

2. 45 PM. R.A.F. REVIEW BY THE QUEEN

THE QUEEN WILL REVIEW THE ROYAL AIR FORCE ON WEDNESDAY, 15 JULY, AT ODIHAM, HAMPSHIRE, ABOUT 1,000 AIRCRAFT WILL TAKE PART.

HER MAJESTY WILL ARRIVE BY TRAIN AT WINCHFIELD STATION AT 11.30 A.M. AND WILL BE MET BY THE LORD LIEUTENANT OF HAMPSHIRE (THE DUKE OF WELLINGTON). THE QUEEN WILL THEN DRIVE TO THE AIRFIELD, WHERE SHE WILL BE RECEIVED BY THE SECRETARY OF STATE FOR AIR (LORD DE L'ISLE AND DUDLEY, V.C.).

AT MIDDAY HER MAJESTY WILL INSPECT A PARADE CONSISTING OF 1,125 OFFICERS AND OTHER RANKS DRAWN FROM ALL COMMANDS OF THE ROYAL AIR FORCE AT HOME, INCLUDING THE WOMEN'S ROYAL AIR FORCE, AND TAKE THE SALUTE AT A MARCH PAST

AFTER LUNCHEON, WHICH THE QUEEN WILL TAKE IN THE OFFICERS' MESS AT ODIHAM, IN COMPANY WITH THE AIR COUNCIL, HER MAJESTY WILL INSPECT A PARADE ON THE AIRFIELD OF OVER 300 AIRCRAFT, WITH THEIR CREWS AND MAINTENANCE PERSONNEL.

THE AIRCRAFT WILL BE DRAWN FROM COMMANDS AT HOME, THE R.A.F. ELEMENT OF THE SECOND ALLIED TACTICAL AIR FORCE, OTHER COMMONWEALTH AIR FORCES AND THE ROYAL AUXILIARY AIR FORCE; VEHICLES AND EQUIPMENT REPRESENTING ALL BRANCHES OF THE SERVICES WILL ALSO BE PARADED. THE PRINCESS MARY'S R.A.F. NURSING SERVICE, R.A.F.V.R., THE ROYAL OBSERVER CORPS, THE AIR TRAINING CORPS AND THE COMBINED CADET FORCE WILL BE REPRESENTED. HER MAJESTY WILL DRIVE ALONG THE LINES OF AIRCRAFT AND EQUIPMENT ON A TOUR OCCUPYING ABOUT AN HOUR.

M

2. 52 PM. CRICKET

AUSTRALIANS 15 FOR THREE WICKETS

MCDONALD B BAILEY 9

MORRIS CAUGHT SHEPPARD B MOSS 6

R N HARVEY 0

K R MILLER BOWLED BAILEY 0

2. 53 PM. JK HP PMC BY PMC AND 237 FL

2. 54 PM. ADD R.A.F. REVIEW

BEGINNING AT 3.40 P.M. A MASS FORMATION OF MORE THAN 600 AIRCRAFT WILL FLY PAST HER MAJESTY IN REVIEW ORDER BY TYPES. THE LEADING AIRCRAFT WILL BE ELEMENTARY TRAINERS, FLYING AT LESS THAN 100 M.P.H. SUCCESSIVE FORMATIONS WILL FLY AT INCREASING SPEEDS, ENDING WITH THE LATEST JET BOMBERS AND FIGHTERS, THE LAST AIRCRAFT FLYING PAST AT MORE THAN 600 M.P.H. THE STREAM OF AIRCRAFT WILL TAKE ABOUT HALF-AN-HOUR TO PASS THE QUEEN AT THE SALUTING BASE.

THE AIRCRAFT WILL OPERATE FROM MORE THAN 40 AIRFIELDS ALL OVER GREAT BRITAIN AND NORTHERN IRELAND.

AT 4.15 P.M. THE QUEEN WILL LEAVE R.A.F. ODIHAM TO RETURN TO LONDON BY TRAIN.

AJR MARSHAL SIR DERMOT BOYLE, AIR OFFICER COMMANDING-IN-CHIEF, FIGHTER COMMAND, WILL BE RESPONSIBLE FOR THE ORGANISATION AND CONTROL OF THE REVIEW.

THE PROGRAMME ARRANGED IS APPROPRIATE FOR A ROYAL REVIEW, AND IN PARTICULAR, THERE WILL BE NO AEROBATICS OR DEMONSTRATION FLYING.

ADMISSION WILL BE BY TICKET ONLY WHICH MUST BE OBTAINED IN ADVANCE. ARRANGEMENTS WILL BE MADE TO ADMIT UP TO 25,000 MEMBERS OF THE PUBLIC, BUT ONLY THOSE WHO ARRIVE EARLY- PERHAPS THE FIRST 8,000 - 10,000 - ARE LIKELY TO OBTAIN A REASONABLE GOOD VIEW OF THE GROUND PARADES. THE REMAINDER WILL, OF COURSE, SEE THE FLY-PAST.

TICKETS FOR THE PUBLIC WILL SHORTLY BE OBTAINABLE THROUGH THE USUAL TICKET AGENCIES AT 1/6D EACH.

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BRITISH PARAMOUNT NEWS

INTER-OFFICE COMMUNICATION.

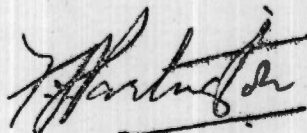
15th July, 1953.

To: Mr. E.J.H. Wright.	Mr. H. Baillie.	Mr. F. Hutchinson.
" J. Stagg.	" F. Hyson.	" T. Reddin.
" E. Hall.	" L. Pryor.	" O. Croft.
" A. Stockwell.	" C. Ball.	" E. Chipp.
" A. Smith.		
" J. Hall.		
" E. Cohen.		

H.M. THE QUEEN'S REVIEW OF THE ROYAL AIR FORCE,
ODIHAM, HANTS., WEDNESDAY, 15TH JULY, 1953.

Please be advised that all reels have agreed that the above story shall be sent out tomorrow, Thursday, 16th instant, to the West End and London callers only for showing not before 6 p.m., and to the rest of the country the same night for showing Friday, 17th instant, in advance of Monday's reel.

All companies are inter-changing rotas as already advised separately to those members of the staff concerned. The other reels have promised our copies will be ready for collection by 8 a.m. tomorrow, Thursday, and we should, of course, ensure that our rota material for them is ready at the same time.



F.J. Partington,
News Editor.

MINISTRY OF CIVIL AVIATION

ARIEL HOUSE, THEOBALDS ROAD, W.C.1.

CHANCERY 3366

Extn. 500

PRESS NOTICE

No. 744

28th May, 1953

ROYAL AIR FORCE REVIEW

The Minister of Civil Aviation has issued a regulation that during the Royal Air Force Review at Odiham, Hants., on Wednesday, 15th July, 1953 and its rehearsals during June and July, no aircraft may be flown below 3,000 feet without air traffic clearance in a corridor 2 miles wide, extending from Harpenden, Herts., to Odiham Aerodrome and 5 miles beyond. The line of the corridor is approximately 1 mile north of Leavesden Aerodrome, 2 miles north of Denham Aerodrome, the west end of Slough, Bracknell, Blackbushe and Odiham to Alton, Hants.

The times and dates during which the regulation will be in force are as follows:-

Between 2.10 p.m. and 3.10 p.m. (BST) on 4th, 5th, 8th, 10th, 11th, 12th, 16th, 17th, 18th, 19th, 23rd, 24th, 25th, 26th, 29th and 30th of June, 1953 and 1st, 2nd, 3rd, 6th, 7th, 8th and 9th of July, 1953.

Between 3.10 p.m. and 4.10 p.m. (BST) on 10th, 12th, 13th and 15th July, 1953.

PLANS FOR THE R.A.F. REVIEW AT ODIHAM

Her Majesty The Queen will review the Royal Air Force on Wednesday, 15 July, at Royal Air Force Station Odiham, Hampshire, commanded by Group Captain S.C. Elworthy, C.B.E., D.S.O., D.F.C., A.F.C. About 1,000 aircraft will take part.

Her Majesty will arrive by train at Winchfield Station at 11.30 a.m. and will be met by the Lord Lieutenant of Hampshire (The Duke of Wellington). The Queen will then drive to the airfield where she will be received by the Secretary of State for Air (Lord De L'Isle and Dudley, V.C.).

At midday, Her Majesty will inspect a parade, commanded by Group Captain R.J.A. Ford, C.B.E., consisting of 1,125 officers and other ranks drawn from all Commands of the Royal Air Force at Home, including the Women's Royal Air Force, and take the salute at a march past.

After luncheon, which The Queen will take in the Royal Air Force Officers' Mess at Odiham, in company with the Air Council, Her Majesty will inspect a parade on the airfield of over 300 aircraft, with their crews and maintenance personnel, under the command of Air Commodore G.D. Stephenson, C.B.E., A.D.C. The aircraft will be drawn from Commands at Home, the Royal Air Force element of the Second Allied Tactical Air Force, other Commonwealth Air Forces and the Royal Auxiliary Air Force. Vehicles and equipments representing all branches of the Services will also be paraded. The Princess Mary's Royal Air Force Nursing Service, the Royal Air Force Volunteer Reserve, the Royal Observer Corps, the Air Training Corps and the Combined Cadet Force will be represented. Her Majesty will drive along the lines of aircraft and equipment on a tour occupying about an hour.

Beginning at 3.40 p.m. a mass formation of more than 600 aircraft will fly past Her Majesty in Review order by types. The leading aircraft will be elementary trainers, flying at less than 100 m.p.h. Successive formations will fly at increasing speeds, ending with the latest jet bombers and fighters, the last aircraft flying past at more than 600 m.p.h. The stream of aircraft will take about half-an-hour to pass The Queen at the saluting base. The aircraft

/ will operate

will operate from more than 40 airfields all over Great Britain and Northern Ireland. The mass formation will start to join up between Hemel Hempstead and Watford in Hertfordshire and then set course for Odiham, the faster aircraft steadily closing in on the slower. After flying past Her Majesty, the formations will continue to Lasham, Hampshire, where they will begin to disperse to return to their bases.

At 4.15 p.m. The Queen will leave R.A.F. Odiham to return to London by train. Air Marshal Sir Dermot Boyle, K.B.E., C.B., A.F.C., Air Officer Commanding-in-Chief, Fighter Command, will be responsible for the organisation and control of the Review.

The programme arranged is appropriate for a Royal Review and differs considerably from the type of programme that would be provided for an air display, such as the Royal Air Force Display at Farnborough in 1950. In particular, there will be no aerobatics or demonstration flying of any kind.

Since the airfield is flat, only a limited number of spectators will be able to see the ground ceremonies. To avoid disappointment and inconvenience to the public, admission will be by ticket only which must be obtained in advance. A limited number of tickets admitting the holders to special enclosures will be available for official guests, including Members of both Houses of Parliament, and for members of the Royal Air Force. Arrangements will be made to admit up to 25,000 members of the public, but it should be understood that only those who arrive early - perhaps the first 8,000 - 10,000 - are likely to obtain a reasonably good view of the ground parades. The remainder will, of course, see the flypast which will also be visible over a large area along the route.

Tickets for the public will shortly be obtainable through the usual ticket agencies at a cost of 1s. 6d. each. Windscreen labels (without which vehicles will not be admitted to the airfield) will be on sale also at a cost of 5s. for coaches and 2s. 6d. for cars. Further details of traffic arrangements will be announced later.

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Dring.

*Bring up end of
May for application.*

16/1/53 - No.17

AIR MINISTRY NEWS SERVICE

AIR MINISTRY BULLETIN NO. 34193

R.A.F. CORONATION REVIEW TO BE AT ODIHAM

The Air Ministry announces that the Coronation Review of the Royal Air Force by Her Majesty the Queen on July 15 will take place at R.A.F. Station, Odiham, Hampshire.

NOTES FOR THE PRESS:

R.A.F. Station, Odiham, near Basingstoke, Hants, has since the war been one of the best known bases of Fighter Command. It was constructed in 1936 and was first used for Army Co-operation units. The Army Co-operation squadrons based there were No.4 and No.13 Squadrons, equipped with Lysanders, and No.53 Squadron, equipped with Blenheims. All three squadrons left Odiham for France early in 1940 and the Station was subsequently taken over by Fighter Command.

After the fall of France the Station was used primarily as a training base for personnel of the French, Polish and Czech Air Forces.

Following this, many fighter squadrons were stationed at Odiham for brief periods, including No.400 (R.C.A.F.) Fighter Squadron equipped with Tomahawk aircraft. The Station was subsequently under the control of Fighter Command until June, 1945, when it was taken over by Transport Command as a base for Dakotas.

Shortly after the end of the war, Odiham was returned to Fighter Command and for some years a Fighter Wing has been based there. Among the famous units which have since been stationed at Odiham is No.54 Squadron, one of the most outstanding aerobatic squadrons in the R.A.F., which in 1948 made the first crossing by jet aircraft of the Atlantic, on a goodwill mission to Canada and the U.S.A.

When after the war the Royal Canadian Air Force based aircraft in this country in 1951, Fighter Squadron No.421 was at Odiham until the end of that year, serving side-by-side with R.A.F. jet squadrons.

In addition to its varied roles enumerated above, R.A.F. Station, Odiham, also provided base maintenance facilities since it was opened.



MINISTRY OF CIVIL AVIATION

ARIEL HOUSE, THEOBALDS ROAD, W.C.1.

CHANCERY 3366

Extn. 500

PRESS NOTICE

No. 760

2nd July, 1953

ROYAL AIR FORCE REVIEW, ODIHAM, WEDNESDAY 15th JULY, 1953

The Minister of Civil Aviation has issued a regulation by which civil aircraft are prohibited from flying under 3,000 feet within 3 miles of Odiham Aerodrome between 9.30 a.m. (BST) and 5.30 p.m. (BST) on Wednesday, 15th July, 1953.

CIV.51101

attach

R.A.F. CORONATION REVIEW

Further to the Press conference held by the A.O.C-in-C., Fighter Command, on 25th June, it can now be confirmed that during the luncheon period on the day of the Review (15th July) it is hoped to bring in over Odiham airfield a few R.A.F. aircraft carrying out normal operations on that day.

Information Division,
Air Ministry,
Whitehall Gardens,
S.W.1.

2nd July, 1953.

G.373269/PMS/7/53/50

ROYAL CANADIAN AIR FORCE

NEWS RELEASE

RCAF Division,
Canadian Joint Staff,
66 Ennismore Gardens,
London, S.W.7.

Telephone No.
KENSington 3466
PRO extension 33

IMMEDIATE RELEASE PR-36 10th July, 1953.

London, England, July 10th, 1953 --- With forty-eight Canadian Sabre jet fighters and some 72 officers and men of the RCAF taking part in the largest-ever Review of the Royal Air Force by the Queen at RAF Station Odiham, Hampshire on July 15th, Canadian Servicemen continue to play a prominent part in this Coronation year activities.

Representing Canada on the ground at Odiham are 12 sleek, swept-wing F86 Sabre fighters and their twelve officer-pilots together with 26 airmen, all from RCAF Station North Luffenham, 150 miles north in Rutland county. The ground display consists of 318 aircraft of all shapes and sizes, representing the various Commands of the Royal Air Force and several Commonwealth countries. They are drawn up in four parallel lines, each stretching for more than three quarters of a mile. The RCAF Sabres, with air and ground crews will be in the front rank of aircraft and will be inspected by the Queen in her drive along the more than three miles of aircraft.

In the air, the RCAF will also be represented by aircraft and pilots of Canada's No.1 Fighter Wing in the UK. Thirty-six RCAF Sabres, the largest single formation in the Review, will form a prominent part of this impressive salute to Her Majesty in the fly-past which will last approximately 27 minutes. Six hundred and forty-three aircraft of 26 widely varying types, flying at speeds from 98 miles per hour to 665 miles per hour will take off from 43 airfields scattered throughout the United Kingdom and will be funnelled into a 33-mile air corridor leading from north west of London to Odiham. Marking the advances in Service aviation is the fact that more than 440 of the aircraft taking part in the fly past are jet-powered bombers and fighters. The Canadian Sabres from North Luffenham will be airborne little more than 30 minutes for the flypast and will cover close to 300 miles. They will fly past the Queen at exactly 345 miles per hour and are scheduled to be over Odiham at 2½ minutes after four in the afternoon, (British Summer Time) following the only other formation of Sabres in the Review. These Sabres, flown by 24 pilots of the Royal Air Force stationed in Germany, are part of a gift of close to 400 Canadian-built Sabres given to Britain by Canada and the United States as part of the Mutual Assistance programme.

Every conceivable system of control is being employed to ensure that the fly-past takes place with split-second timing. Teletype, telephone, radio and radar beacons, and flare paths will guide aircraft so that they pass the reviewing stand at precise moments, the maximum margin of error being ten seconds either way.

More than 3000 extra officers and men, representing Commonwealth Air Force, are currently stationed at Odiham, most of them living in tents. Twelve hundred men have been accommodated in a hangar that has been turned into a dormitory. The members of the RCAF ground display team form the largest Commonwealth team taking part.

RAF Station Odiham is no stranger to RCAF operations. During the Second World War several Canadian Squadrons were based there, including

No. 400 City of Toronto squadron, which remained at Odiham for more than two years. In 1944 Odiham became the base for all RCAF reconnaissance units, with No. 400 City of Toronto Squadron, No. 414 Sarnia Imperials Squadron, No. 430 City of Sudbury Squadron, and No.6 Mobile Field Photographic Section being stationed there, assisting in the photographing of the Normandy coast and flying bomb sites in preparation for D-Day. It became a Station of the Royal Canadian Air Force, Commanded by an RCAF officer. After the war the station was used as a base for RCAF transport operations overseas, and in late 1945 No. 120 RCAF Transport Wing was formed as a unit in 46 Group of the RAF Transport Command. The Dakotas of the wing flew on regular schedule to many points on the Continent, carrying troops, officials, displaced persons, mail and supplies of all kinds. In March of 1946 the Wing flew home to Canada and the station was handed back to the RAF.

In January 1950 Canadians came once again to Odiham when 421 Squadron became the first Canadian Air Force Squadron to be based overseas in time of peace. The Squadron remained at Odiham for one year.

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(Members of the RCAF ground display team and pilots taking part in the fly-past are listed on another page.

1 The following men from the RCAF's No.1 Fighter Wing, North Luffenham, Rutland, England, will represent the Royal Canadian Air Force in the Coronation Review of the RAF by the Queen at RAF Station Odiham, Hants., England, on 15 July 53:-

W/C J (Doug) Lindsay	Arnprior, Ont (Officer in Charge of RCAF Contingent)
F/O RS (Ron) Potter	Hamilton, Ont.
F/L ED (Dean) Kelly	Peterboro, Ont.
F/L PC (Slim) Walker	Ottawa, Ont.
F/L DR (Don) Hanson	Montreal, Que.
F/O F (Frank) Fowler	London, Ont.
F/O LJ (Speed) Bentham	Windsor, Ont.
F/O GJ (George) Fitzgerald	Montreal, Que.
F/L RW (Bob) Gibson	Guelph, Ont.
F/O FR (Frank) Raymond	Ste Anne de Bellebue, Que.
F/L FE (Frank) Sylvester	Toronto, Ont. (Willowdale)
WO2 JJ (Jordy) Cook	Ottawa, Ont. (WO i/c Servicing Crew)
FS HV (Hoggy) Hogarth	Ottawa, Ont.
Sgt WR (William) Pearson	Vancouver, B.C.
Sgt DG (Glen) Lapiere	Iroquois, Ont.
Sgt SJ (Sam) Pollock	Peterboro, Ont.
Sgt LA (Les) Watkins	Winnipeg, Man.
Cpl JA (Jack) Watt	Brandon, Man.
Cpl AA (Arthur) Burge	Winnipeg, Man.
Cpl MW (Miles) Aumais	Montreal
Cpl T (Tony) Zabielski	Edmonton, Alta.
Cpl RL (Laurie) Horner	Darmody, Sask.
Cpl L (Leopold) Gajda	Iffley, Sask.
LAC JM (James) Casey	North Bay, Ont.
LAC OR (Ron) Biernes	Elora, Ont.
LAC G (George) Pineau	Rimouski, Que.
LAC WA (Walter) Jackowec	Brantford, Ont.
LAC JEL (Laurent) Tremblay	Chicoutimi, Que.
LAC JMG (Gus) Gagnon	Malartic, Que.
LAC JK (Ken) Terrio	Joggins Cumberland Co., N.S.
LAC GJ (Nick) Nicholson	Montreal, Que.
LAC JR (Ray) Fournier	Chapleau, Ont.
LAC DW (Don) Bennett	Moosejaw, Sask.
LAC GL (Gord) Phillips	Truro, N.S.
Cpl RF Scott	Kapuskasing, Ont.
LAC GF Debison	Glance Bay, N.S.
LAC KA Powell	Guelph, Ont.

2 12 Canadian-built F86E Sabre jet fighters (four each from 410 "Cougar" Sqn., 441 "Silver Fox" Sqn., and 439 "Sabre-toothed Tiger" Sqn) will form part of the ground display of aircraft.

CORONATION REVIEW OF THE
ROYAL CANADIAN AIR FORCE
RAF STATION ODIHAM HANTS

In the Queen's Review of the Royal Air Force at Odiham on 15th July, 36 F86E Sabre jet fighters of No.1 Fighter Wing of the Royal Canadian Air Force will represent Canada in the Fly-past of 643 aircraft. The Canadian Sabres will be drawn from the three Squadrons at North Luffenham, flown by pilots of these Squadrons. Below is a list of the pilots taking part with hometowns. You will note that each Squadron lists extra officers who act as spare pilots and have taken part in all rehearsals.

441 (Silver Fox) Squadron

S/L W.T.H. 'Bill' Gill	(Wing Leader) Toronto, Ont.
F/L Jack Turner	Watrous, (Saskatoon) Sask.
F/L Steve Atherton	Welland, Ont.
F/L Bob Simmons	Amhurst, NS.
F/D Norm Ronaasen	Barrhead (Edmonton) Alts.
F/O Ken Branch	Lethbridge, Alta.
F/O Lon Fine	Montreal, Que.
F/O Don Williamson	Ingersoll, Ont.
F/O Bob Haverstock	Port William, N.S.
F/O Remi Paquette	Tecumseh, Ont.
F/O Don McIlraith	Ottawa, Ont.
F/O Fern Valleneuve	Ottawa, Ont.
F/O John Gaudry	Chicoutimi, Que.
F/O Pete Cranston	Toronto, Ont.

439 (Sabre-toothed Tiger) Squadron

F/L Harry Wenz (deputy leader)	Toronto, Ont.
F/O Norm Mackeracher	Eston, Sask.
F/O Sherman Hannah	Woodstock, N.B.
F/O Mike Bradley	Fort Qu'Appelle, Sask.
F/O Alfred Everard	Toronto, Ont.
F/O Herb Ruecker	Lemberg, Sask.
F/O Dick Wingate	Red Deer, Alta.
F/O Gerard Kerr	Welland, Ont.
F/O H.F. Reischman	Milner, B.C.
F/O Ken Gildner	Sudbury, Ont.
F/O Al Seitz	Yorkton, Sask.
F/O Milt Sills	Toronto, Ont.
F/O Laurie Hamilton	Winnipeg.

410 (Cougar) Squadron

F/L Grant Nichols	Windsor, Ont.
F/O Garth Cinnamon	Deusle, Sask, and Langley Prairie, BC.
F/O John Denuden	Niagara Falls, Ont.
F/O Pete Knox-Leet	Toronto, Ont.
F/O Pat Mephram	Kelowna, B.C.
F/O Tommy Thompson	Montreal, Que, and Ottawa, and Charlotteton, PEI.
F/L Bob Morris	St. Catherines, Ont.
F/O Ken Johnson	Vancouver, B.C.
F/O Ron Poole	Chemainus, B.C.
F/O Ken Young	Kelowna, B.C.
F/O Roger Haran	Montreal, Que.
F/O Wes McEwen	Montreal
F/O Robert Lewis	Montreal

The foregoing list of personnel is subject to change. An amended list (if necessary) will be issued at the earliest possible date.

AIR VICE - MARSHAL LORD BANDON, who is in charge of the R.A.F. fly-past at Odiham on Wednesday, had to work out safety arrangements for the spectators carefully.

The Queen and the Duke of Edinburgh will be there. So will the Air Council and many high-ranking officers. And 400 peers and M.P.s have taken tickets.

There was some talk of dispersing the spectators over a wide area. But the Royal Family has always accepted the risks of the air age.

What Bandon has done is to keep the aircraft between 400 and 800 yards away from the royal dais and the V.I.P.s. And the planes will fly at heights between 400 and 1,900ft.

The lowest and nearest will be the Sycamore helicopter. It will be 400 yards away and 400ft. up. The jets will be 800 yards out and at 700 and 1,200ft. up.

* * *

All the speeds have been cut down. Sabres, Meteors, and Vampires will fly at 345 miles an hour—well below normal. The Valiant and the Vulcan, two new four-engined jets, will keep to maximums of 345 and 460 miles an hour.

The only aircraft flying at any speed will be the Hunters and Swifts. They will do 667 miles an hour—but are capable of much more. They are coming over late in the procession. The idea is to give the spectators a chance to see a few of the new planes at speed.

Some of the pilots are disappointed at not being able to show the paces of their planes. But Bandon said: "It's not a race. If it were, I'd want to be a jolly sight further away."

D. Express

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Press Notes

THE QUEEN'S REVIEW OF THE ROYAL AIR FORCE

R.A.F. STATION, ODIHAM, 15th JULY, 1953

Her Majesty the Queen will review the Royal Air Force on Wednesday, 15th July, at R.A.F. Station, Odiham, Hants. The Review will be in three phases:-

12.00 noon A parade of 1,156 officers, airmen and airwomen drawn from all the Home Commands of the R.A.F., during which Her Majesty will take the salute at a march past.

2.30 p.m. A parade on the airfield of 318 aircraft, and of vehicles and equipment, each with appropriate air and ground crews and maintenance personnel. Her Majesty will drive along the lines of aircraft and equipment on a tour lasting about an hour.

3.40 p.m. A fly-past by ⁶⁴³~~637~~ aircraft in Review Order.

The Queen and the Duke of Edinburgh will arrive by train at Winchfield station at 11.30 a.m., and will be met by the Lord Lieutenant of Hampshire (The Duke of Wellington). They will then drive to the airfield and will be received by the Secretary of State for Air (Lord De L'Isle and Dudley, V.C.) Other members of the Royal Family present will include the Duke and Duchess of Gloucester, the Duchess of Kent and Princess Alexandra.

Her Majesty will take luncheon in the R.A.F. Officers' Mess at Odiham, in company with the Air Council. She will leave the airfield at about 4.15 p.m. to return to London by train.

Air Marshal Sir Dermot A. Boyle, K.B.E. C.B., A.F.C., Air Officer Commanding-in-Chief, Fighter Command, is responsible for the organisation and control of the Review.

The Royal Canadian and the Royal Australian Air Forces will be represented in the static parade and in the fly-past. An aircraft of the Royal New Zealand Air Force will be in the static parade.

R.A.F. Station, Odiham, is commanded by Group Captain S.C. Elworthy, C.B.E., D.S.O., D.F.C., A.F.C.

The programme arranged is appropriate for a Royal Review and differs considerably from the type of programme that would be provided for an air display, such as the Royal Air Force Display at Farnborough in 1950. In particular, there will be no aerobatics or demonstration flying of any kind.

Since the airfield is flat, only a limited number of spectators will be able to see the ground ceremonies. To avoid disappointment and inconvenience to the public, admission will be by ticket only which must be obtained in advance. A limited number of tickets admitting the holders to special enclosures will be available for official guests, including Members of both Houses of Parliament, and for members of the Royal Air Force. Arrangements will be made to admit up to 25,000 members of the public, but it should be understood that only those who arrive early - perhaps the first 8,000 - 10,000 - are likely to obtain a reasonably good view of the ground parades. The remainder will, of course, see the flypast which will also be visible over a large area along the route.

Tickets for the public are obtainable through the usual ticket agencies at a cost of 1s. 6d. each. Windscreen labels (without which vehicles will not be admitted to the airfield) are on sale also at a cost of 5s. for coaches and 2s. 6d. for cars. Further details of traffic arrangements will be announced later.

/LAY-OUT

LAY-OUT OF THE PARADES

The 318 aircraft for the static parade will be marshalled in four parallel lines, each stretching for more than three-quarters of a mile. At approximately the centre, the lines will curve to form an open area in which the Ceremonial Parade will be mounted. The saluting dais will face the aircraft lines at this point.

A plan of the parades is at Appendix "A".

THE CEREMONIAL PARADE

Six bands of the Royal Air Force and the Women's Royal Air Force will be on parade, under the direction of Wing Commander A.E. Sims, O.B.E., L.R.A.M., A.R.C.M., Organising Director of Music, R.A.F.

11.30 a.m. Parade Marches On

Twelve Squadrons, representing all R.A.F. Commands at home, the R.A.F. Regiment, Women's Royal Air Force, Apprentices and Boy Entrants, will march on for form up in Review Order.

11.45 a.m. The Colour

The Escort Squadron, preceded by the R.A.F. Central Band, will march on. The Colour Party will march on the Queen's Colour for the Royal Air Force in the United Kingdom.

11.55 a.m. Arrival of Her Majesty

Her Majesty's car arrives at the Air Council Enclosure.

12.00 noon. Royal Salute

Her Majesty will inspect the Parade.

Her Majesty returns to the dais, and the Colour will be paraded.

On completion of the ceremony, the Parade will march past Her Majesty.

The Ceremonial Parade is the responsibility of Technical Training Command (Air Marshal Sir Victor E. Groom, K.B.E., C.B., D.F.C.) and will be commanded by Group Captain R.J.A. Ford, C.B.E.

THE STATIC PARADE OF AIRCRAFT AND EQUIPMENT

The following aircraft will be marshalled on the ground:-

- 60 Chipmunks (Home and Flying Training Commands)
- 12 Prentices (Flying Training Command)
- 12 Harvards (Flying Training Command)
- 6 Balliols (Flying Training Command)
- 4 Provosts (Flying Training Command)
- 6 Austers (Home Command)
- 7 Ansons (Flying Training Command and No. 90 Group)
- 9 Oxfords (Flying Training Command)
- 5 Valettas (Flying Training and Transport Commands)
- 6 Hastings (Flying Training, Transport & Coastal Commands and No. 90 Group)
- 5 Varsities (Flying Training Command)

/4 Shackletons

- 4 Shackletons (Coastal Command)
- 4 Lancasters (Coastal Command)
- 4 Neptunes (Coastal Command)
- 1 Sycamore (Coastal Command)
- 6 Canberras (Bomber and Flying Training Commands)
- 8 Lincolns (Bomber and Flying Training Commands and 90 Group)
- 4 Washingtons (Bomber Command)
- 4 Venoms (2nd Tactical Air Force)
- 16 F-86 Sabres (2nd T.A.F. and Royal Canadian Air Force)
- 50 Vampires (Fighter and Flying Training Commands)
- 84 Meteors (Fighter (including R.Aux.A.F.) and Flying Training Commands, 2nd T.A.F., Royal Australian Air Force)
- 1 Freighter (Royal New Zealand Air Force)

The four lines of aircraft will be arranged according to size, the aircraft in each line being grouped by Commands. The first line of 72 aircraft facing the saluting dais will comprise single-seaters - Meteors, Vampires and Sabres. The second line will consist of 26 four-engined aircraft - Hastings, Lincolns, Shackletons and Washingtons. The third line will be 76 Meteor and Vampire fighters, and the fourth line will include the medium-sized types - the Varsities, Valettas and Neptunes - and a number of Oxfords, Ansons and Vampires. The curved section of the lines, opposite the saluting dais, will be occupied by the small trainer aircraft.

The ground section of the static parade will represent every aspect of R.A.F. activity. There will be sectioned engines, mobile classrooms, radio and radar equipment, armaments, photographic and air-sea rescue equipment. Specialised branches of the Service - medical, police, airfield construction, air-traffic control and the R.A.F. Regiment - will parade with various items of their equipment. The Princess Mary's R.A.F. Nursing Service, the R.A.F. Volunteer Reserve, the Royal Observer Corps, the Air Training Corps and the Combined Cadet Force will also be represented. A detailed list of the ground equipment is at Appendix "B".

Her Majesty will drive past every section of the parade, starting at the aircraft lined up to the right of the saluting dais, then visiting the trainers in the centre, passing on to the vehicle and ground equipment section, and returning to the dais past the aircraft assembled on the left.

The static parade is under the command of Air Commodore G.D. Stephenson, C.B.E., A.D.C.

THE FLY-PAST

648

The fly-past by ~~679~~ aircraft will be the largest and most complex ever mounted by the Royal Air Force. Aircraft will be drawn from the following Commands:- Bomber, Fighter, Coastal, Transport, Flying Training, Home, Maintenance, the 2nd Tactical Air Force. The Royal Canadian and Royal Australian Air Forces will also be represented. Prototypes of new bombers and fighters now in super-priority production for the R.A.F. will take part by arrangement with the Ministry of Supply. The fly-past will consist of ~~199~~ piston-engined aircraft and 446 jet-propelled types.

199

There will be 49 items in the fly-past, flying at heights ranging from 400 feet to 1,900 feet. The time interval between each item will vary from half a minute to one minute according to type of aircraft.

86

The first aircraft, a Sycamore helicopter, will fly at ~~90~~ m.p.h., and the speed of successive formations will gradually increase, with the last two aircraft, the Hunter and Swift F.4 swept-wing fighters, flying at ~~665~~ m.p.h. The stream of aircraft will take about half-an-hour to pass The Queen at the saluting dais.

667

/Formations

Formations and single aircraft will take off from 42 different bases, ranging round the British Isles from St. Eval (Cornwall), Pembroke Dock (South Wales), Ballykelly (Northern Ireland), Kinloss (Morayshire), Binbrook (Lincs.), Coltishall (Norfolk), West Malling (Kent) to Tangmere (Sussex). The different groups will converge at a point near Leavesden (Herts), from which they will fly along a straight 40-mile corridor to Odiham, passing in front of The Queen from her right to left. Aircraft will continue on a straight track to Lasham, a few miles beyond Odiham, where they will break away and return to their home bases.

Individual formations will vary in size according to type of aircraft, ranging from three (Sunderlands and Hastings) to 36 (R.C.A.F. Sabres). There will be a formation of eight Swift F.1 fighters and nine separate formations each of 24 Meteor 8s from Fighter Command. Bomber Command will be represented by two formations, each of 24 Canberras, as well as by Lincoln and Washington piston-engined bombers. A formation of 24 Sabres, and one of 24 Venoms will represent the 2nd T.A.F. Coastal Command will provide two formations each of nine Shackletons and one of five Neptunes, as well as the Sunderlands already mentioned. The above groups of aircraft represent a cross-section of those taking part, and not a complete list.

The prototype aircraft will be the Valiant, Vulcan and Victor four-jet bombers, the Javelin two-jet all-weather fighter and the Hunter and Swift F.4 interceptor fighters.

Two alternative forms of fly-past have been planned to meet the possibility of bad weather. If there is a low cloud base, all formations will take part, but the heights will be modified. If there is a low cloud base and bad visibility, the fly-past will be restricted to the jet aircraft.

The fly-past will be under the control of No. 11 Group, Fighter Command (Air Vice-Marshal the Earl of Bandon, C.B., D.S.O.).

Information Division,
Air Ministry,
Whitehall Gardens,
S.W. 1.

25th June, 1953.

THE QUEEN'S REVIEW OF THE ROYAL AIR FORCER.A.F. STATION, ODIHAM, 15th JULY, 1953VEHICLES, GROUND EQUIPMENT, AND SPECIALISED BRANCHES OF THE R.A.F.REPRESENTED IN THE STATIC PARADE.TECHNICAL TRAINING COMMANDEngines

Whittle
W.2
Sectioned Derwent
Sectioned Avon

Airframes

Vampire Classroom
Pilot Ejector seat

Radio

Representative Equipment
Training demonstration

Armaments

Sectioned 20 mm gun
Ammunition Display cases

Parachutes

Parachute packing &
Supply dropping parachute

Photography

Training demonstration

R.A.F. Regiment

1 Rifle flight with arms
and equipment
2 Armoured cars with crews

MAINTENANCE COMMANDAirfield Construction Branch

Le Tourneau Motorized Scraper
Motorized Grader
20-ton Plant Transporter
Matador Towing Unit & Trailer
D.8 Crawler Tractor

Dental Branch

Mobile Dental Surgery Laboratory

COASTAL COMMAND

Airborne lifeboat
Flarepath dinghy
Seaplane tender
Mountain Rescue team & equipment

TRANSPORT COMMAND

Balloon Mk.9 with winch
Vehicle trailer & supply drop equipment
Aircrew coach

No. 90 GROUP

Radar convoy

HOME COMMANDR.A.F. and R.Aux.A.F. Regiment

Four 40 mm A.A. guns
Four gun vehicles
Two motor-cycles, two Jeeps

R.A.F. Medical Service

1 Mobile Laboratory
3 Radiography Units
1 Decompression Chamber

R.A.F. Police Depot

2 Jeeps, 2 motor-cycles
4 Police dogs

R.A.F. Recruiting Office

2 Mobile Recruiting Offices

R.A.F. Record Office

Careers Advice Van

Air Training Corps/Combined Cadet Force

Kirby Cadet Mk.3 Glider & winch trailer

MAINTENANCE COMMANDAir Traffic Control & General

Landmark Beacon
Aerial Lighthouse
Fire Crash Tender Mk.5
Runway Cleaning Plant
Aircraft Washing Plant
Coventry Fork Lift Truck
Heavy Load Carrier
Mobile Oxygen Producing Unit
Coles 10-ton Crane
Austin 3-ton Troop Carrier
Taylor "Jumbo" Crane

STATIC PARADE INSPECTION

Here is a list of places where Her Majesty the Queen is expected to pause during her one-hour tour of the static display, together with the names of those to whom Her Majesty may speak:

1. R.A.A.F. Meteors: S/L Hurditch and F/Lt. Nicholls.
 - 1A. R.C.A.F. Sabres: W/C Lindsay, F/Lt. Kelly & F/Lt. Walker
 2. Fighter Command Meteors: W/C Wickham & S/L Chapman.
 3. R.N.Z.A.F. Bristol Freighters: F/Lt. Osborne.
 - 3A. Transport Command Valettas: Major Edcn, S.A.A.F. & F/Lt. Oliver, R.N.Z.A.F.
 4. Bomber Command Canberras: W/C Cassidy & Captain Evanco, U.S.A.F.
 5. Home Command Chipmunks: W/C Mackenzie, S/L Poole, and P/O Anne Lewis.
 6. Flying Training Command Vampires: W/C Peters, S/L Owen, F/Lt. Bailey and Crawwell cadets.
Equipment Section: W/C Coombes.
 7. Mobile Medical and Dental Surgery: S/L Sutton, Squadron Officer Chapman and F/Lt. Walker.
Royal Observer Corps: Observer Commander Irving.
 - 7A. Police and dogs: FL/Lt. Kennedy.
C.C.F. & A.T.C. with glider: S/L West.
Mountain Rescue Team: S/L Dattner.
R.A.F. Regiment: S/L Bliss.
Sycamore Helicopter: F/Lt. Meyrick.
 8. Type 21 Radar Convoy, F.C.U., R. Aux. A.F. : W/C Modley.
Fire Tender: S/L Parry.
 9. Coastal Command Shackleton: W/C Deacon & S/L Horton.
 - 9A. 90 (Signals) Group Hastings: S/L Tipton & F/Lt. Bailey.
- Last stop (no Press) 2nd A.T.A.F. Sabres & Venoms.
S/L Weighill, F/Lt. Smart. &
F/Lt. Winterford.

The Press Office will inform you if there are any alterations to the above list after the inspection.

Brief Career Notes on Personnel to whom the Queen may speak

Wing Commander Peter Reginald W. Wickham, D.S.O. D.F.C. & Bar, aged 35, General Duties (Pilot) of Edington House, near Bridgwater, Somerset, was educated at Marlborough College.

Joined the Royal Air Force with a permanent commission (ex-Cranwell cadet) and served as a fighter pilot throughout the war.

Squadron Leader Robert Hugh Chapman, aged 34, General Duties (Pilot), of 48, Norfolk-road, Littlehampton, Sussex, was educated at Highgate School.

Joined the Royal Air Force in 1937 with a permanent commission, and flew with day-fighter squadrons in Egypt.

Wing Commander Ernest Cassidy, D.F.C., A.F.C., aged 36, General Duties (Pilot) of 55, Coleford Bridge-road, Mychett, near Aldershot, was educated at Salesian College, Farnborough, Hants.

He joined the Royal Air Force in 1937 with a permanent commission and served as a fighter pilot from 1938 to 1947.

Captain Michael Swanco, U.S.A.F. aged 33 of Sarasota, Florida, U.S.A.

Joined U.S.A.F. in February, 1942 and was selected for U.S.A.F.-R.A.F. exchange March, 1950.

Flying Officer Brian F.S. Nicolls, D.F.M., aged 28, General Duties (Pilot), of 52, Avoca-street, Goulburn, New South Wales, Australia.

Joined the Royal Australian Air Force on a short service commission in 1945, and during the war served in England and Japan.

Squadron Leader Douglas D. Hurditch, aged 32, General Duties (Pilot) of 42, Palmerston-street, Sare, Victoria.

Joined the Royal Australian Air Force in 1940 on a permanent commission. Served with the R.A.F. from 1941 to 1947.

Pilot Officer Anne Eden Wyndham Lewis, aged 27, Pilot, of 54, Clarricarde-gardens, London, W.2., was educated at St. Hilda's (Perth) and Melbourne University.

Joined the Women's Royal Air Force Volunteer Reserve in October, 1950, after serving in the Women's Australian Air Force.

Squadron Leader Alfred Raymond Poole, D.S.O., D.F.C., aged 36, R.A.F.V.R. Equipment, of 10, Dunson-road, Little Woolton, Liverpool, and joined the Royal Air Force Volunteer Reserve in 1939.

He trained as an air gunner and commenced operational flying in 1940 with No. 38 Squadron in the U.K. and Middle East. Altogether completed 100 sorties.

Wing Commander Charles John Mackenzie, D.F.C., A.F.C., 37, General Duties (Pilot) of 11, Pashley-road, Eastbourne, was educated at Redley. He joined the Royal Auxiliary Air Force in 1937 and served during the war with Nos. 500, 233, 31, 110 and 48 Squadrons in Gibraltar, Azores, Burma, Java, China and Malaya.

Brief Career Notes (Continued)

Squadron Leader Peter Douglas Sutton, aged 32, Medical Branch, of "Idon" Ongar-road, Ibridge, Essex, was educated at City of London School and London University.

Joined Royal Air Force in 1947 with a permanent commission.

Flight Lieutenant Peter Walker, aged 25, Dental, of 59, Birmingham-road, Great Barr, Birmingham, 22.

Was educated at Edgboro College and Birmingham University, and joined the Royal Air Force in September 1951.

Squadron Officer Irene May Chapman, Nursing Sister, of the R.A.F. Hospital, Halton, Bucks.

Joined W.R.A.F. in 1939 on a permanent commission.

Flight Lieutenant Edward Kennedy, 33, Provost, of the Royal Air Force Pilots Depot, Netheravon, Wilts.

Joined the R.A.F. with a permanent commission in 1939, and served in India, Burma, Malaya and the Canal Zone.

Squadron Leader Joseph Alfred West, M.B.E., aged 55, R.A.F.V.R.(T) of Hazelden, Windsor-road, Bray, Berks.

Squadron Leader David Dattner, A.F.C., aged 31, General Duties (Signals) of 77a, Lordship-park, Stoke Newington, London, N.16.

Joined the Royal Air Force in 1940 and served in Africa, Italy and Corsica.

Observer Commander Edward J.B. Irving, Royal Observer Corps, aged 45, of Balgownie, Kirkinhilloch, Dumbartonshire, was educated at Merchant Taylors. Joined Royal Observer Corps in 1938.

Squadron Leader John Tipton, D.F.C. and bar, aged 35, General Duties (Navigator) of Esplanade, Tenby, Pembrokeshire.

Joined Royal Air Force in 1939 on a permanent commission and served with Bomber Command during the war.

Flight Lieutenant John Furness Walker, aged 33, General Duties (Pilot) of 48, Leeds-road, Blackpool, Lancs, was educated at Baines's Grammar School, Poulton-le-Filde, near Blackpool.

Joined the Royal Air Force in 1940 with a short service commission.

Squadron Leader Thomas Welch Horton, D.S.O., D.F.C. and Bar, aged 33, General Duties (Pilot), of Transvaal Cottage, Debden, Saffron Walden, Essex, was educated at Wairarapa High School, Masterton, New Zealand.

Joined the Royal Air Force in 1939 with a permanent commission, and served with Bomber Command from 1940 to 1945.

Wing Commander Edward William Deacon, D.S.O., D.F.C., A.F.C., aged 41, General Duties (Pilot) of 9, Manor-road, Stourpaine, near Blandford, Dorset, was educated in Bourne-mouth, and joined the Royal Air Force on a permanent commission in August, 1940. Served with Bomber Command throughout the war, and completed over 60 sorties.

Brief Career Notes (Continued)

Squadron Leader Wyndham Rhydian Owen, D.F.C., aged 34, General Duties (Pilot) of 13, Officers' Married Quarters, R.A.F. Feltwell, Norfolk, was educated at Bridgend County School and Birmingham University.

Joined the Royal Air Force in January, 1941, with a permanent commission, and trained as a pilot in America.

Squadron Leader Owen was a member of No. 35 Bomber Squadron which was one of the first "Pathfinder" Squadrons. He was awarded the D.F.C. the day before being shot down by flak during a raid on Pilsen in Czechoslovakia.

Squadron Leader Ivor Allen Parry, M.B.E., aged 47, Technical (Eng), of 20, Woodlands-drive, Loughborough, Leics. Was educated at Milford Haven County School and joined the Royal Air Force in 1921 with a permanent commission.

Wing Commander James Cecil Coombes, 45, engineer, of 36, West End-avenue, Pinner, Middlesex.

Was educated at Christian College, Cork, Ireland, and joined the Royal Air Force in 1925 on a permanent commission. He retired in April 1938 and re-joined in April 1940, with a V.R. commission.

After the Royal Review he will take up an appointment with the Ministry of Supply on engine research and development.

Wing Commander Adrian H.W. James Cocks, aged 49, Technical (Signals) of "Plainefield", West Huntspill, Highbridge, Somerset. Was a King's scholar at Westminster School and obtained a prize cadetship to R.A.F. Cranwell in January, 1923. He was given a permanent commission in December, 1924, and is at present serving at No. 2 Radio School. During the war he served in the U.K. Coastal Radar Defences.

Squadron Officer Mary Taylor Russell, P.M.R.A.F.N.S. of 27, Dundas-street, Edinburgh.

Was educated at Edinburgh Ladies' College and joined the W.R.A.F. in 1940 on a permanent commission.

Flight Lieutenant Harry L. Mellor, A.F.C., aged 34, General Duties (Pilot) of 161, Boythorpe-road, Chesterfield, Derby. Educated at Staveley Grammar School, Chesterfield, and joined the Royal Air Force August, 1934. He was a Halton apprentice and obtained a permanent commission. Served with 49 Squadron as a pilot with Bomber Command from 1944 to 1945.

Flying Officer Ian Speed Balderstone, aged 27, General Duties (Pilot) of 42, Addiscombe-road, East Croydon. He was educated at Ayr Academy, Scotland and joined the R.A.F. in July, 1942. He is an ex-Halton apprentice and received a permanent commission. He is at present serving with Coastal Command in Shackletons.

Wing Commander Douglas Ian Bonham, D.F.C. and bar, A.F.C. aged 35, General Duties (Pilot). Joined the R.A.F.V.R. in 1938 and obtained a permanent commission.

In 1940 he was a Battle of Britain pilot with 607 Squadron and took part in North Africa landings in 1942 with 242 Squadron. On D-Day he was in Normandy with 504 Squadron. At present commanding Wing of day and night Meteor fighters. Member of the Caterpillar Club.

Brief Career Notes (Continued)

Squadron Leader Kenneth Barnes, aged 29, pilot, of 16, Kingsnorth-gardens, Folkstone, Kent. Educated at Bradfield and Magdalene College, Cambridge. Joined the R.A.F. in April, 1943 and obtained a permanent commission. Trained in Canada and flew troop-carrying gliders in 1945. Now instructing on Varsity aircraft.

Squadron Leader Douglas Arthur Bliss, aged 37, R.A.F. Regiment, of "Kenerton", 23, Rosebery-road, Cherm, Surrey. Educated at Westminster School and joined the R.A.F. in June 1950. He obtained a permanent commission and served in the Gloucestershire Regiment from 1938 until 1950. 1947 to 1950 he was Air Liaison Officer in the Middle East.

Major Desmond Sutton Eden, South African Air Force, aged 34, General Duties (Pilot) of "Konnellworth", Kimberley, South Africa. Educated at Christian Brothers College, South Africa and joined the S.A.A.F. in December, 1939. Obtained a permanent commission after serving a cadetship. Served with 11 Squadron S.A.A.F. in England during the war. At present is a V.I.P. pilot with 24 Commonwealth Squadron.

Flight Lieutenant Bruce J. Oliver, D.F.C., aged 30, pilot, of Hororata, Canterbury, New Zealand. Educated at Christchurch Boys' High School and is at present serving in the R.A.F. on a two-year exchange posting from the R.N.Z.A.F. Served in Malta in 1942, and in the U.K. with the invasion of France on Spitfires. He also served in Nos. 72, 249 and 60. Squadrons. At present with No. 24 Commonwealth Squadron.

Wing Commander Paul Peters, D.F.C., aged 36, General Duties (Pilot) at present living in South Africa. Was educated at Salesian College, Farnborough. Joined the R.A.F. in January, 1938 with a permanent commission, after serving as an aircraft engineering student at the R.A.E., Farnborough. Served as a staff officer in Headquarters Transport Command from 1948 to 1951.

Wing Commander James Douglas Lindsay, D.F.C., aged 30, General Duties (Pilot) of Ontario, Canada. Educated at Arnprior, Ontario. Joined the R.C.A.F. in 1940 and obtained a permanent commission. Flew in Canadian Arctic 1946 to 1949 and was in Korea with a U.S.A.F. Sabre Squadron from July 1952 until July 1953.

Flight Lieutenant Jack Lindsay Bayley, aged 35, General Duties (Pilot) of 5, Hill-road, Pinner, Middlesex. Educated at Merchant Taylors School. He was transferred from the Army in September, 1944, and obtained a permanent commission. Served with No. 2 Squadron on fighter reconnaissance in Germany from 1946 to 1950.

Flight Lieutenant Keith Rex Orsborn, aged 32, General Duties (Pilot) of Auckland, New Zealand. Educated at Wairarapa College. Joined the R.N.Z.A.F. in 1939 and obtained a permanent commission. At present with No. 41 Transport Squadron.

Brief Career Notes (Continued)

Squadron Leader Robert H.D. Weighill, D.F.C., aged 32, General Duties (Pilot) of "Broadview", Boundary-lane, Heswall, Cheshire. Educated at Wirral Grammar School, Cheshire. Joined the R.A.F. in April, 1941, and obtained a permanent commission. Squadron Commander at Cranwell 1952, and now commanding No. 2 Squadron in 2nd T.A.F.

Flight Lieutenant Michael Smart, A.F.C., aged 26, General Duties (Pilot) of 1, Wedderburn House, Wedderburn-road, Hampstead. Educated at Malvern College and joined the R.A.F. in February, 1945. He was in the Malvern College A.T.C., and obtained a permanent commission. Was based at Odiham from 1947 to 1950 on Vampires.

Flight Lieutenant Donald Albert Winterford, aged 30, General Duties (Pilot) of 3a, Elizabeth-road, Brentwood, Essex. Was educated at Ardleigh Green Senior School, Hornchurch. Joined the R.A.F. in July, 1941 and obtained a permanent commission. Served with Bomber Command 1943-44 and was shot down May 11th, 1944, in P.O.W. Stalag Luft 111.