



King Hussein of Jordan, visiting Wattisham on December 15 (see below), inspects a guard of honour. Escort officer is Flt Lt L. Marsh, and behind are the station commander, Gp Capt B. P. T. Horsley, and the Air Adviser to the Royal Jordanian Air Force, Wg Cdr E. P. Bennett

SERVICE AVIATION

Air Force, Naval and Army Flying News

Wattisham's Royal Visitor

AT Wattisham on December 15 King Hussein of Jordan inspected a guard of honour (see picture above) then in the control tower scrambled aircraft of the station's fighter wing—four Javelin FAW.8s of 41 Sqn and eight Lightnings, four from 56 and four from 111 Sqn. The first aircraft was airborne 35 seconds after the alarm had been given and the eight Lightnings which followed climbed vertically with reheat. Before recovery of the wing a display of individual aerobatics in a Lightning was given by Flt Lt L. Swart, a flight commander with 56 Sqn and a former member of the aerobatic team of 111 Sqn. The king, who was met by the AOC No 12 Group, AVM R. N. Bateson, had a 40-minute flight after lunch in a Javelin T.3 with Sqn Ldr J. Hodgson, a flight commander with 41 Sqn. In the evening King Hussein, who was accompanied by the Air Adviser to the Royal Jordanian Air Force, Wg Cdr E. P. Bennett, dined with the Secretary of State for Air, Mr Julian Amery, and members of the Air Council.

Area Bombing

IN a recent lecture to members of the Royal United Service Institution, the co-author of *The Strategic Air Offensive Against Germany*, Dr A. Nobel Frankland, said that in his view the subject of area bombing of Germany was the most controversial and perhaps the least understood aspect of Bomber Command's offensive. "Some people seem to think that area bombing is a question of indiscriminate attack or the so-called 'terror attack' in which bombs were scattered at random. This is a malicious travesty. Area bombing is achieving the greatest possible accuracy against selected targets with a view to disrupting German war production—I think a legitimate aim in war."

Dr Frankland, who is director of the Imperial War Museum, said that Air Chief Marshal Sir Arthur Harris, wartime C-in-C

of Bomber Command, was not responsible for the decision to carry out mass bombing of Germany. It was a "popular myth" that the decision was taken and sustained by Sir Arthur and there was a new myth—which he believed was created by Sir Charles Snow—that the responsibility rested on Lord Cherwell. In fact the decision to undertake this kind of bombing was reached by the War Cabinet and thrust upon a somewhat reluctant Air Staff which was surprisingly slow to accept the facts of life about the future of precision bombing.

Busy ASR Year

THIS has been a busy year for the search and rescue squadrons and units of the Royal Air Force. During the summer, detachments of Whirlwinds from 22 and 228 Squadrons (commanded respectively by Sqn Ldrs G. L. Verran and J. Badeni), operating from eight strategically placed bases round the coast of Britain, were at times called out almost daily. Between September 1, 1960, and September 30 this year the Whirlwinds were called out 213 times—including 40 false alarms—and rescued 74 persons, of whom 60 were civilians. The Whirlwinds also carried out 62 casualty evacuations.

During the summer, there was a redeployment of rescue helicopters, Whirlwinds ceasing to operate from Felixstowe and resuming operations from Tangmere and Manston. At Manston, the Whirlwinds were called out 18 times in one week. This year's "finest hour" for 228 Sqn came when the seven-man crew of the boom defence vessel HMS *Barmouth* were rescued in raging seas off the Yorkshire coast (*Flight*, Nov 2).

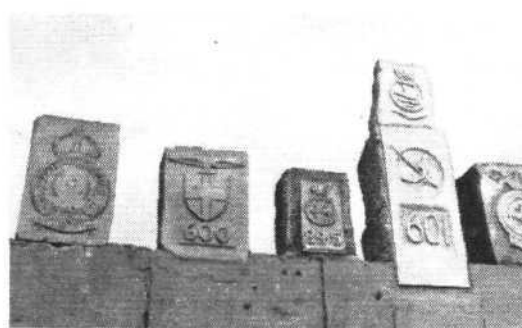
China Sea Search

TWO crews of a Shackleton squadron, No 205, operating from RAF Changi, Singapore, flew through monsoon rains and tropical thunderstorms to assist in rescuing six survivors of a Panamanian freighter which had sunk in ten minutes in the South China Sea. Five of the men they located were subsequently rescued; 29 of the crew of the freighter, *Combine One*, are presumed to have lost their lives.

The aircraft, captained by Wg Cdr A. E. Harkness (who commands 205 Sqn) and Flt Lt F. Maycock, flew during two days and nights in conditions which were described as "the worst for years": the area was thick with cu-nim down to 1,500ft while torrential monsoon rains reduced visibility for long periods to 500yd. Winds were of 40 m.p.h. strength. After reaching the reported position of *Combine One*, Harkness' aircraft found no trace of the

Presentation of a badge of 3 Sqn, RAAF, to Brig-Gen Pedro Q. Molina, commanding general of the Philippine Air Force, after last month's Manila Air Show. Making the presentation are Gp Capt I. F. Rose, OC 78 Fighter Wing, (right), and Wg Cdr R. H. Glassop, OC 3 Sqn

ship. He then made normal search procedure and 60 miles from the given position sighted three men on a lifeboat and three on liferafts. The aircraft homed the British tanker *Calix Auckland* and the American tanker *Tritain* on to the survivors, five of whom were picked up. When Harkness made for Saigon, Maycock's aircraft took over the search. He later followed a report from the survivors that 14 of the *Combine One* crew had safely launched a lifeboat and got away from the sinking ship; he located a waterlogged lifeboat but found no survivors.



"Flight" photograph

Squadron badges in the dispersals at Takali, carved in soft yellow Malta stone. They commemorate training detachments on the island by RAF and RN squadrons and from left to right can be discerned the badges of 56, 600, 845, 824 (above) and 601 (below) and 111 Sqn. First to be placed there was 601's in 1956

IN BRIEF

Lady Bowhill, widow of Air Chief Marshal Sir Frederick Bowhill, wartime C-in-C of Atlantic Ferry Command and later of Coastal Command, presented a portrait of her late husband to the Royal Air Force Club on December 13.

No 5004 Airfield Construction Sqn, based at RAF Khormaksar, Aden, are appealing for a stuffed beaver or beaver's head to display in the crew room at their headquarters. The squadron's badge, sanctioned by the Queen in January 1959, depicts a beaver's head.

The RAF has vacancies in May next year for 350 aircraft apprentices, 50 administrative apprentices and 1,100 boy entrants. Nomination forms for apprenticeship applicants must reach Air Ministry (M.6c), London WC1, not later than January 14; and boy entrant forms the Inspector of Recruiting, RAF, Victory House, Kingsway, London WC2, by February 1.

A history of 213 Sqn, which was recently awarded a standard in recognition of twenty-five years' service, is being compiled and the squadron would be glad to hear from any ex-members who have relevant information, photographs or reminiscences. Those who could help in any way should get in touch with Fg Off F. M. Leeson, No 213 Sqn, Royal Air Force, Brüggen, BFPO 42.



of new badge

for 2363/2