command, are making a 10,000-mile goodwill visit—Operation "Calypso Stream III"—to the Caribbean area: this began last Monday and continues until July 28; the itinerary includes Bermuda, Jamaica, British Honduras and Trinidad, and low-level flypasts are being made over some of the smaller territories, including Barbados and the Windward and Leeward Islands. The Shackletons are taking with them on their flight from Ballykelly a mobile RAF exhibition which is being shown in Belize during the visit to British Honduras. The force commander is Gp Capt J. R. Armitstead, who is OC Ballykelly; and the CO of No 204 Sqn is Wg Cdr J. C. W. Weller.

Chipmunks of Hull UAS framed in the fins of a Beverley after a formation take-off from Brough during a visit to the airfield by Granada TV. Below the Beverley's starboard wing is the B.2 (last survivor of the type once used for RAF Reserve training at Brough) and inside the Beverley fuselage is a dance band

### Airborne Broadcasting

IN Malaya recently the 10,000th broadcast was made by the "Voice Flight"—currently operated by No 52 Sqn—of the Far East Air Force. The flight, based on Penang island and commanded by Flt Lt H. Haines, uses two Dakotas fitted with special equipment: four loudspeakers are carried under the belly of the aircraft at an angle of 45° to port; loudspeaker range is 2,500yd and broadcasts are made from a height of 2,500ft, the crew flying a modified square-search on a left-hand circuit. This technique of psychological warfare has been used against Communist terrorists (remnants of whom are still hidden deep in the Malayan jungle) for the past six years, previous "operators" having been Nos 267 and 209 Sqn.

### Reserves Club President

AT the RAF Reserves Club on Wednesday last week Sir Miles Thomas was inducted as president in succession to the late Sir Archibald McIndoe: a case—as the chairman, Mr Ralph Attwell, pointed out—of one "very exceptional man" being succeeded by another. Mr Attwell paid a graceful tribute to the memory of Sir Archibald (a photograph of whom now hangs on a wall of the club lounge) and referred to the energetic personality and distinguished career of the new president—as RFC and RAF pilot, chairman of BOAC (1949-56) and industrialist.

Sir Miles, who was wearing an RFC tie (one more proof of the sartorial distinction with which he has lately been credited), acknowledged the honour he felt in accepting the chairmanship of "so lively a club"; and as his first act invited his predecessor's widow, who was present, to become an honorary life member—a gesture which Lady McIndoe gracefully accepted.

### IN BRIEF

AVM Keith L. B. Hodson, RCAF, who lost his life in a T-33 accident near Colorado Springs on July 5, had been Deputy Chief of Staff at North American Air Defence Command (NORAD) headquarters since 1958.

Crests of the aircraft carrier *Victorious* were presented in Moscow on June 30 to Russian seamen who last September rescued the crew of a Skyraider of 849B Flight from the North Sea.

Flt Lt T. L. Thompson of No 228 Sqn has been awarded a Queen's Commendation for Valuable Service in the Air for his helicopter rescue of the injured skipper of a trawler in the North Sea.

No 300 Sqn, Indian Navy, was commissioned at RNAS Brawdy on Thursday last week. This unit, the first combatant fighter squadron to be commissioned by the Indian Navy, is equipped with AWA Sea Hawks and commanded by Lt Cdr B. D. Law, RIN.

