

# Air Clues

Issued for the Royal Air Force  
by the  
Director of Flying Training



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Contents	March
<b>Squadron 60th Anniversaries</b> Nos 8, 10, 11, 12, 13, 14, 15, 16, 17 and 30 Sqns ..	84
A Long Distance Flight ..	96
Flight Safety .. .. .	98
21 years of Pilotless Target Flying from RAE Llanbedr	110
Aids to Accurate Assessment .. .. .	111
Ross Navigational Planning Aid .. .. .	112
Barber's Pole Hercules Probes Rainstorms ..	114
Letters .. .. .	116
RAF Command and Staff Training No 5—The Advanced Staff Course ..	117
Much Ado About Ordnance Safety .. .. .	118
Books .. .. .	119
Jaguars at RAF Coltishall .. .. .	Back Cover

## Cover Picture

Vulcan XM608 of No 101 Squadron from Royal Air Force Waddington seen over Singapore Harbour.

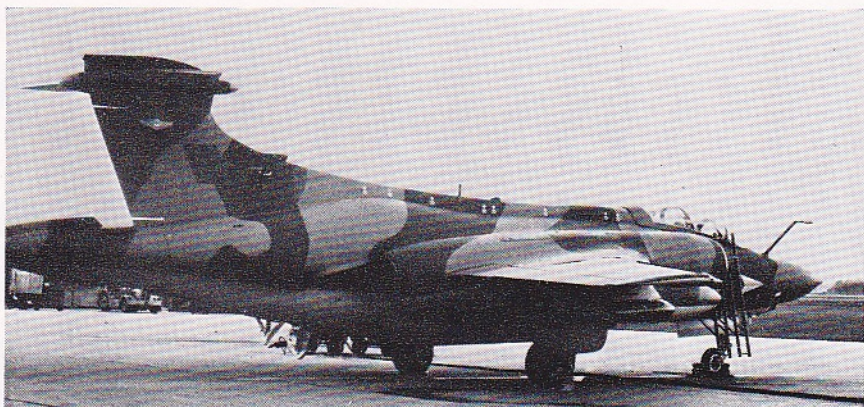
## Book Tokens

£2 tokens to Major P. K. R. Ross, Squadron Leader G. Curry and Flight Lieutenant C. J. Shreeve.



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## No 208 SQUADRON TO FLY BUCCANEERS



A No 208 Sqn Buccaneer at Honington.

Reforming in Britain for the first time in its long history is No 208 Squadron, one of the most famous of Royal Air Force squadrons and the latest addition to the Strike Command Buccaneer Force.

Originally formed in 1916 as No 8 Squadron, Royal Naval Air Service, becoming No 208 in April 1918 on the formation of the RAF, the squadron served continuously in the Middle East and Mediterranean after 1920, where it was first equipped with RE8 biplanes at Ismailia.

The Buccaneers of the new 208 are based at Honington, and have a primary role of overland strike and attack with a wide range of weapons. They join two other Buccaneer squadrons (No 12 and the Royal Navy's No 809) at Honington, which is also the home of No 237 OCU, a training unit for both Air Force and Navy Buccaneer crews.

Inter-Service co-operation extends to the manning of the Buccaneer squadrons, both the RAF's No 12 Squadron and the OCU having bearded aircrew whilst several RAF crew fly in Naval aircraft off HMS *Ark Royal*.

The Buccaneers of No 12 Squadron are primarily assigned to the maritime role and are available to the Supreme Allied Commander Atlantic, whereas the Supreme Allied Commander Europe has No 208 Squadron for the support of NATO land forces. As a part of their training in the role of support for surface elements, Honington's Buccaneers deploy overseas regularly on exercises. In November 1974 No 12 Squadron, backed up by Hercules and Belfast transports of No 46 Group, Strike Command, spent 10 days in the Arctic Circle at a Royal Norwegian Air Force base,

practising navigation and low-level flying over the ice-covered valleys, mountains and fjords.

## RED ARROWS FOR 1975

The 1975 Red Arrows team is led by Squadron Leader Richard ('Dickie') Duckett who was formerly a team member from 1968-70 and then rejoined in October 1974 after a spell as a flight commander at the Lightning OCU.

The other members of the team are: No 2 Flt Lt Mike Phillips; No 3 Flt Lt Bruce Donnelly; No 4 Flt Lt Bob Eccles; No 5 Flt Lt Mike Phillips; No 6 Flt Lt Des Sheen; No 7 Sqn Ldr Brian Hoskins; No 8 Flt Lt Mel Cornwell; No 9 Flt Lt Roy Barber.

Flight Lieutenant Mike Phillips does not in fact fly two Gnats at the same time. There are now two pilots of the same name and rank in the new team, both aged 30, both former air cadets who became Lightning pilots and then QFIs.

Flt Lt Sheen has been flying with the Red Arrows since 1972 and Flt Lt Donnelly was the team manager in 1972, subsequently flying with them in 1973. Flt Lt Eccles and Flt Lt Phillips No 5 both have one year's experience with the Red Arrows but Sqn Ldr Hoskins, Flt Lt Phillips No 2, Flt Lt Cornwell and Flt Lt Barber are newcomers.

Team manager is Squadron Leader Adrian Wall, formerly with CFS, who managed the Red Pelicans in 1973.

## LAST FLIGHT FOR A FAMOUS COMET

On 10 January the last Comet 2 in RAF service, XK695, was flown to