

Flashback

The Journal of the Royal Air Force Boy Entrant Photographers Association



Edition 22 Spring 2006



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39 (PR) Squadron



WF 922



Practical Photography

Are you about to buy some
new glasses?

Then see the ad on page 16
before you do.

RAFBEPA could benefit.

Cover picture: A painting of a Hawker Audax flying over the
School of Photography Farnborough
Original painting by Sammy Wright

Comment

Well here we are into 2006 already. I trust you all had a great Christmas and are looking forward to an exciting year ahead.

We, the committee that is, have been very encouraged by the large increase in membership over the holiday time and we warmly welcome all those who have chosen to join our ranks. We hope that you find the experience both enjoyable and useful; particularly if it helps you contact old mates.

Flashback forges on and I must say a big thank you to my contributors without whom the magazine would only be half the size it is. It really is important that you *all* contribute something at sometime or another. We all have stories to tell both sad and happy and we all would love to read about them. Some, like new member Yvonne Peters, have gone as far as getting a book published (see Book Review page 35) well done Yvonne. However I feel it is an important part of historical records for everyone to put pen to paper and record for posterity those mad, magical and sometimes downright dangerous things we used to do for Queen (or King) and country even if it is only a few lines! **Let's hear from you!**

In this issue you will find a loose sheet asking your opinions of several functions. Please put your feelings down and post it off (2nd class post is fine) as it helps us to plan better. We are hoping to arrange 2 events this year in addition to the Annual Dinner. One is to the Midland Air Museum



where Malcolm Lambert looks after his immaculate Canberra PR3 (see page9) and the other is to The Medmenham Collection which is largely to do with Air Reconnaissance and Military Intelligence (see page 28).

The Annual Dinner is planned at the moment to take place at the same venue as last year but with a different programme of events! The Park House Hotel in Shifnal seemed to meet with unanimous approval. On all these events let us know what you think.

So till the next time may I wish you all a happy 2006,

CHRIS PETTMAN *Editor.*



Those were the days!

Secretary's Musings

The snowdrops are out in my garden (white petals NOT white hats and gaiters) so it can't be too long before I can come out of hibernation and once more face the world. The birds are still coughing but I think it's a case of the common cold and not flu! The sap has yet to rise but thankfully I cannot say the same of the association membership. It's great to see all the new members joining the Society for the Seriously Bewildered and sending me lots of emails to tell me how much they've enjoyed reading the back copies of Flash-back and perusing the list of members. You're all very welcome and I hope we see most of you at the next reunion.

During my lifetime I've been thrown out of a few establishments – nightclubs for showing a little too much enthusiasm, pubs for playing the piano really badly, a blue film bar in Germany for laughing and, to my eternal shame, a church on an RAF station that shall remain nameless. I'd had a few too many Christmas drinks in the mess with my navy mates Dusty Miller and Roy Wilmot, when I suddenly remembered I'd volunteered to be one of the wise men (a fine example of an oxymoron!) in the church nativity play. Totally legless, I fell into and totally demolished the nativity scene and ended up in a very compromising position with one of the sheep. Congregation highly amused – padre stricken by serious lack of humour! I was not to darken his altar steps again!

The reason I mention these incidents is because, in my advanced years, it has happened again! Two lady friends decided that I should accompany them on a local 'Keep Fit' course. It was their first visit. They only wanted me there for moral support because, as you all know, the most energetic thing I do in the day is get out of bed.

We duly arrive and found a motley collection of fatties being herded around by a leotard-clad sadist with a boom mike

and the biggest pair of ...well, you know...I've ever seen. Alongside my two friends and in front of me was what I suppose you'd call 'Medallion Man'. He was squat with long silver hair in a ponytail, a Tee shirt emblazoned with 'Get it Down', multi-coloured trainers and a pair of knee-length Lycra shorts that did nothing to hide Mr Lumpy.

The mild warm-up exercises passed quietly enough but then we began the serious stuff. You know... we had to lift our feet off the floor and actually jump about!! Well, this is where it all began to come apart. As we bobbed up and down so did the enormous boobs of the trainer and, much to the amusement of my friends, so did Mr Lumpy. I did just fine until I noticed Medallion Man's forehead getting deeper and his neck shorter. Oh yes! It was a toupee and the sweat had loosened the glue or whatever was keeping it in place. I'm afraid at this point I cracked and the three of us ended up laid out on the floor howling with laughter. Old 'Big Boobs and Boom Mike' had serious humour failure and we were asked to leave. We decided it was better to go and have a nice pub lunch instead – with extra chips!

Why am I telling you all this? Because it's been a bloody miserable winter and sod all of note has happened other than a very pleasant visit, with Stu and Erica Usher, to the Medmenham Collection out at Chicksands. Mind you, I did enjoy the short TV piece about the DSP with 'Jack the Egg' still strutting his stuff!

There again I should be thankful for small mercies. My old mate, Vic Kinnin, recently lost both his parents within a few weeks of each other. They were a lovely couple and I know you'll all send your condolences and best wishes to Vic and Wendy. Chin up, mate, I know what you're going through.

So, here we are at the start of 2006 and I wish you all a great year and hope we'll see lots of you on the visits we've planned for this year.

Dave Newham

Postings and e-mails

Hi Chris,

Thanks for forwarding a second copy of the magazine 'Flashback'. Please feel free to bend my ear for cartoon contributions or even straightforward illustrations or space fillers.

I note you occasionally promote books written by members of the RAF Boy Entrants Association and wonder if you would be interested in giving a book written by a friend of mine, an ex Boy Entrant by the name of Brian Carlin, living in San Diego, a mention.

The book which he is financing himself and therefore not likely to be a money spinner for him, is due to be published in the summer of 2006. A brief description of the book in his own words is:

The book's title is "Boy Entrant" - probably not the most original title in the world but I opted for something that would catch my intended readership's eye instead of a clever or witty title. It consists of 432 pages (15,000 words) divided into 13 chapters plus 4 appendixes. The subject matter is a straightforward description of the Boy Entrants experience as seen through my eyes. It begins with a short description of my life immediately prior to seeing an ad in the 'Hotspur' inviting me to sign up to "learn a trade" and continues all the way through ITS and technical

training at St.Athan, where I was in 3 Sqdn, 2 Wing, training as an Elec.Air Mech in the 29th Entry.

This is not about Photography - therefore I will understand if you feel it is not within your magazines purview but about Boy Entrant life in general and regardless of trade or training station, there is usually much in such books that all Boy Entrants can relate to and will undoubtedly stir long forgotten memories.

If you feel you can acquiesce to this request I shall obtain the necessary information re ISBN No: etc and a sample of the text, nearer to the date

Yours sincerely

Mickie Collins 33rd/34th Entry
RAF Cosford / Hereford.

*Thanks for the info Mickie. Get me a copy of the book preferably and I will do a full review for your friend. It sounds as though it will be of interest to several members.
Ed.*

Hi Chris,

Thanks for the latest copy of Flashback and your kind comments. You might like to read the latest (& last) renovation report on WF922 as it contains a fair bit of camera material.
Cheers Malcolm Lambert.



<http://www.bywat.co.uk/canframes.html>

Hi Chris,

An update on WF922 for you.

The F.52 camera and motor donated by Dave Derrick has passed its check out after I completed the aircraft wiring this morning. The F.52 pulses as asked by the controller and the F.52 light flashes on the prone console. I didn't remember them being as noisy as it is but there again I never really listened. You can also pulse the camera from its own test button on the side of the camera. All ready for you to play with next (this) year. I don't know if the Indian Air Force still use them but it could be the ONLY aircraft powered F.52.

So, if your group want to get some film in a magazine and run it through then feel free, not that you would get much from the negative but it's nice to know it can be done.

Sorry I haven't got any sexy photos of the happening but there isn't much different to record after an exercise such as this.

Can I leave you to pass on the news to your group?

Cheers Malcolm Lambert.

Tis done Malcolm and thanks. See the article on page 9.

Hello Chris,

Another superb Bumper Bundle of goodies. "Don't know how you do it" as my wife says when I successfully hang a picture on the wall without going through the cavity walling! The

mag really is a quality production as everyone I show it to remarks.

I absolutely agree that a ten pound sub is overdue. 'Old' BEPA was charging this all those years ago; God knows where all the money went 'cos we weren't rich. Mind you, there was my villa in Malaga! Just wanted to say Well Done and thanks to you and the team.

All the very best and have a great Christmas.

George Webb.

Gosh, We're going all red and the doorway definitely needs widening now!! Thanks George, you are too kind!

Ed.

We would like to extend a warm welcome to the following NEW Members

Brian Berkeley-White
Richard Ellis
Les Hester
Dave Hewlett
Ken Matthews
Bill Murray
Alan Parsons
Yvonne Peters
Mick Walker

Current members of RAFBEPA



Adams, Donald	Halls, Glyn	Murray, Bill
Anderson, Robert	Hayler, Titch	Newham, Dave
Archdale, Jenny	Hearne, Graham	Nile, Paul
Baldwin, Peter	Herold, John	Oliver, George
Barrett, Alan	Hester, Les	Owens, Roger
Barry, John	Hewlett, Dave	Parselle, Geoff
Belcher, Pete	Humphrey, Dave	Parsons, Alan
Berkeley-White, Brian	Jones, Doug	Peel, Dave
Billingham, Chris	Jones, Mike	Pepper, Terry
Burkin, Dave	Kain, Peter	Peters, Yvonne
Burridge, Robbie	Ketcher, Dave	Pettman, Chris
Derrick, Dave	Kinnin, Vic	Rickwood, Rick
Dixon, Bob	Leeds, Stan	Roberts, Peter
Eggleston, Jack	Lewis, John	Story, Tony
Ellis, Richard	Linstead, Gerry	Strickland, Stan
Evans, Ian	Luck, Richard	Thackary, Ian
Fraser, John	MacDonald, John	Titford, Mike
Freeman, Eric	Marshall, Bill	Turner, Paul
Fricker, Joe	Mateer, Brian	Usher, Stu
Gare, Derek	Matthews, John	Walker, Michael
Geoghan, Tom	Matthews, Ken	Walker, Tony
Gilbert, Barry	McCarten, Stan	Webb, George
Greenhalgh, Tony	McClennan, Sam	Weeks, Bob (RAF)
Griffin, Rick	McNeil, R	White, K
Hale, John	Metcalfe, Brian	Wilkinson, Mick
Halewood, C	Muddiman, Mick	Wyatt, Woody
		Young, Brian

Please note: If you wish to contact anyone on the above list it must be done through the good offices of our Secretary. This is to protect members privacy should they NOT want to be contacted. A few members do live abroad, however most have e-mails.

WF922 update



Following on from our very successful Annual Dinner and AGM, where Dave Derrick kindly handed over some cameras to Malcolm Lambert we can report that Malcolm has been very busy indeed.

As you can see from the pictures below, an F.49 and an F.52 have been successfully re-installed into the rear camera section of WF922. She must feel very happy to have some of her 'parts' replaced!

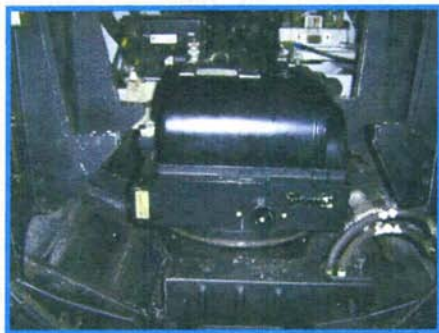
Malcolm is not sure that the mountings are terribly accurate and they are certainly not up to a signature in the F.700! However as WF922 is not in flying condition that does not matter.

From the look of the photos that Malcolm sent us he has done a cracking good job and we look forward to having the opportunity to re-visit the Midland Air Museum at Coventry and see for ourselves.

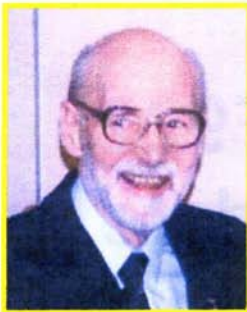
See the separate leaflet in this issue regarding visits.

<http://www.bywat.co.uk/canframes.html>

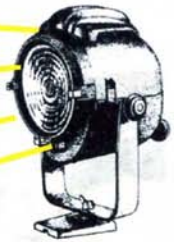
Please let us know your feelings about visiting WF922 and of course the Medmenham Collection at Chicksands. These are surely two places on your MUST visit list! Ed.



F.49 and F.52 in situ and working in WF922



Under the spotlight



Jack Eggleston

It was early in 1936 when my future in the RAF was decided by the notional spin of a three sided whirligig. My future was to be as a Wireless Operator, an Armourer or a Photographer. These were the three optional trades offered for Boy Entrant training but which was it to be. Perplexity indeed for a young lad! Thanks to the gods of luck or the delicate twist of a notional wrist it was photog that showed up on the talisman. I've never regretted the decision and often blessed it. I had just failed by a short hair to pass an RAF Apprentice exam but soon found out later that when engine fitters and airframe riggers were freezing out on the airfield dispersals or sweating cobs in the tropical heat, the photogs by the very nature of their job were most often working in temperate conditions.

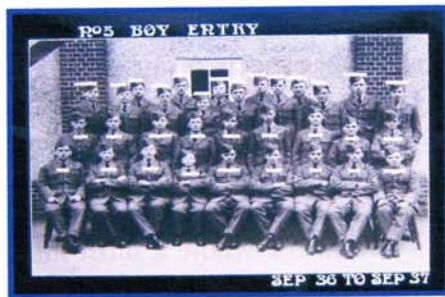
Initial training in the RAF was with the 5th Entry of boys at the School of Photography, South

Farnborough. Ours was the first entry to wear the new pattern RAF uniform with slacks instead of britches and puttees and collars and ties instead of choker neck tunics.

For the most part I enjoyed the training, technical and military and especially the sporting side and P.P., even square bashing! The highlight to come was flying. After weeks of classroom and darkroom experience with ground cameras and then air cameras, the use and care of them and fitting them into aircraft, finally we got airborne! We flew in the Squadron's Hawker Audax aircraft and took pinpoint photos and line overlaps with Flight Sergeant Don Munro as the pilot. Don had been a photog in his early years and understood our problems. Many years later when Don was in his nineties, BEPA members met him again – at South Farnborough!



Jack on the left in 1936 demonstrating the new uniforms



*No:5 Entry Boy Entrants
Farnborough 1936*

I passed the one year course and was posted to RAF Driffield, still as a Boy. However I managed to pass the exam for LAC but could not be promoted until I was 18 years old, when I became a fully fledged airman. Then as World War II became closer it was to Northolt and then to Heston to form the original photo recce unit under the legendary Wing Commander Sidney Cotton. Initially at Heston I and two other LAC photogs carried out both flying and ground duties. Then to France in early 1940 until the French surrender when it was back to Heston and then on to detachments at Wick and St.Eval.

My next posting was overseas for the Allied invasion of North West Africa with 682(PR) Squadron in Algeria and then on through Tunisia. After that it was across the Mediterranean to Sicily and the Italian mainland with detachments to Sardinia with the US Army Air Force. Most of this

time I served as a Flight Sergeant on the Mobile Field Photo Sections which followed the armies as they advanced up the Italian Peninsula. When the war in the West ended I was in Austria and did not get home until several months later as we were surveying and photo recording along the Drau river. A precaution on the account of the nearness of Russian armies to the north and Marshal Tito's communists just over the hills. So throughout the whole of that war I had served on photo recce squadrons.

After the war and home again I continued to serve as a Flight Sergeant and then a Chief Technician on air and ground duties and also became an instructor. At home it was Morton-in-Marsh followed by Finningley and then the Empire Navigation School at Shawbury and some flying duties. RAF Benson and the School of Photography, now at Wellesbourne Mountford, followed where I instructed

U/T photo officers and NCO aircrew in all aspects of air photography. Overseas came again and off to the Far East at Singapore and Butterworth in Malaya. We ran the gauntlet with the Communist bandits but on the whole a most interesting time. Home again and postings to Scampton, Nuneham Park and also courses at Millom and Jurby. Then on to Wyton and Finningley sorting out Bomber Command photo problems for a while, then back to Wyton where I spent my last seven years in the RAF, the last one as a Warrant Officer.

I married Renee in 1954. She had been a Corporal WRAF Photographer at Nuneham Park. Our son Peter was born in 1957. However dear Renee died of leukaemia in 1967.

In 1961 I was appointed as a civilian instructor at the School of Photography Cosford, part of the time concerned with sensitometry. I produced an award winning book on sensitometry which is now out of print. In addition to instructing I also held a part time position as curator of the School museum and keeper of the archives.

Retirement came at 65 in 1985 and it was about then that I heard of George Webb's campaign and his gallant fathering of the orig-

inal BEPA and promptly signed on the dotted line! In a long life, one of the best things I've done. May it continue on as RAFBEPA for many a year!

Later on and so far, I've been a partner along with Dave Humphrey and Dave Jenkins (all unpaid volunteers) concerned with the purpose built military photo gallery at the RAF Museum Cosford. The gallery exhibits have recently been put into limbo storage but should be back in all their glory in the near future. Because of my experiences, mainly during World War II, I have participated in several documentaries made by American, Australian and British companies on the subject of wartime photo reconnaissance.

Anyhow to conclude. Up to now I've had almost seventy years of full or part time service associated with the RAF and military photography. Who would have thought it, so many years and all decided in the first place by the spin of a three sided whirligig!

Jack Eggleston

Many thanks Jack for that fascinating insight into your service career. Jack has also written about reminiscences of the start of Photo Reconnaissance Units which we hope to serialise. Ed.



Operation Reforce



Operation ReForce

**Photo Section - 58 Squadron -
RAF Wyton - September 1964**

Sergeant Vernon Pilgrim strolled into the Crew Room and addressed the only two occupants - "Galloway, Lewis I need two volunteers". Phil remained motionless with his eyes firmly shut I continued to stare intently at the Bridge Section in the Daily Telegraph. "Come on you two I've had Photo Wing on the 'phone and they are short of two SAC Photo Twos to go on the Emergency Standby list".

Emergency! What emergency, nothing about any emergency in today's comic, we both eased ourselves into upright sitting positions. Sgt Pilgrim explained that Records Office at Innsworth maintained a list by rank and trade of a small number of people so if any special jobs came up they could have first choice. Special, first choice - we really a must

have been a pair of halfwits to fall for Vernon's sales pitch.

"What's the deal Sarge?" Phil asked. Vernon replied "Get yourselves over to Photo Wing HQ - go and see Flash Hayes, he'll get you sorted", he walked towards the door, turned and said "When you are done you might as well go to Early Tea and call it a day". We even had a bonus!!!

Photo Wing, Station HQ, Ground Photo Section (mug shots, neither of us had Passports) and the Medical Section (not so clever that, two jabs in the left and one in the right arm), early tea and lying on my pit in total relax mode by 1630 hrs - this Emergency Standby marlarkey is not that bad after all.

I went to the flicks in the evening, past the Valiant dispersal of 543 Squadron to the Astra Cinema (the building long since gone - well it was the best part of a mile from many potential customers). I can't

remember what the title of the film was but it was a doctors and nurses saga but you just knew that the female lead was going to get her kit off before the end. During the intermission I went out to the Auditorium, one the guys who worked there, a photog from the Factory came up to me "John - they are looking for you". "They?" I asked. "Duty Clark at Station Headquarters" he replied "telephoned about twenty minutes ago but I did not know you were here". There was of course no Tanoy at the Astra - what a way to run an Air Force. I set off for Station HQ.

"Where the f*#@ have you been?" enquired the Duty Clerk through the out-of-hours window at the back of the building, I explained. He let me in and escorted me into the General Office; I was confronted by the Station Duty Officer and a very, very pi**ed off looking Phil Galloway, who was seated next to his blue RAF Kit Bag, a civvie suitcase, a black shoulder bag and a bundle of beige material tied up with string. The Station Duty Officer brought me up-to-speed - Bo***cks!

Approximately two hours later two of us were seated in the back of a J2 minibus but the pile of kit had

grown, plus now we both had bundles of beige material tied up with string. Aged 18 years and five months I was going off to fight one of Britain's Small Wars.



Our adventures started long before we got to the scene of any military action. At about midnight, somewhere on the outskirts of Bedford we rounded a bend to be confronted by a multi vehicle road accident. Amongst the injured was an elderly lady with serious lacerations including one very deep cut in her throat, she was having difficulty breathing and drifted in and out of consciousness. After a bit of first aid an executive decision was made; the lady was loaded into the back of the minibus and we set off for Bedford. More by luck than skill we drove directly to the hospital, the minibus was reversed up to A&E and we handed over our patient (still in working order) and continued our journey to RAF Lyneham.

On arrival, now in daylight, at our destination the MT driver moaned about the mess in the back of his vehicle, which he would have to clean up. There was another problem as well, although our bags had been up on a seat the two bundles of beige material tied up with string had not and were now looking a little sad, blood stained and second-hand. Using some of the of the said beige material we tidied things up and suggested that at some point on his return to RAF Wyton the MT Driver could take the opportunity to dump all the beige, clean and dirty in a ditch somewhere - after all Phil and I were sure that we could cope without our KD clothing!

Lynham was in total chaos; there must have been many hundreds of souls like us milling about in total confusion without the slightest idea of what was going on or where they were supposed to be going. After getting our priorities right - food and a bit of kip, we queued and waited until late afternoon when we were told that our flight was leaving at 2100 hrs, destination - Singapore - Bugis Street here we come!

When we went to hand-in our hold baggage and collect our new Passports we were told that before departure we should report to Building

27, out of the Terminal, turn left, turn right, 100 yards (pre metric!) building on the right. When we got there a very well spoken Corporal gave us a gun each, my understanding was that we were going visit the war - not fight the bloody thing! A more unlikely two-some with guns, and why one each, was difficult to imagine.



We stood in-line waiting to board our aircraft - Transport Command Britannia in PCF mode (passenger come freight), 20 passengers and a selection of kit, including a spare engine (it would prove useful later!). The AQM came up to us - "good evening gentlemen and may I ask where you got the artillery". It was only then that we realised that we were the only passengers so equipped. Followed a brief and one-sided conversation, the AQM would not accept the weapons on-board and we did not wish to take them. They were wrapped-up and added to the hold cargo - we never saw them again and no one ever asked about them!

I am not sure how many In-Flight 'standard Transport Command' pre-packed 'devoid of imagination' salads we ate over the next few days but I sincerely believe that the RAF has a lot to answer for with digestive ailments in the older ex-service population. First stop was Akrotiri, over-night and my first experience of Keo (but I'll be back!), then Khormaksar (how could anywhere be that HOT, but again I'll be back!) for four hours and a crew change, then Gan and thankfully the aircraft was [f*#@ed](#) so we spent two days there (people pay a fortune nowadays for a holiday in the Maldives but ours was

FOC!) while someone wrestled the engine from inside the aircraft into the hole in the wing.

We arrived at RAF Changi late one evening and by this time we had both lost the plot. But there we were, ready to fight a war but without a gun or anything to wear!

How did the two intrepids from 58 Squadron get on - well Phil did all the normal touristy things plus did the rounds of the NAAFI and Malcolm Club plus saved a few bob and me - I trashed the place!

John Lewis - 43rd



Contrasting views of Changi beach and Changi Prison

Advertisement



Do you need to save lots of money on new glasses? Then why not try out Glasses Direct. Click onto the links button on our web site (www.rafbepa.co.uk) and you will find them at the bottom of the list.

Please note that **RAFBEPA** earns commission for every pair purchased through our site.



On Friday 28th July 2006 there will be a Disbandment Parade at Royal Air Force Marham, Norfolk for 39(PR)Squadron. The laying up of the Standard will follow on Sunday 30th July at St.Clement Danes Church in the Strand, Central London. It will be a sad day for for one of the longest serving aircraft in the history of the Royal Air Force and we salute 39(PR)Squadron.

Please note that attendance at both these functions is by invitation only. See 'MAKE A NOTE' on page 38. There are 2 further events to which only serving and ex Squadron personnel will be invited, a hangar party and a formal dinner in the Officers Mess.

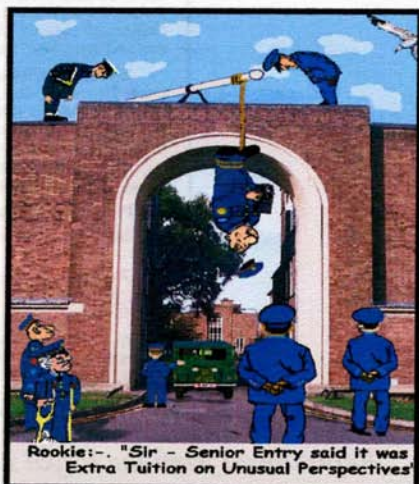
As a member of RAFBEPa we suggest you apply personally to:

Sgt.K.C.Frisby, Adjutant 39(1PRU) Squadron, RAF Marham, Norfolk or e-mail to: MRM39Sqn-Adj@marham.raf.mod.uk

Website: www.rafmarham.co.uk/organisation/39squadron/39squadron2.htm

There is also a link to the official application form on the web site.

You need to download it, fill it in and e-mail it or post it. Ed.





New pay code !

ROYAL AIR FORCE JOURNAL

The New Pay Code at a Glance

WEEKLY rates of pay for men below officer rank in the four new trade groups (reduced from six) from July 1st next will be :—

Corporals and Below

	A	B	C	D
AC2 - - -	45/6	42/-	38/6	35/-
AC1 - - -	49/-	45/6	42/-	38/6
LAC - - -	52/6	49/-	45/6	42/-
Cpl. - - -	66/6	63/-	56/-	52/6

Sergeants and Above

	Group A	All other groups
Sgt. - - -	84/-	73/6
F/Sgt. - - -	101/6	84/-
W/O. - - -	119/-	105/-

Airmen Air Crew

Airmen air crew in the five new categories will receive weekly :—

	IV	III	II	I	Master
Pilot and Navigator - -	73/6	87/6	105/-	122/6	140/-
Signaller, Engineer & Gunner	70/-	84/-	101/6	119/-	136/6

Service and Badge Pay : 3/6 a week after four years as Corporal (or Air Crew III), 3/6 a week for each four years as Sergeant and Flight Sergeant (or Air Crew II and I) and 10/6 a week for each four years' service as Warrant Officer (or Master Air Crew). Good conduct pay will be granted after five and ten years' man service (3/6 a week in each case).

Marriage Allowance (subject to income tax): Corporals (and Air Crew III) and below, 35/- a week—qualifying allotment, 10/6 a week; Sergeant (and Air Crew II) 40/-, allotment 17/6; Flight Sergeant and (Air Crew I) 42/6 a week—allotment 24/6; Warrant Officer (and Master Air Crew) 45/- a week—allotment 28/-.

War Gratuity.—Service will continue to reckon as qualifying service up to August 15th, 1946.

Post-War Credits.—Will cease from July 1st, 1946.

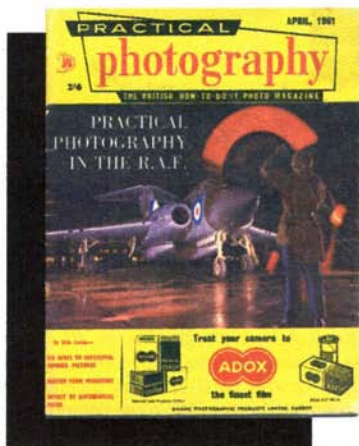
Service will cease to count for War Service Increments from July 1st, 1946.

(Note.—Special arrangements will be made in cases where the present rates, including War Service Increments, are in excess of those under the new code.)

You are recommended to see the White Paper or the Air Ministry Newpayforms for further information about gratuities and pensions for regular service.

Who remembers this?

The following 7 pages are all reproduced directly from the April 1961 issue of Practical Photography. It was kindly sent in by Mike Jones to whom we are indebted. We apologise for the small type in places, so some of you may need a Linen Tester!



Our Front Cover

Our cover this month should lay once and for all the myth that you can't use colour in low lighting conditions. Tarmac floodlighting is better than nothing, but its intensity level is such that photo-electric meters give barely a flicker. To use fill-in flash would kill the light from the marshalling bats, and cause too great a difference between foreground and background illumination. The R.A.F. photographer who took this shot used 5x4 high speed Ektachrome, rating it at 320 ASA instead of 160 and increasing the first development time from 10 to 13 minutes.

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18

Practical Photography.

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M.P.P. Porcelain Universal Viewfinder £26.16.0



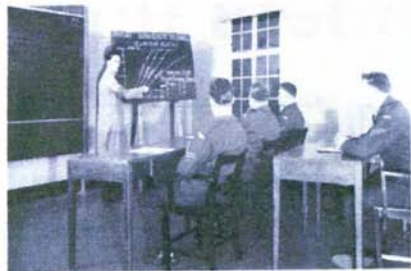
M.P.P. holder for 126 roll film. £13.16.0



M.P.P. Photo Fun. £21.16.0 plus £1.8.0 P.T.



M.P.P. 9 x 12 cm. Adapter for single mount slides: per single mount of £3.16.0



Theoretical instruction is being given by Senior Technician Enkel to a class of four photographers. With such small numbers, personal tuition can be given to every student, ensuring that personal shortcomings are rapidly overcome.

The R.A.F. photographer is an expert—make no mistake about that. He has entered the Service with good academic qualifications, has completed one of the most comprehensive photographic courses in the world, has had experience of almost every branch of photography you can think of, and is conditioned to work in any set of circumstances from a complete photo-laboratory to a make-shift darkroom on a squadron, is able to improvise where the proper equipment is not available, and at all times works to standard that would not shame any top professional.

Add to this the fact that he is able to diagnose faults in, and service, all the apparatus he uses, and must be capable of switching immediately from one branch of photography to any other, without any temporary drop in standards, and you get a pretty fair idea of what a course of photographic training in the Royal Air Force could do for you.

How it all started

To tell you about photography in the Royal Air Force, to initiate you into not only the wide variety of tasks accomplished, but also how photographers are trained to the necessary standard, we recently visited The School of Photography—the oldest school in the Royal Air Force, established in the days of the Royal Flying Corps, at Wellesbourne Mountford. The Commanding Officer of the photographic school, Squadron Leader Mayle, met us in his office which was lined with charts, graphs, and tables, depicting the varying stages of courses at present under instruction, and asked his adjutant, Pilot Officer Winter to “show us the works”.



PRACTICAL PHOTO

*How do you become an R.A.F. Photographer?
What training would you get?
How good would you be?*

Practical Photography.



PHOTOGRAPHY IN THE R.A.F.

ographer?

To find the answer to these and many more questions—
Practical Photography conducted a searching investigation . . .

This dramatic shot was taken at R.A.F. Station Waddington, and shows a batsman guiding a jet bomber to its berth. Pictures like this need a high speed film not only because of the relatively low level of illumination, but because of its ability to handle strong contrasts better than the slower speed variety.

PRACTICAL PHOTOGRAPHY IN THE R.A.F.

First things first

TO BECOME AN R.A.F. photographer, you can either join as a boy entrant and sign on for a minimum of 12 years, or join as a man for a minimum period of five years. Although you express a preference for photography, whether or not you get it depends strictly on your I.Q. You are given what is called an aptitude test, and providing you show sufficient intelligence, you are accepted for training as a Photo II at Wellesbourne Mountford. After a preliminary period of square bashing, you start a six months training course, during which you are initiated into, and taught to master, theory, ground photography, air photography, how to use and service all types of ground and airborne equipment, how to process and print airfilm, both still and cine, how to operate continuous processing machines, including the latest electronic types, how to produce a negative to a quoted gamma, and in general how to become a skilled photographer.

If you already have some considerable photographic experience on joining, you may take only a proportion of the course to act as a refresher, and to teach you the more specialized service aspects.

Having completed your initial six months training, you are then sent to a squadron where you gain experience in the field with various R.A.F. units, and after a period of this you can then take an advanced course, again at Wellesbourne Mountford for a further period of sixteen weeks, which, after successful completion graduates you as a Photo I. Some indication of the high standard set by the R.A.F. photographic training is the fact that any member who passes can get automatic exemption from the Institute of British Photographers intermediate examinations, providing his practical work is up to the required standard.

Training starts in the "basic trade theory section", in charge of Flight-Lieut. Stringfellow, B.Sc., one of the educational officers. All staff in this section have a university degree, and all are quite literally dedicated men. Here, you work your way through 80 hours of photographic theory, before proceeding to other sections of the training course.

During the course, photographers are taught to handle and to service a very wide range of cameras from the 2½ in. square Microflex and Rolleiflex, on to 5 in. x 4 in. M.P.P. cameras, (which incidentally are called S.92's in the service jargon) being a cross between the M.P.P. Micro-press and the M.P.P. Micro-technical, and on to specialist cameras used for dial recording of aircraft cockpits; these being fully automatic and motorised, and then to cameras such as the F.24, which uses 5-in. film and is carried by most Coastal Command aircraft, cine-gun cameras, radar recording cameras, survey cameras, and cameras used for both high and low level work.

With much of this apparatus, specialised sizes of film are used, some of it five inches wide, much of it nine inches wide. Cameras such as the F.52, a high altitude job used for photographic reconnaissance has magazines which hold sufficient film for five hundred exposures. Incidentally, this can be processed, dried, and put on the desk of the photographic interpretation Officer in an incredibly short time. As photographic reconnaissance dove-tails so closely with intelligence work, it becomes obvious that speed in processing and interpretation is absolutely vital.



The R.A.F. photographer must be an expert at mosaic work, and here a Corporal is being instructed in the technique of making up mosaics by a Senior Technician.



Photographing equipment for record purposes is routine, and is usually carried out with the 5 x 4 Micro-Technical camera, in the station workshop. Whether it be an electrical component that has developed a fault, or a piece of metal which has fractured, the lighting and shooting technique is similar.



Photographic training is given to women members of the Royal Air Force, one of whom is seen here operating a machine for contact printing 5-in. wide perforated film, used in many air-to-ground cameras.

Practical Photography.



All the latest

Processing speed being so important, the R.A.F. uses the latest electronic equipment, and their continuous processing machines turn out the finished product faster than a high speed sausage machine. Much of the equipment is incorporated in mobile units, new versions of which now undergoing service trials can be loaded into a Beverley transport aircraft and be positioned for use anywhere in the world in a very short time. Some photographic interpretation today is done straight from the negative, personnel being taught automatic interpretation of black to white and *vice-versa*, but the majority is done directly from prints.

Advanced Training

After completion of a Photo II course, and the accompanying practical fields work, comes a Photographer I course and specialized training. In charge of the specialist training school and the officers' training school is Mr. L. S. Hallet, the Superintendent Instructor, who joined the R.A.F. as a photographer in 1920. In 1926, he became a civilian instructor with the Civil Service, until 1939 when he was recalled for war service. This he did as a service photographic officer, until 1945 when he came back to Wellesbourne Mountford school of photography as a civilian instructor. After a long chat with Mr. Hallet, we had the distinct impression that anything he did not know about photography could not be worth knowing. In point of fact however he insists he is still

April, 1961

These two R.A.F. photographers are examining an F.52 camera in front of a Valiant bomber. The large magazine taking 9-inch film can be seen in the bottom foreground.



All cameras are regularly serviced, and here an F.52 camera is being checked on a test bench by a corporal.

PRACTICAL PHOTOGRAPHY IN THE R.A.F.

learning, and will continue to do so until the day he retires. In his opinion, a full study of sensitometry is of vital importance, second only to the correct dove-tailing of theory and practice. Vying with him for long service, was Warrant Officer Fancourt of the trade testing section, (where examination papers are compiled and if necessary sent out to units,) who is just completing 30 years as a service photographer. Working from a basic library of 500 different questions, it is his responsibility to compile the examination papers for each course, and the accompanying trade test.

As a multiple insurance against flooky results, each part of the examination requiring a print as the end product, has a sting in the tail. One good print is not enough; on each and every occasion a set of four perfectly matched prints must be provided. We checked a lot of these, and believe me they really were "matched". Although the theoretical knowledge needed is so comprehensive, tremendous stress is

court, (and if anyone should know—he should) the educational standard of new entrants is now better than ever before, and the training programme and standards are just about as high as they can be. During the last war, there was a slight relaxation, not of standards, but of the ability of a service photographer to tackle literally any assignment, as he had to be taught in a relatively short time to be an expert in a particular branch. Now however, every photographer upon completion of his training is a specialist in every branch of R.A.F. photography.

More than a tradesman

He is called upon to take a series of analytical photographs of such things as aircraft accidents and defective parts, he must act as a press and public relations photographer at numerous R.A.F. engagements, he must be a top line darkroom worker, and ambassador with V.I.P's, must be able to operate



played on the practical application of it, particularly where copying is concerned as every single defective item of R.A.F. equipment must be photographed. It is a fact that after only seven days initial training, the new entrant is expected to, and can, produce four matched prints entirely on his own of a faulty piece of equipment. We were impressed by the high standard. Any member of the R.A.F. who passes his Photo II course gets exemption from the preliminary I.B.P. examination. In the opinion of Warrant Officer Fan-

and service the complex mobile photographic units, and be thoroughly familiar with every photographic technique for every occasion.

The end product—the trained R.A.F. photographer, is more than an efficient tradesman, he is a craftsman. Unlike some of his counterparts in civilian life, he has the satisfaction of knowing that all his officers are not only competent as administrators, but have been through a very tough 44-week photographic course, which is so concentrated, and which demands such

The Gloster Javelin 2-seat all-weather fighter (seen bottom right) is the first Fighter-Command aircraft to be equipped for refuelling in the air, the tanker aircraft being the Valiant V-bomber.

a high standard, that at the end of it, he knows as much about the theoretical and practical aspects of the job, (even though he may not be called upon to do any actual photography), as any photographer under his command.

Practical Photography,

Next to Godliness?

As a final note, we shall always remember the first notice we saw when we went into the training school's processing building, it said in big letters—"Dirty habits produce dirty work". It was a fitting preface and a fitting ending, to underline the extraordinary high standard of cleanliness and neatness that we observed throughout the training of an R.A.F. photographer.

The Commanding Officer, Squadron-Leader Mayle, has induced an atmosphere of strict self-discipline throughout the school, which must remain with, and be an asset to, every photographer passing through. We are left with the feeling that every fully trained R.A.F. photographer must be a happy man because of the satisfaction he gets in carrying out every conceivable type of photographic assignment successfully, and in knowing that the traditions of his particular branch of the Service are of the highest.

FOR TEN POINTS TO TEST YOUR KNOWLEDGE turn to page 64.

2000 MILES IN ONE RADAR SHOT!



This radar map of the entire Mediterranean sea-board by an R.A.F. Valiant Aircraft of No. 543 Squadron shows a geographical area of over 2,000 miles by 700 miles, including the craters of Vesuvius and Etna, and 243 ships which were at sea when the photograph was taken.



Taken with an F.52 camera from an aircraft of Bomber Command, this beautiful pattern picture is of H.M.S. Ark Royal executing a 180 deg. turn to starboard. The wake of the ship can be seen more clearly than the ship itself, showing up as a giant U spread across a large area of sea. The diagonal-wake lanes of ships ahead have contributed to make a fascinating water pattern.

April, 1961

TEN POINTS TO TEST YOUR KNOWLEDGE

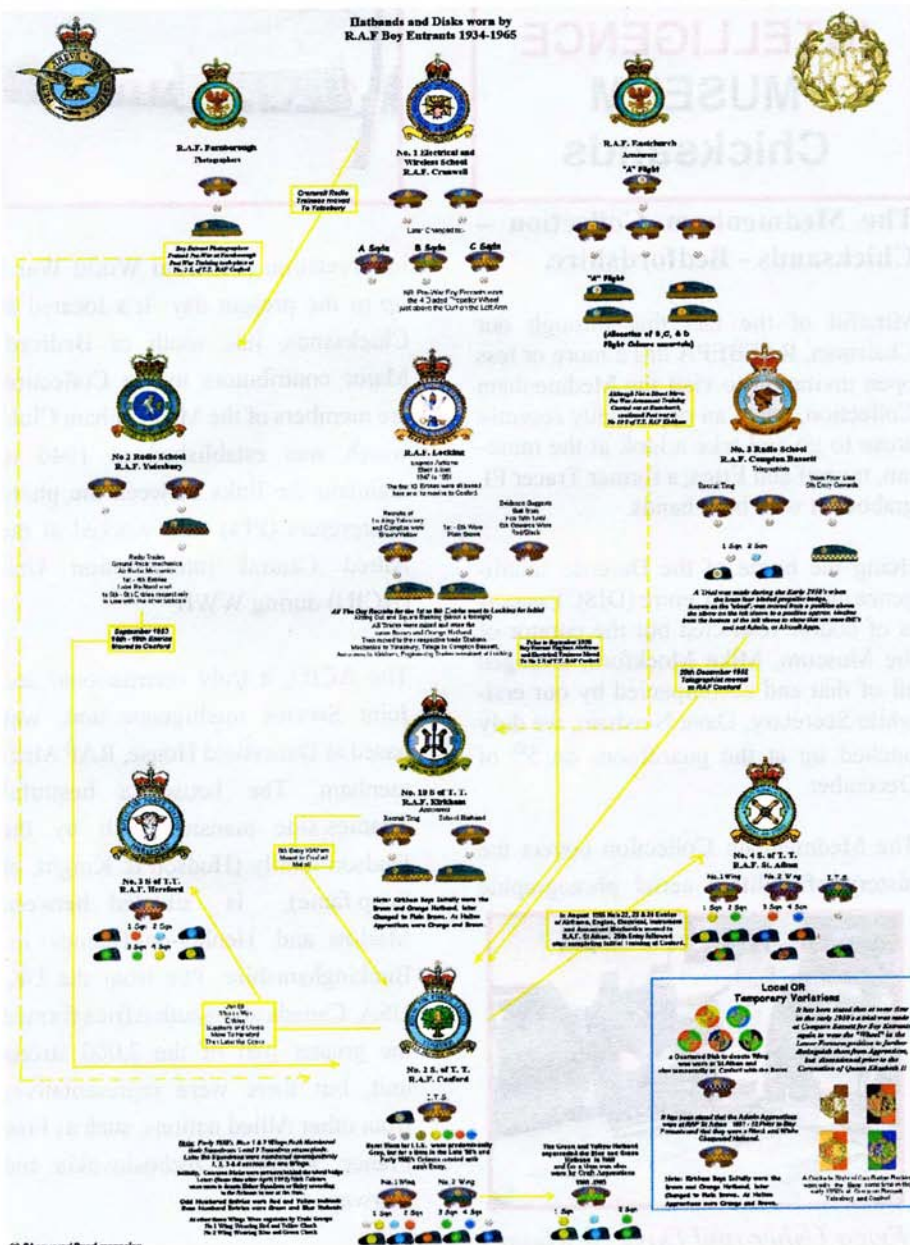
THE TRADE TEST for a Junior Technician Photo I consists of exactly 100 questions. Some of this is obviously concerned solely with R.A.F. photography, but a very high proportion is intended to test general photographic knowledge. Try these ten questions, try them first without looking up any reference books, then find the answers to any you do not know. Each question has four possible answers, a, b, c, or d, and if you know your subject it won't take you very long to make a decision.

- Q. 1.** The lower practical limit of the transmission of ultra-violet radiation by a glass lens is:—
(a) 2,357 A.U. (b) 2,360 A.U.
(c) 5,400 A.U. (d) 3,300 A.U.
- Q. 2.** The proportion of infra-red radiation reflected by an object is:—
(a) Proportional to the visual luminosity of the object.
(b) Not related to the visual luminosity of the object.
(c) Inversely proportional to the visual luminosity of the object.
(d) Inversely proportional to reflection of ultra-violet by the object.
- Q. 3.** Specular reflection from plane non-insulating surfaces may be prevented from reaching the photographic plate in a camera by:—
(a) A neutral density filter.
(b) A polaroid filter.
(c) Careful selection of the view point.
(d) Correction filter.
- Q. 4.** If the shutter speed required to photograph an object moving at right angles to the lens axis is 1/150 sec., the minimum shutter speed required if the view point was changed to an angle of 45 deg. would be:—
(a) 1/50 sec. (b) 1/100 sec.
(c) 1/175 sec. (d) 1/200 sec.
- Q. 5.** To improve the printing qualities of an over exposed, veiled and flat negative, best results would be obtained by:—
(a) Intensifying with mercury.
(b) Reducing with a proportional reducer.
(c) Reducing with a subtractive reducer and then intensifying.
(d) Reducing with a proportional reducer and then intensifying.
- Q. 6.** The British Standards Institution assess the speed of an emulsion by developing it in a standard manner to approximately gamma 0.9 and then:—
(a) Measuring the inertia point in lux/seconds over a log E range of 1.5.
(b) Measuring the exposure in lux/seconds to give density 0.1 above basic fog.
(c) Measuring the average gradient from a point on the curve 0.2 above basic fog, over a log E range of 1.5.
(d) Measuring the log E of the point where the slope is 0.3 of the mean slope over a log E range of 1.5.
- Q. 7.** When asked to photograph a virtual image, using the standard S.92 assembly, you would consider the task:—
(a) Impossible, as image is aerial and cannot be photographed.
(b) Possible, provided you can use the ground glass screen and not the vernier scales for focusing.
(c) Possible, by removing the camera lens, and focusing on the ground glass screen.
(d) Impossible, as a virtual image cannot be focused on the ground glass screen.
- Q. 8.** The shift of the characteristic curve towards zero log. exposure with increasing development would indicate:—
(a) An increase in chemical fog.
(b) The need for a greater amount of sod. sulphite or similar chemical in the developer.
(c) A decrease in effective film speed.
(d) An increase in effective film speed.
- Q. 9.** Which grade of bromide paper would be required to give contact prints from a negative which has been developed to a gamma of 0.65 if the subject brightness range was 25 to 1:—
(a) Soft. (b) Normal.
(c) Hard. (d) Extra Hard.
- Q. 10.** Sulphide toning should *not* be carried out in a dark-room because:—
(a) The smell would be offensive.
(b) Sulphide fumes will effect undeveloped photographic emulsions.
(c) The process must be carried out in full daylight.
(d) The ferri-cyanide solution is extremely poisonous and must only be used in a well-ventilated room.

If your score was eight or over you are pretty good. If only six you need some revision, if five or less you had better start reading PRACTICAL PHOTOGRAPHY Magazine and Photo News Weekly regularly to catch up on your technical information.

Answers inside back cover

An update to Mickie Collins excellent insignia records



© Copyright Mickie Collins

If anyone would like a clearer A4 print of this page please contact the Editorial Office.

MILITARY INTELLIGENCE MUSEUM Chicksands

The Medmenham Collection – Chicksands - Bedfordshire.

Mindful of the fact that through our Chairman, RAFBEPA has a more or less open invitation to visit the Medmenham Collection, when an opportunity recently arose to go and take a look at the museum, myself and Erica, a former Tracer PI, grabbed it with both hands.

Being the home of the Defence Intelligence and Security Centre (DISC), access is of course restricted but the curator of the Museum, Mike Mockford, arranged all of that and accompanied by our erstwhile Secretary, Dave Newham, we duly pitched up at the guardroom on 5th of December.

The Medmenham Collection covers the history of military aerial photographic



*Erica Usher and Dave Newham
with Mike Mockford at the
Vinten light table*



interpretation (PI) from World War I up to the present day. It's located at Chicksands, just south of Bedford. Major contributors to the Collection are members of the Medmenham Club, which was established in 1946 to maintain the links between the photo interpreters (PI's) who worked at the Allied Central Interpretation Unit (ACIU) during WWII.

The ACIU, a truly international and Joint Service intelligence unit, was based at Danesfield House, RAF Medmenham. The house, a beautiful Thames-side mansion built by the Hudson family (Hudson & Knight, of Soap fame), is situated between Marlow and Henley-on-Thames in Buckinghamshire. PI's from the UK, USA, Canada and South Africa formed the greater part of the 2,000 strong unit, but there were representatives from other Allied nations, such as Free France, Poland, Czechoslovakia and Norway.

The Medmenham Collection story commences with a brief review of the

origins of photography and the early attempts in the mid to late 1800s to “see over the hill” by the use of balloons, kites, camera carrying pigeons etc. As aerial photography developed during WWI, the challenges presented to the newly established squadron intelligence officers (the first PIs) are well illustrated.

After a period of neglect by the military between the Wars, reconnaissance and interpretation was re-established as a vital intelligence asset by an Australian, Sydney Cotton, who in conjunction with the Secret Intelligence Services, obtained vital intelligence on German military targets before war was declared. He also developed the techniques necessary



There was a very specific application for this hand operated, mounted F.89. Any ideas where it might have been used?



The recently acquired Wild A5 in full working order

for successful strategic reconnaissance and set in place the PI and intelligence procedures that proved so successful for the ACIU.

The work of the ACIU from the early 1940s to the end of WWII is the centrepiece of the Medmenham Collection display at Chicksands. The Collection owns much original material from this period, including a rubberised 3-D terrain map used by troops going ashore on D-Day, June 1944. There are also specific displays covering the hunt for the V-1 and V-2 (Operations Crossbow and Bodlyne) the sea war (the hunt for German capital ships and U-Boats), The Bruneval Raid, D-Day and captured examples of Italian and German imagery, showing British targets at home and abroad. The Collection owns the research material accumulated by Miss Constance Babington-Smith, author of “Evidence in Camera”, and the PI who headed the team responsible for finding the first V1 on imagery, thus revealing the extent of development of this “Vengeance” (Strictly translated “Reprisal”) Weapon.

There are also a number of aerial cameras, more recent imaging sensors and a large collection of stereoscopic viewing equipments on show.

A number of small displays illustrate many of the campaigns and operations that have involved British forces since WWII, including Suez, the Falklands conflict, the Gulf War of 1991 and United Nations operations in the Former Republic of Yugoslavia.

Imagery from various types of sensors is shown in these displays, including electro-optical, radar and infrared. Wherever possible the displays are set up so that the visitor can actually view the imagery through stereoscopes, experiencing the maximum impact of seeing familiar objects in 3-D. There are also interesting examples of the model makers art on display, showing how this was a vital part of the intelligence exploitation of aerial imagery.

A WWII vintage Wild (pronounced "Vilt") A5 has been obtained on loan from the Eden Camp Museum in Yorkshire. This type of Stereo Plotting Equipment is as significant to the exploitation of air photography and the intelligence picture in the early 1940s, as was the breaking of the Enigma codes by Bletchley Park. The Wild A5 has been restored by experienced photographic and engineering volunteers from the Medmenham Club and it is now

on display. Imagery can be viewed through this remarkable equipment by visitors.

To say that we were impressed with what we saw would be to understate the case. It is a very good little museum indeed and is very well worthwhile visiting. A lot of the material on display will be familiar to many of you, so I am now planning to arrange a visit by members to Chicksands during the month of May, and I'd ask any member who'd like to attend to let me know as soon they can, so that I can get a feel for numbers. Because of the security implications, this does have some bearing on the issue. On this point, it's likely I may have to arrange it so that we arrive by bus in order to reduce the requirement for vehicular access to the base. If that is the case, then we may have to meet at some pre-ordained spot (e.g. Huntingdon or St.Ives), and that may not be a bad idea of course, since those requiring overnight accommodation might like to book in at a local hotel and have a bit of a get-together the previous evening. I look forward to hearing from you..

Stu Usher

For anyone interested there are two website addresses.

www.armymuseums.org.uk

Click on Military Intelligence Museum.

www.army.mod.uk/

intelligencecorps/chicksands/html



Those of you who live in the West Midlands area may have seen the 10 minute slot on the BBC programme 'Inside Out'. It featured the Defence School of Photography at Cosford and their role in modern day warfare. Originally some footage shot during our last re-union was going to be shown however one of the trainees filmed is moving on to more covert work and could not be identified!

If anyone would like a copy of the programme we are trying to organise this and we will put a note on our own web site if we manage to do this. There are however two interviews included, one with Jack Eggleston and one with Dave Humphrey.

Do you remember when.....?



Is this Bahrain....yet again....?

AP 1081

Have you ever wondered what AP 1081 was?

Well of course we all have, every day! Well I came across this little gem on e-bay and could not resist buying it. It is basically a handbook for any officer who might find himself somewhere in the world in the back of beyond and has to know how to start an RAF Station!

Everything you could possibly want to know is in here. Some examples are printed on the following pages, so if you want to know how much space a crated Audax will take up, it is all in here.

The camera details are interesting as well as the aircraft dimensions.

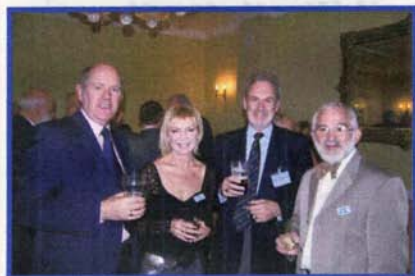
We will try and print some snippets from this pocket book in future issues of Flashback but in the meantime if any of you get caught out in the middle of Siddibirani and need to know how many camels can haul enough rations for 300 airmen, just give me a call!



2. Cameras

Item.	How Packed.	Bare Weight. lb.	Gross Weight. lb.	Dimensions.
Camera, G.22, complete with loading handle, mounting and control cables.	One storage case.	11½	21½	1' 6" × 7½" × 1' 6½"
Camera, G.28, complete with sights.	One storage case.	22	43	3' 4½" × 7½" × 1' 3½"
Camera, F.24, complete with 5 in., 8 in., or 14 in. lenses and cones.	One storage case.	Camera and 5 in. lens : 17½	47½	1' 7½" × 1' 3½" × 11½"
	One storage case.	Cone and 8 in. lens : 4½	12½	6½" × 6½" × 6½"
	One storage case.	Cone and 14 in. lens : 7½	17½	1' 3½" × 9½" × 9½"
Camera, S.4 (ground), complete with 10-in. and 5½-in. lenses, 6 slides, 12 adapters, tripod, focussing cloth and lens holders.	Three storage cases.	Camera : 13.	23	1' 9" × 1' 4" × 5½"
		Slides and adapters : 12.	16	11½" × 9½" × 6½"
		Tripod : 8.	11	3' 8" × 6½" diameter

And here's a few more from the Annual Dinner and re-union last October!



*Mal Price, Teresa and Gerry Linstead, Geoff Sellars
OC DSOP*



*Dave Newham and Chris Pettman share a joke at the
RAF Museum*



*The old wooden hut serving as
a Cafe just as it was in the 50's
and 60's!*



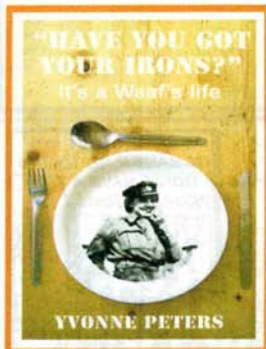
*Cosford Halt today, little
changed from the heyday of the
Boy Entrants*



*Introductory talk from the OC
and his Deputy at the Defence
School of Photography*



*Animated discussion in one of
the classrooms now all compu-
terised - no wet rooms!*



BOOK REVIEW

'Have you got your irons?'

'It's a WAAF's life'

By Yvonne Peters

Published by Greenridges Press

13 Vale Road, Northwich, Cheshire, CW8 1PL

ISBN 1-902019-07-5

£8.99 272 pages paperback

I was surfing the net a while back looking for anything to do with RAF Photography when I came upon this little gem. I thought it was most refreshing to find something from the 'fairer' sex, if we are allowed to say that any more! I sent off for the book and had a lovely letter from Yvonne saying she was sorry but she had run out of books but that she had organised one to be sent to me from the publishers. Well, I can tell you that her letter and the book arrived the same day. Very efficient. Only what we would expect from a Royal Air Force trained person of course!

The book is mainly about Yvonne's wartime experiences both in and out of the Royal Air Force.

Yvonne did not actually spend very long in the RAF as you will read if you buy the book, however her account of eventually joining up and her experiences of both training and active photographic units are entertaining and fascinating. She had a hard young life with a very strict father dominating the scene with mother of course a little in the background trying to keep the peace!

I will not go much further in describing her story as it will spoil it for you but as most of our readership is ex photographers I feel this is a nice little addition to one's bookcase and all credit to Yvonne for having the courage to write it so late in life. I also had the pleasure of a telephone call from the Peters' household asking how to join RAFBEPa! So that was fantastic. If there are other WAAF or WRAF Photographers out there (there must be hundreds) get them to join.

Chris Pettman. Stop Press: *Yvonne has now joined us, welcome!*

'HAVE YOU GOT YOUR IRONS?'

'It's a WAAF's life'

This book can be obtained by writing to:

Greenridges Press as above

Price £8.99 **plus** Post and Packing

Please check with publishers.

Anne Loader Publications

Publishers website:

www.anneloaderpublications.co.uk

Humour in Blue



Reproduced courtesy of The Times Book Review

The Group exercise was well under way out in the wilds of northern Germany. A young Flying Officer was driving a Land Rover down a very muddy track to where the Harriers were deployed. He came across a very red faced Wing Commander with his Land Rover stuck in the mud. "Is your vehicle stuck sir?" enquired the Fg.Off. The Wing Commander walked over to the bemused Fg.Off and handed him the keys. "No your's is".

~~~~~

Did you know that submarines are safer than aircraft?  
Well there *are* more aircraft in the sea than there are submarines in the sky!

~~~~~

At the Ministry of Defence one day there was an initiative course for top brass. The question that was posed was: "If you were told to 'secure the building' what would your action be?"

The General replied "I would post guards all round the building".
The Rear Admiral said "I would turn out the lights and lock all doors".
The rugged Marines Officer said "I'd kill everyone inside and set up a headquarters".
They then asked the Air Vice Marshall who said "I'd take out a 5 year lease with an option to buy!".

freddie flashback

by Davkris



- do you want—occasionally an abrupt wait—to buy a battleship?
A catch-phrase equivalent to 'Do you want to make water,' often addressed to a man that one has playfully awakened. An interrogatory elaboration of *pump ship*, 'to urinate.'
- Doc** A Dornier 'plane. (See *Introduction*, para. 10.)
- dog** A sausage. Common to all three Services. From the common superstition that all stray dogs become sausage meat.
- dog clutch** A disconnectable coupling. (Aircrews.)
- draw a pint** To use the 'joystick.' Cf. beer-lever, for the semantics.
- drill** The correct way of doing anything. 'That's the drill.' —He knows his drill.' Adopted from the Army.
- drink, the** The sea. (See *Introduction*, para. 11.)
- drive the train** The phrasal verb that corresponds to *train-driver*.
- Driver** A pilot. Taken over from the R.N.A.S.
- drone** An aerodrome. (Colloquial.) (*Aerodromes* are now *airfields*, precisely as—officially—an *aeroplane* is now an *aircraft*.)
- dromestoners** Lit., those who remove stones from an incipient airfield. With a reminiscence of *harnistomers*.
- drone** An air gunner, whether in dorsal turret or—cf. *tail-end Charlie*—in rear turret. For hours he does nothing—and then—oh, boy!
- dual** Colloquial for dual-control flying instructions.
- dud weather** Weather unfit for aerial-bombing operations.
- duff** To render unserviceable, unusable, unwearable; to ruin; to destroy. From the originally underworld *duff*: very inferior; worthless.
- duff gen** False or grossly inaccurate information. See *gen*.
- duffy** To polish (e.g. one's buttons). Origin?
- dustbin** A rear-gunner's turret: the rear-gun gets the 'dirt' from attacking enemy 'planes, and the turret is shaped much like a dustbin.
- (2) Hence, 'a gun-position on the under-side of the fuselage' (Hunt and Pringle).

More from the book of RAF slang

E

- egg** A bomb; but also—see the next entry—*a* mine. In the former sense, it dates from the days of the R.F.C.
- eggs, lay** To lay mines (in enemy waters). In the War of 1914–18, it meant 'to drop bombs.'
- egg-whisk** An autogyro. From its motions.
- Eksan gen** Untrustworthy news; synonymous, therefore, with *phony gen*. See *gen* and, especially, para. 12 of the *Introduction*; *Eksan* is the trade name of the chemical w.c. with which bombers are fitted.
- embark leave** Embarkation leave.
- Engines** Engineering Officer; hence, Technical Officer. (Mostly officers.)
- 'Erb** A term of address to any airman. But then, so is *George* or *Jack*.
- erk** (For the origin, see *Introduction*, para. 7.) A recruit; an A.C.2, at no matter what stage of his 'apprenticeship.' Hence, loosely: an A.C.1.
- Everything (or Everything's) under control** All is going well. Adopted from *Big Business*.
- Eye-de** An Italian 'plane. From the Army's *Eyette*, an Italian.

F

- fan** Propeller. From its functional activity: it then somewhat resembles an electric fan.
- fiddle** (Generally used intransitively.) To 'wangle.'
- fiddler** An expert at 'wangling'—*a* 'smart guy.'
- fire-proof** Invulnerable. See *muck you*.
- fireworks** Heavy A.A. fire. (2) Hence, intensive flare-dropping.



Website Wanderings

www.transportcafe.co.uk/index.html

Despite the unusual web address there are some nice pictures and some information on No:8 MFPS which was at Laarbruch in Germany.

www.simoncornwell.com/urbex/mil/w/e180502

Some pictures here of the factory at RAF Wyton by a group who go around the country looking at old buildings when they can. These pictures predate our own ones which were taken at the beginning of 2005.

www.photographers.co.uk

Interesting site with a forum on it. One of the topics under discussion was RAF Photographers.

www.thunder-and-lightnings.co.uk

A general site about things aeronautical, in particular, several airfield plans including RAF Wyton.

Make a note... dates for your diary

Waddington International Air Show

1st and 2nd July 2006

Canberra display to mark the disbandment of 39(PR) Squadron and the end of the Canberra as a serving aircraft.

Tickets are £13 in advance or £16 at the gate.

Tel: 01522-726100 for information or booking.

Royal International Air Tattoo at RAF Fairford

15th and 16th July 2006

Canberra display and static with groundcrew support.

Advance tickets £25.95 from www.airtattoo.com

39(PR) Squadron Disbandment Parade and Flypast RAF Marham

Friday 28th July 2006

This will be held late morning and it is hoped to include a flypast by a VC10 from 101 squadron a PR9 and WJ874 the last T4. Buffet is included.

Entrance will be by **INVITATION ONLY** and the cost is FREE.

As a member of RAFBEPa we suggest you apply personally by downloading a form:

www.rafmarham.co.uk/organisation/39squadron/disband/index.htm

After downloading, fill it in and return to RAF Marham

and finally.....

Contributions for the Summer Issue of **Flashback** must be received by the Editorial Office no later than the **8th May 2006**.

Please address all correspondence to:-

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Flashback Editor

2 Botfield Close, Randlay, Telford, Shropshire, TF3 2LY.

Telephone: 01952-270868

E-mail: cpettman@blueyonder.co.uk

Photos can be e-mailed and should preferably be in low res JPEG format.

Word processing should be in Microsoft Word.

Any originals sent can be scanned and returned.

If you have not paid your annual membership yet please send NOW to Peter Baldwin, 18 Ashbourne End, Aylesbury, Buckinghamshire, HP21 8BE Telephone: 01296-434554

From the last issue



"C'mon you little devil, I know you're in there somewhere!"

Stu practising for the outback!

"I wish I hadn't worn my bondu boots now!"

Adjusting his braces never was Stu's strong point!

You put your left leg in, your right leg out and shake it all about!



**What is going on here?
This is our hardworking secretary**

at our Annual Dinner last October offering one of the waitresses a fiver!

Answers please as usual!

Answers to 'Test your knowledge' from Practical Photography April 1961 reproduced on page 26.

1. d. 2. b. 3. c. 4. b. 5. c. 6. d. 7. b. 8. d. 9. b. 10. a.

*Ancient Chinese proverb say:
"Frightened man who ski
on dodgy piste
will not enjoy the runs".*

*By the way did you golfers out there know
that golf was invented by a Chinaman?
His Name?
HO LIN WUN !*

STOP PRESS

**The biennial photographers reunion is being held on
Saturday 1st July 2006 at RAF Cosford.**

If you have not received an application form e-mail:

reunion@hawkeyes.plus.com

Dennis Street, 12 Acheson Road, Brampton,
Huntingdon, Cambs, PE28 4QS
Telephone: 01480-431271 (home)
01480-52151 x7475 (work)



*.....Just received my new glasses from
GlassesDirect....very quick service,
frames excellent and the price was un-
believably low. Chris Pettman.*

Summer Issue due out at the end of May 2006.

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