

AIR CREW AIRINGS

(by "WOB" and "SPIN")

Much of interest happened last month in No. 6 Squadron. Some of it is also of just as much interest to the other two Squadrons: For example, the Tabloid Sports held at Rugby Park on the 27th March, the Swimming Sports, and of course the Cricket Match against No. 17 Squadron. In all of these we acquitted ourselves well.

Besides these, perhaps the most important happening was the breaking up of "A" Flight. This was done not only because of repeated mobilizations but also in order to have a Flight vacant for cadets to be transferred to when they commence training in the Part II Syllabus. The roll number on the 13th April, the date on which the Flight was dissolved was seventeen cadets. Half were transferred to "B" Flight and half to "C" Flight—ex "A" Flighters still declare that "B" and "C" Flights were each attached to a half of "A" Flight.

As a sequel to the armament classes which have been carried on for the last three months, Pilot Officer A. C. Perry has taken some cadets for their shooting at Boys' High School range. There have been some quite good results—several cadets having obtained over 80 per cent.

Again last month some of our

cadet left us to join the ranks of the R.N.Z.A.F. Included were our Warrant Officer T. J. Bannister, Flight Sergeant McKellow, Sergeant Hitchings and Corporal S. Erickson. We wish them all the best of luck and hope to hear from them soon.

We take this opportunity of reminding cadets that boxing lessons are in progress and urge all those interested to attend the classes regularly. They re-commenced on the first Wednesday after the Easter recess under the direction of Mr. Harry Gunn.

The following are to be congratulated in their recent promotions:—

Flight Sergeant Dingwall, B.

appointed acting Squadron Warrant Officer.

Sergeant Pinfold, D. R. M.

appointed acting F/Sgt. (tsfd. to "E" Flight.

Cadet Flintoff, D. K.

appointed acting Corporal of "B" Flight.

Cadet Purdon, K. A. J.

appointed acting Corporal of "B" Flight.

At this stage we wish to thank Mr. Gainsford who gave up his time on Monday nights in order to take an extra maths and navigation class for those who sat the last Entrance Examination.

HERE AND THERE

(Pages dedicated monthly to Tit-bits that will be of general interest.)

FUTURE OF THE HELICOPTER.

Claiming that the direct-lift aircraft lends itself to mass-production and could be turned out in hundreds of thousands for the price of a medium-powered car, Ignor Sikorsky, designer of the Vought-Sikorsky VS-300 helicopter, contributes an intriguing article to the "Atlantic Monthly" in which he visualises this type of machine in general use in 1955. He

admits, however, that because of the principles involved the average medium-priced helicopter will probably not exceed about 140 m.p.h and that 20 passengers will be about the capacity limit of airliner types. Comparing the helicopter with the motor car, he says that it is simpler to control and that the cost of servicing will be as cheap, or cheaper. In that case our post-war houses should have flat roofs!