

ARMY DAY '75



MIDDLE WALLOP AIRFIELD

on the A343 Andover/Salisbury road

FRIDAY & SATURDAY, 25th/26th JULY, 1975

PROGRAMME 30p



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ARMY AIR DAY

ARMY AIR CORPS CENTRE, MIDDLE WALLOP

The Centre will be open from 10.30 am-7 pm

Friday, 25 July—Services Day

Flying Display	2.30 pm
Static Display	10.30 am
Pleasure Flights	10.45 am-1.45 pm
Refreshments by NAAFI	12 am-5.30 pm
Licensed bar by NAAFI	12 am-5.30 pm

Saturday, 26 July—Public Day

Flying Display	2.30 pm
Static Display	10.30 am
Pleasure Flights	10.30 am-1.45 pm 5.45 p.m.-6.45 p.m.
Side-Shows	10.30 am
Refreshments by ACC and NAAFI	10.30 am-7 pm
Licensed bar by NAAFI	10.30 am-7 pm

We are grateful for the assistance rendered by the St. John Ambulance Association and Brigade for providing first-aid coverage.

NOTICES

1. The Ministry of Defence Army Department disclaim all responsibility for any accident occurring as a result of non-compliance with any safety instructions issued, verbal or written.
2. AIRFIELD BARRIERS. A barrier has been erected on the airfield to mark the limit of the spectator safety zone. Please co-operate with the safety patrol by ensuring that no person, especially children, go beyond the barrier.
3. FIRE RISK. Please observe all the NO SMOKING notices, and assist in fire prevention by ensuring that matches and cigarettes, etc., are extinguished after use.
4. CAR PARKS. Members of the public using Car Parks do so at their own risk. The Army Department disclaim all responsibility for loss or damage to cars or their contents. Cars may not be parked on the camp anywhere outside of Official Car Parks.
5. SIDESHOWS. Members of the public taking part in Side-shows do so at their own risk.
6. Lost Children—If Parents or guardians lose a child they are advised not to waste too much time looking but to contact the nearest member of the Civil or Military Police or the lost childrens tent.

YOUR LUCKY PROGRAMME NUMBER

N^o 1522

Two winning programme numbers will be announced at the end of the Flying Display on Saturday. The winners will be given two seats each for a free flight in a helicopter by courtesy of Bristow Helicopters, immediately after the Flying Display.

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BLOODY HELICOPTERS!

Our thanks to Harry Hargreaves who drew the cartoon specially for Army Air Day. He clearly knows just how our local neighbours must feel about us - sometimes! We acknowledge with gratitude their help, kindness and understanding.



**FOREWORD BY LIEUTENANT GENERAL SIR FRANK KING, KCB, MBE,
COLONEL COMMANDANT OF THE ARMY AIR CORPS**

On behalf of all the members of the Army Air Corps I wish our visitors a warm welcome to the Army Air Corps Centre, Middle Wallop on Army Air Day 1975. We thank you for the interest you are showing and the encouragement you give us by coming to this Army Air Day.

Middle Wallop is the home of the Army Air Corps. All pilots, aircrewmen and groundcrewmen of the Corps are trained here as well as the aircraft technicians of the Royal Electrical and Mechanical Engineers who maintain our aircraft. It gives us great satisfaction to be able to show you our equipment and to demonstrate the skill and training required to maintain it and to handle it in the air.

The flying display is as varied as usual. We thank all those from the other services and from industry who are participating or who have helped to make it possible. This year we are fortunate in having with us our colleagues from the United States and German armies. We thank them particularly for demonstrating the close co-operation maintained among the NATO allies.

I hope that you have a most enjoyable afternoon.

F A King

COLONEL COMMANDANT,
ARMY AIR CORPS

THE ARMY AIR CORPS CENTRE MIDDLE WALLOP

Middle Wallop was originally planned as a bomber station and construction was started in 1938. Uncompleted at the outbreak of war it opened in April 1940 as 15 Flying Training School. However when France fell it was needed as a fighter station so during July 1940 it was transferred to 11 Group. At the beginning of the Battle of Britain it formed part of 10 Group and during the Battle various Squadrons were based here including 234 Squadron (Spitfires), 236 Squadron (Blenheims), 238 Squadron (Hurricanes), 604 Squadron (Blenheims and Beaufighters) and 609 Squadron (Spitfires).

604 Squadron who were here for almost two years pioneered many of the most successful night fighter techniques using AI (Airborne Interception) radar. Among its members and possibly one of the most successful night fighter pilots was Flt/Lt J. Cunningham, DSO, DFC (later to become Group Captain and now chief test pilot for Hawker Siddley Aviation).

The Station was attacked many times during this period of the war, although never in any real strength. Probably the most devastating raid occurred on 15 August 1940 when thirty Ju88's led by Hauptman Wilhelm Korn took off from France to bomb Middle Wallop. Twelve aircraft forced their way through to the airfield. A stick of four bombs landed on Hangar 5 blowing off the hangar doors and destroying 3 Blenheims. As the raid started Spitfires of 609 Squadron got airborne to intercept the raiders. One of them flown by Sqn/Ldr Dorley still survives today in the Imperial War Museum.

During another raid on 7 November 1940 a bomb landed on the Andover, Salisbury road next to the Officers Mess. It did not explode but it was another two days before the road was open again.

When operations were switched from the defensive to the offensive, squadrons from the station continuously took part in escorting by day coastal and bomber command aircraft in operations over France and the low countries. At night they took part in intruder and ranger sorties over enemy occupied territory.

In December 1943 the airfield was handed over to the USAF and became the home of the 67 Reconnaissance Group. Aircraft flown by the group included P-38's, P-51's and F-5's. These



A Mustang of 16 SQN USAF taken at the dispersal on Middle Wallop Airfield in the Summer of 1943

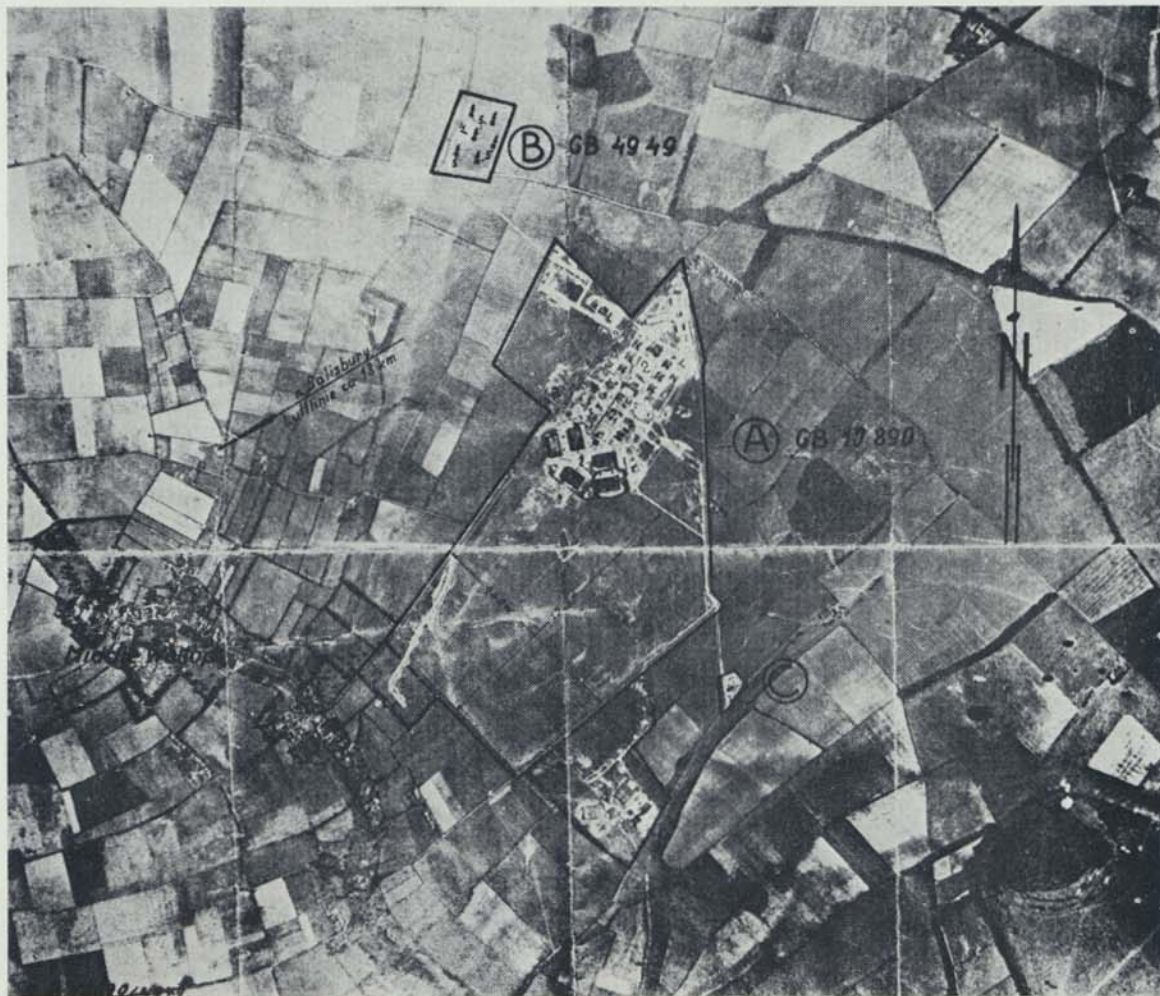
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Middle Wallop

Sendeanlage

Karte 1:100 000
Ergl. Bl. 33c

Bild Nr. 197 Z 70 V Geogr. Lage $7^{\circ}34'30''$ W, $51^{\circ}10'$ N, Höhe ü. d. M. 100 m Stand X. 40.
Maßstab etwa 1: 18 500 (1 cm 185 m) Lfl. Kdo 3



- (A) GB 10 890 Flugplatz 1 200 x 940 m
1) 5 Hallen etwa 20 000 qm
2) Unterkünfte- und Nebengebäude etwa 18 000 qm
3) Munitionstunker etwa 9 000 qm
bebaute Fläche etwa 47 000 qm
- (B) GB 49 49 **Punkanlage**
4) Betriebsgebäude im Bau
5) 6 Funkmasten
- (C) Kläranlage

German wartime map of Middle Wallop, used for briefing bomber crews

were used for artillery adjustment, weather reconnaissance, bomb damage assessment—photography and visual recce. The group moved to France in July 1944 and handed the station back to the RAF. It was only in the hands of the RAF for a short time because in February 1945 it was handed over to the Admiralty when it became known as HMS Flycatcher.



(Above) Hurricane "Tank Buster" of 261 SQN Middle Wallop 1944

(Below) Auster MK9



RNAS Middle Wallop was not a conventional air station, as it was used for the assembly of Mobile Naval Air Operations Bases—MONABs. The MONAB could be moved to a new airstrip and provide an instant Royal Navy air station anywhere in the world. Two MONABs were dispatched to Australia. A third MONAB (HMS Nabcatcher) left in July 1945 but was diverted to Hong Kong where it re-activated Kai Tak airfield after the Japanese surrender.

In April 1946 the station again came under the control of 11 Group, to act as Sector HQ Southern Section of 11 Group. 164 Squadron (Spitfires) arrived at the same time to be replaced by 633 Squadron (Spitfires) in the September.

In January 1948 227 OCU moved across from Andover, marking the beginning of Army Aviation at Middle Wallop. The OCU's task was train Royal Artillery Officers to fly Austers before they went to Air OP Squadrons. At the same time the Fighter Command Control and Reporting School moved in from Box and started its first course in March 1948. The school was to remain at Wallop until 1958.



Skeeter

By May 1950 initial as well as operational training of Army Pilots took place at Middle Wallop, and the 227 OCU was renamed the Light Aircraft School, as liaison pilots both Officer and SNCO started training at the school.

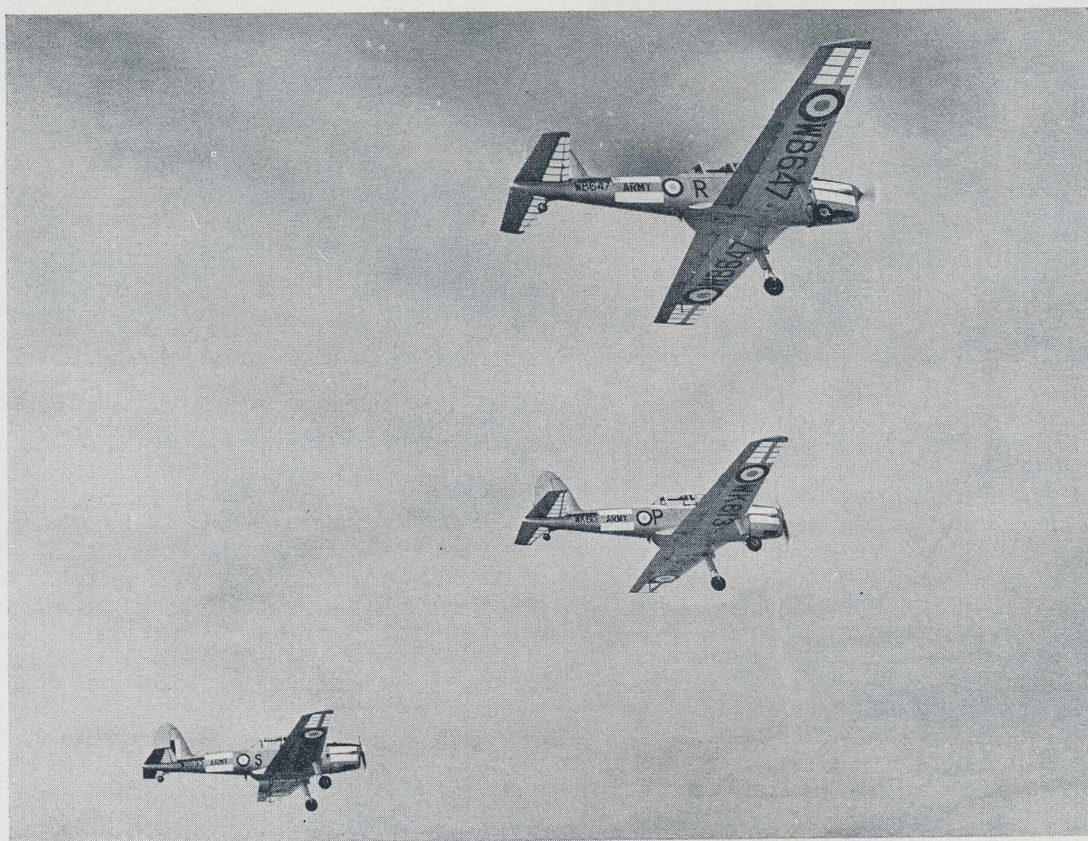
On 1 September 1957 the Army Air Corps was formed out of personnel from Air OP Squadrons and the Glider Pilot Regiment, and at the same time the school was renamed the Army Air Corps Centre. In 1958 Middle Wallop was handed over from the Air Ministry to the War Office.

Since 1957 the training commitments of the Army Air Corps Centre have continued to grow as the Army Air Corps has expanded. Today the Centre includes Flying Wing, Ground Instruction Wing, Aircraft Engineering Training Wing and 70 Field Workshop (Aircraft) REME. The Centre is commanded by Brigadier P. E. Collins, who in addition to all the training carried out at Middle Wallop is responsible for maintaining the flying standards of Army Air Corps units worldwide. Also located at Middle Wallop is the Demonstration and Trials Squadron which carries out evaluation trials of new aircraft and equipment.

Headquarters Director Army Air Corps is at Middle Wallop and the present Director is Major General R. L. C. Dixon, MC.

Helicopters based at Middle Wallop are the Bell 47 G4, Sioux, Scouts and Gazelles. The fixed wing side includes Chipmunks, Beavers and two semi-historic Auster Mk IX's.

CHIPMUNK BASIC TRAINER—The Chipmunk Mk 10 is used by the Army Air Corps as a basic trainer. All students who arrive at Middle Wallop to learn to fly, start on the Chipmunk. All the instructors who teach students to fly in Chipmunks are civilians. They are, however, all ex Service pilots who have thoroughly integrated themselves into the Middle Wallop training cycle. Middle Wallop would certainly not be the same without them. It is these instructors who are giving a skilful display of formation flying in Chipmunks this afternoon. They have between them over 56,000 flying hours and the unofficial title of their display team “The Grey Owls” is well earned. There is a wide range of experience in the team, two of them completed full tours on Lancasters during the war, while another did a tour on Sunderland flying boats. Even though they only put on a flying display once a year their standard is very high indeed.



Chipmunks



BELL 47 G4 HELICOPTER—Pictured above is the Bell 47 G4 Helicopter. Manufactured by Westland Aircraft Limited of Yeovil, Somerset, and chosen for the similarity of its flying and handling characteristics to that of the Military Sioux, it is used at the Army Air Corps Centre as a basic helicopter trainer, and operated by a civilian contractor, Bristow Helicopters Limited.

It is one of the aircraft types being used to give pleasure flights during the course of the day and, with the dual controls removed, can carry two passengers in addition to the pilot.



THE BLUE EAGLES

The *Blue Eagles* helicopter display team was formed by five instructors at the School of Army Aviation, Middle Wallop, in the Spring of 1968. Using training aircraft from the School, they gave displays in their spare time throughout the Summer, and the season culminated with the SBAC Exhibition at Farnborough.

The success of the first season's flying was such that the demand for a full-time display team was met the following year. Their unique and spectacular routines were seen at over 70 public shows throughout the United Kingdom, at events ranging from County Carnivals to Battle of Britain Anniversary air displays.

In the last six years the team's programme has continued to expand and the 1974 season included displays as far apart as Scotland and the Channel Islands, and included the usual tour of the British Army of the Rhine. This year the team will be visiting the Isle of Man TT races and doing one trip to Germany. This is of course over and above the many Army Recruiting, town, and county shows that the team takes part in all over England, Wales and Scotland.

The team's aircraft are standard Sioux helicopters, and their servicing is carried out by personnel of the Royal Electrical and Mechanical Engineers. The servicing team is supervised by an Artificer, who has the unenviable task of ensuring that all five, and quite often six, aircraft remain serviceable every day of the season.

The six pilots, four of whom are sergeants, are selected from operational squadrons in the UK and overseas, and fly exclusively for the *Blue Eagles* from February to October. No formal instruction in formation flying techniques is included in the training of an Army Pilot, and consequently all *Blue Eagles* pilots undergo eight weeks of intensive training and rehearsal before their first appearance in public.

An Army helicopter pilot's training is designed to enable him to fly his aircraft in support of the troops on the ground. The Sioux is unarmed, and often the pilot's only means of protection is to fly low using the contours of the ground as concealment and protection from enemy fire. This requires a high degree of training, intense concentration, and the ability to fly the aircraft instinctively. These facets of Army flying are exemplified by the *Blue Eagles*, whose display of professional skill is the hallmark of the Army Air Corps.

GAZELLE DISPLAY TEAM

Using the British Army's newest helicopter, the Gazelle AH1, the team comprises four aircraft flown by instructors from the Gazelle Conversion Flight. The flight has as its normal task the conversion of Army Air Corps Pilots from the Sioux to the Gazelle.

The Gazelle, representative of a new generation of helicopters, is a highly manoeuvrable five seater capable of a speed of almost 200 mph and holds three world speed records in its class. Its primary roll with the Army is observation and reconnaissance.

The team is led by the flight commander, Flight Lieutenant David Ryall RAF, who is on an exchange posting from the Royal Air Force for a 3 year tour on instructional duties. The other team members are Captain Simon Smith AAC, WO2 Don Fraser AAC, and Sergeant Steven Murray-Twinn AAC.

During their display the team will fly both as a four aircraft formation and will also split into two pairs to perform synchronised formation manoeuvres.



THE ARMY AIR CORPS PARACHUTE TEAM

The members of the AAC Parachute Team are all experienced sport parachutists drawn from all employments in the Army Air Corps ranging through flying instructors, pilots, technicians, clerks and groundcrewmembers.

They are dressed in blue suits similar to those worn by the "Blue Eagles".

The equipment used is modern sport parachuting equipment and their parachutes are Army Air Corps Blue PARA-COMMANDERS. These parachutes enable the jumpers to control their drift to a large degree by pulling on control lines thus enabling them to steer themselves to the landing area.

The team will jump from Army aircraft and will jump from a maximum height of 12,000 ft above ground level.

Whilst in free-fall they will trail orange smoke from generators attached to their ankles to enable spectators to follow their descent. By changing their body positions they can roll, loop, turn or even move horizontally across the ground. From 12,000 ft they will be in free-fall for 60 seconds, opening their parachutes at 2,500 ft above the ground from where it will take another 1½ to 2 minutes to reach the ground.

Jumpsuits—Blue; Helmets—Orange; Packtrays and Harnesses—Red; Main parachute—Back mounted (Canopy Blue); Reserve parachutes—Chest mounted; Smoke—Orange.

FLYING DISPLAY

Flying programme commences at 1430 hrs

- 1. MASSED APPROACH OF NATO HELICOPTERS**
Helicopters of the Army Air Corps, The US Army, the German Army.
- 2. CHIPMUNK FORMATION**
Display by the instructors of Elementary Fixed Wing Flight of the AACC.
- 3. AIR RACE**
A two lap handicap race involving each type of aircraft operated by the AAC.
- 4. PUMA**
Handling display by a Puma helicopter of RAF Odiham.
- 5. SKEETERS AND AUSTERS**
A nostalgic reminder of Army aircraft of yester-years.
- 6. GLIDERS**
Demonstration flying by gliders of the Army Gliding Association.
- 7. SCOUTS**
A demonstration of some of the roles of the Scout helicopter by instructors of the AACC.
- 8. SPITFIRE**
Two seater Mark VIII flown by John Fairey.
- 9. PARACHUTE DROP**
Parachute drop by members of 664 Para Sqn AAC from a Hercules of 47 Sqn RAF.
- 10. GAZELLE**
Handling display by Gazelle helicopters of the AACC.

Pleasure Flying in Helicopters will take place on Friday 25 July
place on Saturday 26 July 1045-1345 hrs and 1745 hrs-1845 hrs.
Request Aerobatics are available Friday 25 July 1130-1230 hrs and
Model Aircraft Flying will take place 1345-1415 hrs.

Y PROGRAMME

and is subject to alteration at short notice

11. WALLIS AUTOGYRO

As flown by "007 James Bond".

12. GERMAN ARMY

Display by UHID and CH 53 helicopters of the German Army.

13. BALLOON BURSTING

Sioux helicopters of the AACC with a display of 20th century tent pegging.

14. LYNX

A display by the Lynx helicopter, soon to enter service with the AAC.

15. THE POACHERS

Jet Provost aerobatic team of the Royal Air Force College Cranwell.

16. BEAVER SUPPLY DROP

Parachute supply drop by Beavers of the AACC and 2 Wing AAC.

17. BLUE IMPS

Free fall parachuting by the AAC parachute team.

18. UNITED STATES ARMY

Display by Kiowa, Huey Cobra, Chinook and Skycrane helicopters of the US Army.

19. MOCK BATTLE

A mock battle sponsored by 7 Regt AAC demonstrating some operational roles of service helicopters.

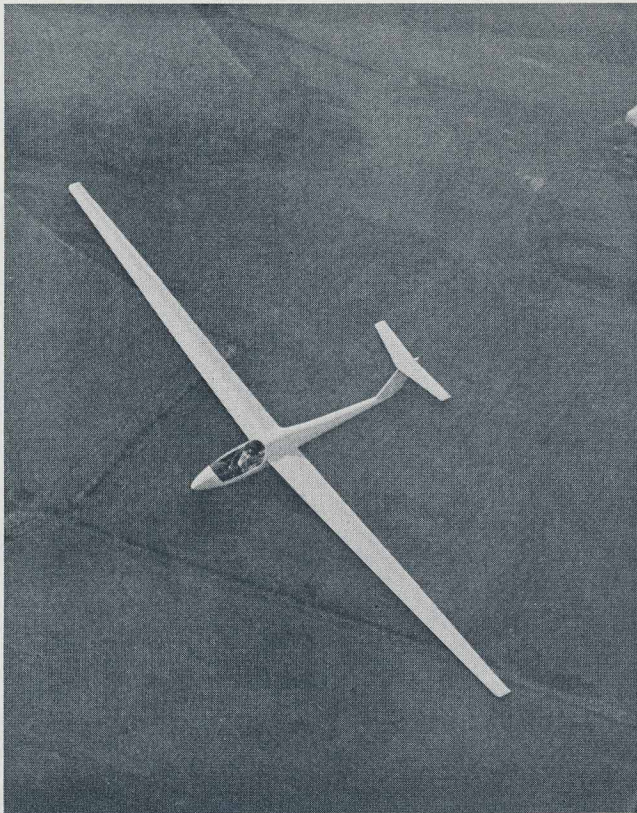
20. BLUE EAGLES

The Army Air Corps Helicopter Display Team.

1045-1345 hrs. Pleasure Flying in Cessnas and Helicopters will take

place on Saturday 26 July 1045-1330 hrs.

THE ARMY GLIDING ASSOCIATION



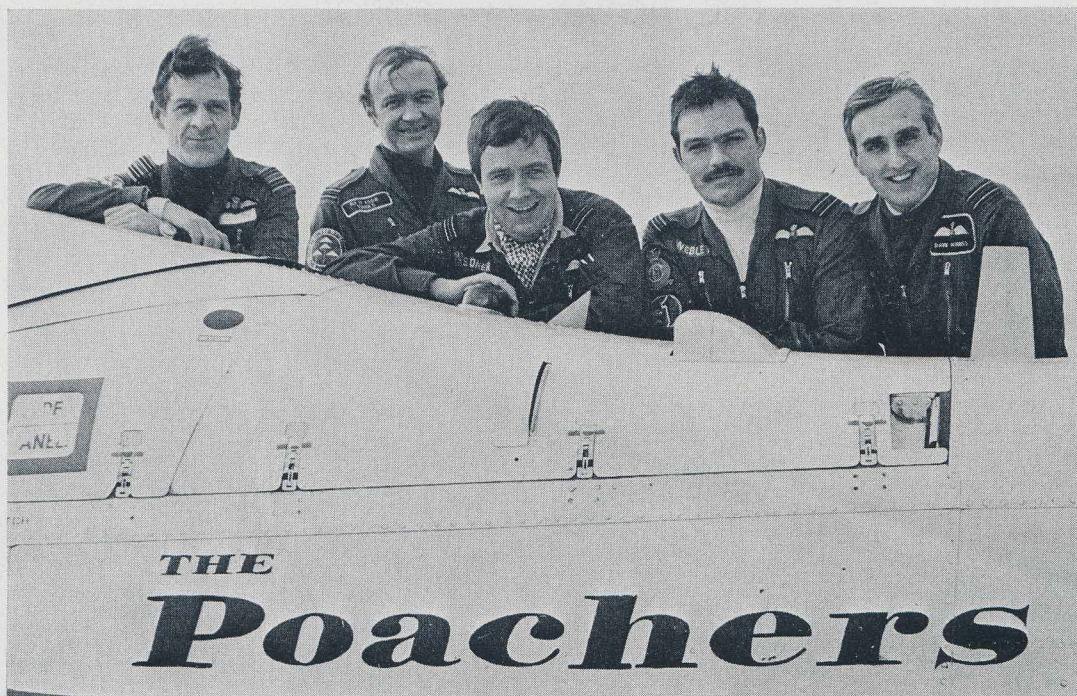
The Army Gliding Association sponsors sporting gliding for all ranks of the Army. The clubs provide facilities for early gliding training, for intermediate solo flying and some higher performances sailplanes are held for cross country flying and for use in gliding competitions.

Three Gliders are being Displayed.

ASK 13—This is a modern two seater training glider of German manufacture. It has a wing-span of 16m and a best glide rates of 1 in 28, that is a gliding range of 28 Km from a height of 1,000m.

OLYMPIA 463—It is not AGA policy to permit aerobatics in high performance contest sailplanes. The aircraft used in the aerobatic display is an Olympia 463 intermediate sailplane. Manufactured 12 years ago by Elliotts of Newbury this is a wooden construction aircraft with a 15m wingspan. With a best glide ratio of about 1 in 30 it is nevertheless capable of reasonable cross country performance and flights of 300 Km or more have been made in this type.

STANDARD CIRRUS—The AGA has two Standard Cirrus contest sailplanes. They are of German design and manufactured in glass fibre reinforced plastic. The wing span is 15m and the wheel is retractable. The best glide angle is 1 in 38, which is combined with a much better high speed performance than earlier gliders, the max speed being 119 Knots, or 220 Kph. Aircraft of this type can be set race tasks of up to 300 or 400 km in contests and have flown distances of over 750 Km.



POACHERS 75—AIR DISPLAY

Grace, flow and precision are the keynotes of this year's eleven minutes display by the Poachers.

The four Jet Provosts arriving in loose formation low and fast from the left, open the show by pulling up dramatically into a tight BOX formation.

Emerging from this head onto the crowd, they then flow into a series of intricate barrel rolls, loops and clovers in SWAN, TEE, BOX, FINGER 4, RHOMBUS and SQUARE.

A second graceful clover in SWAN is then closely followed by the thrilling "CORKSCREW TWIZZLE". Here each aircraft rolls in turn, separated from the others by fractions of a second. The join up in LINE ASTERN is followed by a startling change into BOX during a barrel roll. Ending gracefully, a loop in WINEGLASS leads into the spectacular CASCADE SPLIT and exit from the display area.

If the weather closes in a "rolling show" is performed. This follows the form of the full show except that the loops are replaced by horizontal manoeuvres. When the weather is really poor a "flat show" is flown in which the team demonstrate the various formations' in a series of turns.

HUNTING JET PROVOST T MK 5—The British Aircraft Corporation Jet Provost T Mk 5 is the standard basic trainer of the RAF. Powered by the Bristol Siddeley Viper Mk 202 turbojet of 2,500 lb thrust, the aircraft has ideal handling characteristics for the pupil pilot and a good reserve of power.

The JP5 embodies improvements derived from the background experience of more than half a million arduous flying training hours accumulated by other versions of Jet Provosts in various parts of the world. A significant feature is the provision of a pressurised cockpit with temperature control. This makes flying at higher altitudes safer by improving comfort and so reducing aircraft fatigue.

The aircraft has a wing with a long fatigue life to withstand the rapidly changing loads imposed during aerobatics and the repeated take-offs and landings made by pupils under training. Wing fuel tankage is 262 gallons, permitting all normal training sorties to be flown and allowing a flying time of 1 hour 30 minutes—about 450 miles.

THE ROYAL AIR FORCE

Apart from the Poachers there will be a handling display by a Royal Air Force Puma helicopter from RAF Odiham. The helicopter can carry 16 men as well as its own crew of 3. It is used mainly for troop carrying, cargo carrying and casualty evacuation.

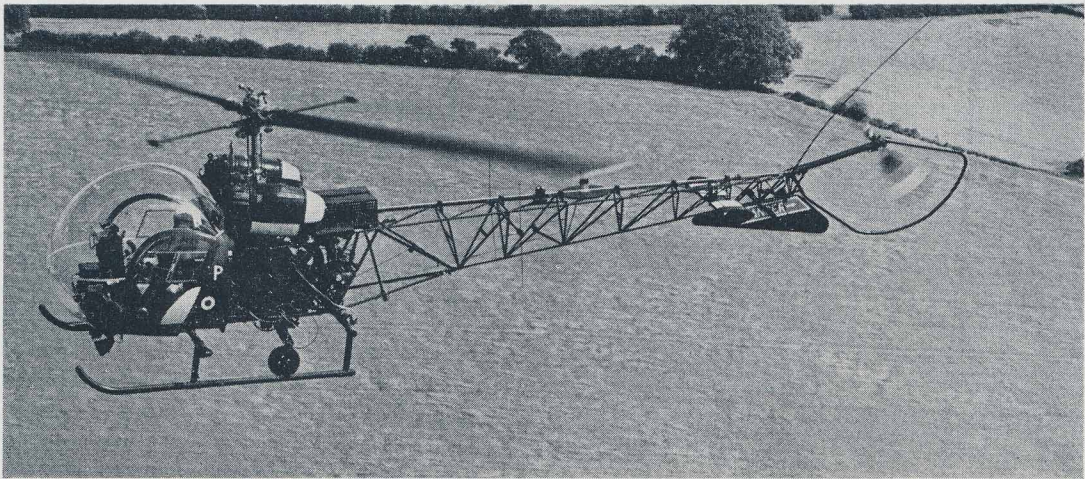
Also here today will be a Hercules C-130K. This aircraft will be used to drop the parachutist's of 664 Squadron AAC. The Hercules will be parked in the flying aircraft static display until it takes off prior to the parachute descent. The Hercules is a medium/long range transport aircraft and carries a crew of five plus up to 92 troops or 64 paratroops. It can also be used to carry freight.



RAF Puma shown about to lift a Sioux Helicopter

THE ROYAL NAVY

The Royal Navy is represented here this afternoon by a Wessex Mk 5 from 846 Naval Air Squadron. The main roles of this aircraft are Troop carrying, Search and Rescue, Cargo carrying and anti submarine warfare. It can carry a crew of 3 and 10 troops.



(Top) *Sioux AH1*

(Centre) *Scout firing SS11 Missile*

(Bottom) *Allouette*

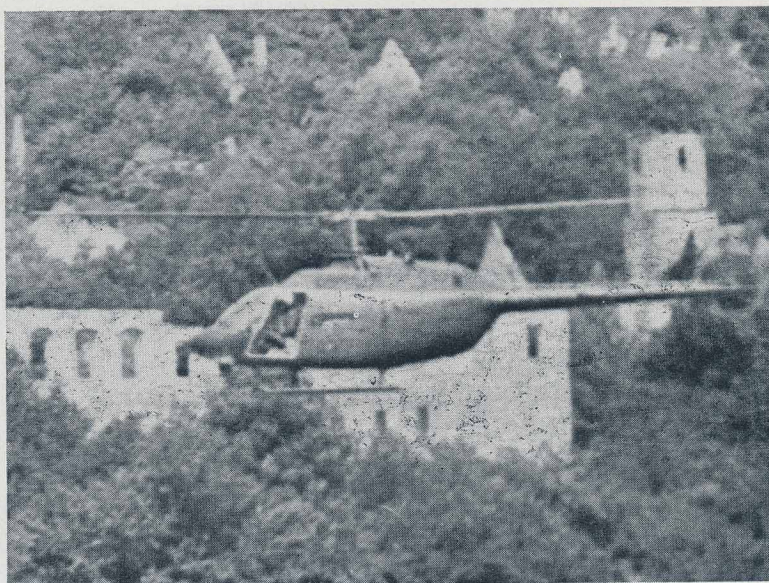
NATO AIRCRAFT

We are fortunate to have with us today aircraft from the UNITED STATES ARMY and from the HEERESFLIEGER COMMANDO from the first German Corps. These aircraft will be on display and will also be taking part in the flying programme.



AHIG HUEY COBRA
—This distinctive looking helicopter is used as an armed support helicopter and can carry an impressive array of weapons. It has a pilot and airgunner and can achieve a maximum speed of 190 knots. It is made by Bell Helicopter Company USA.

OH 58 KIOWA—This is the military version of the Bell Jetranger and is used by the American Army for observation and reconnaissance. It can carry up to three passengers as well as the pilot. It has a maximum speed of 128 mph and a range of 325 nautical miles.

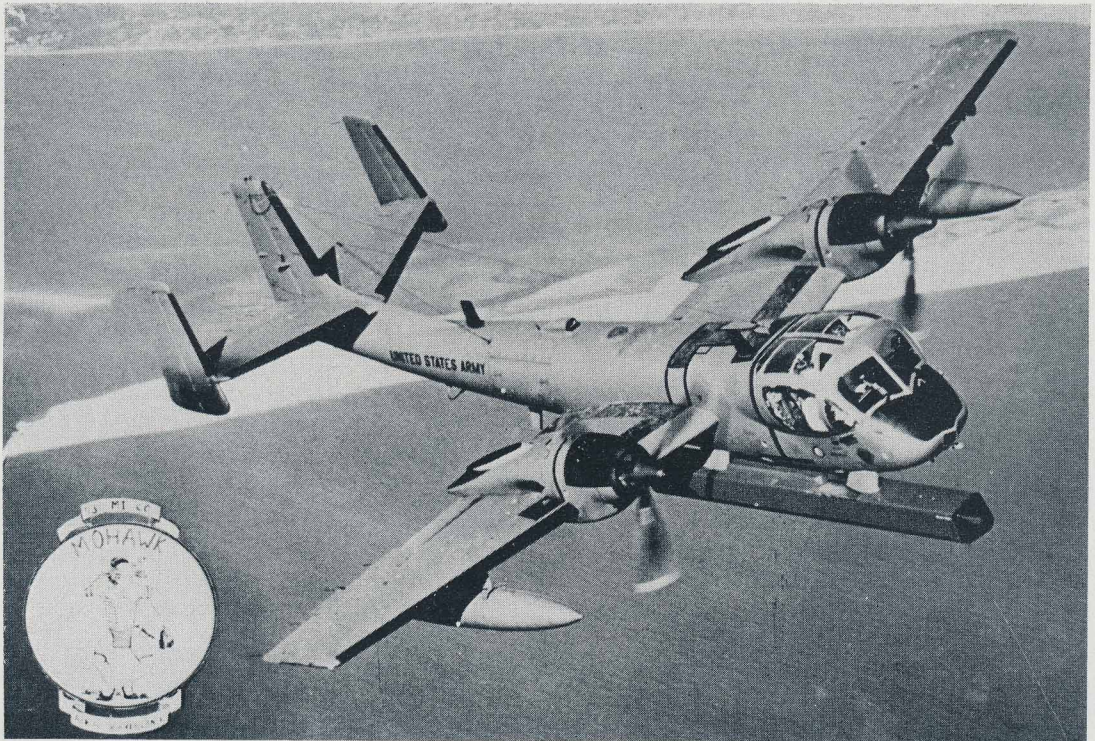




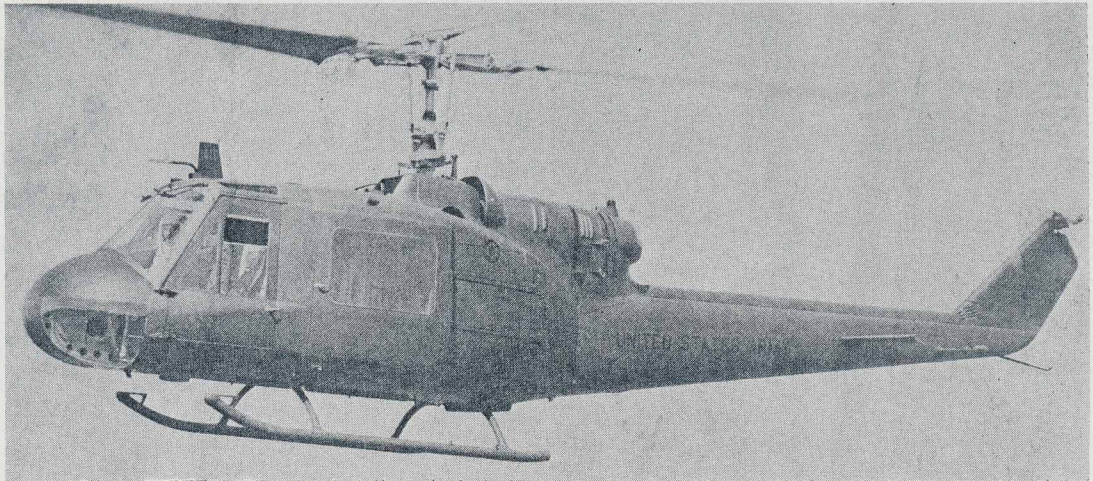
CH-47C CHINOOK—This is a tandem rotor helicopter used for transporting troops and heavy stores. It is capable of lifting a maximum load of 20,000 lbs. It has a maximum speed of 175 knots and a normal cruise of 130 knots. The downwash of the two large rotors is capable of generating winds of up to 100 mph in the vicinity of the aircraft.



CH 54A SKYCRANE—The flying crane can carry a selection of pods each designed for different loads. The military pod holds 68 troops. It can also carry up to 20,000 lbs under-slung on the hook. Powered by two 4,500 SHP engines it can reach a maximum speed of 115 knots.



OH-1D MOHAWK—This aircraft, powered by two 1400 SHP Lycoming engines is used for aerial battlefield surveillance. It is equipped with Side Looking Airborne Radar, Infra-Red equipment, photographic equipment and a wide variety of communications and navigation equipment. It has a minimum take off distance of only 900 ft, a maximum speed of 385 knots and a range of 750 nautical miles. It carries a crew of two who are equipped with Martin Baker ejection seats.



UH-1D IROQUOIS—Single engine general utility helicopter used for troop and cargo carrying. It has one pilot and can carry up to 12 troops. Powered by one 1100 SHP engine it has a maximum speed of 110 knots.



CH 53G SEA STALLION—A twin engine heavy assault transport helicopter that can carry up to 38 troops. Powered by two 2,850 SHP engines it has a maximum speed of 170 knots.



BEAVER AL MK I—
The Beaver is used by the Army Air Corps mainly for Liaison duties. It carries a pilot and up to five passengers. It can also be used for casualty evacuation and the movement of light tactical stores. This afternoon the Beavers will be carrying out a supply drop. Each Beaver carrying 1,000 lbs under the wings. The load is split into four 250 lb packages.

Recently an Army Air Corps Beaver supported the Zaire River Expedition. The aircraft flew there and back and spent 3 months flying in Central Africa.



LYNX—The Lynx will be the second Anglo French helicopter to come into service with the Army Air Corps. It will eventually replace the Scout AH1 although the Scout will be with us into the 1980's. It is powered by two 900 SHP Rolls Royce engines and has a top speed of 180 knots. It can carry up to 10 troops or up to 3000 lbs on the external hook.

It is already the holder of world speed records in its class and with its high versatile performance it will greatly increase the Army's mobility in years to come.

Your Career in the Army Air Corps

The job of the Army Air Corps is to support the Army in battle and help it to carry out its tactical roles more effectively. The Army Air Corps is one of the major supporting arms and is the largest operator of helicopters in this country. If the Army way of life interests you and you would like to work with helicopters then the Army Air Corps is the answer. As a soldier you would be trained as a ground crewman with specialist driving and radio operating skills. There are also places for clerks who deal with the paper work and maps connected with the flying side.

There are opportunities for soldiers to be trained as observers, airgunners and pilots.

As an officer you can join the Army Air Corps direct from RMA Sandhurst to be trained as a pilot.

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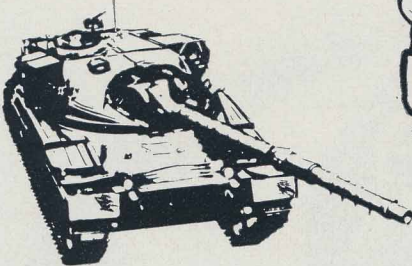
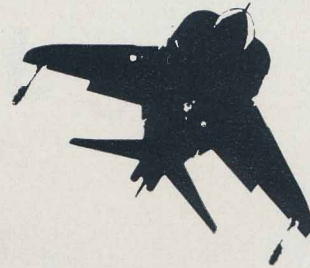
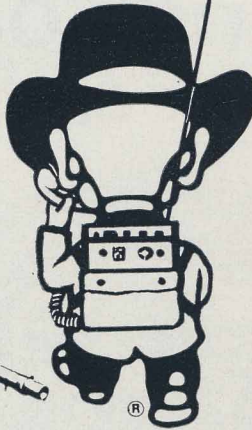
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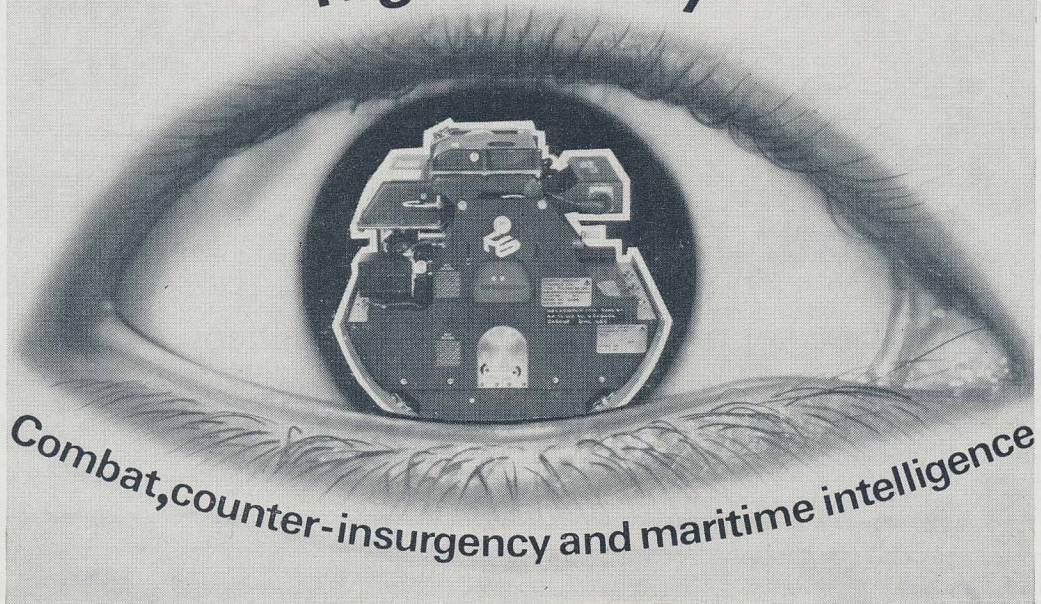
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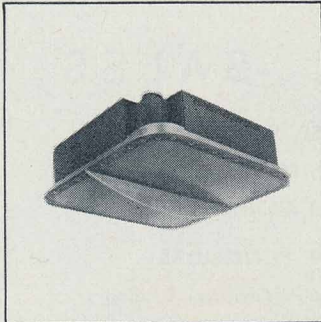
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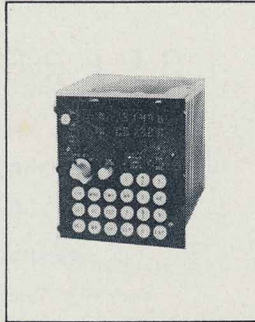
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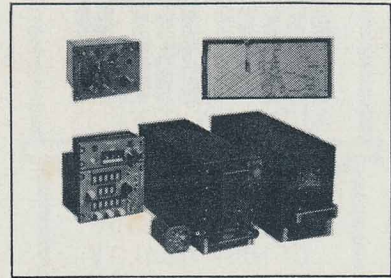
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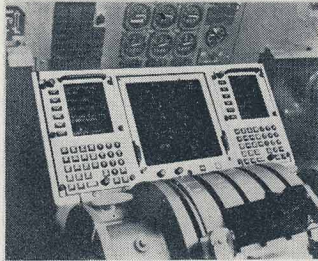
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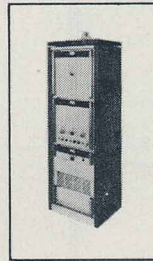
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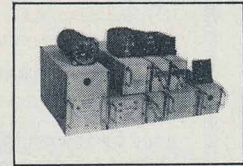
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Highlights in ROC history

1925 Two Observer Corps groups formed and manned by Special Constables. Raid reporting organisation the responsibility of a combined Air Ministry, Home Office and GPO committee.

1929 The organisation taken over by the Air Ministry, but Observers remained Special Constables until 1939.

1939 The Corps mobilised.

1940 First big trial came with the Battle of Britain.

1941 In recognition of the Corps' excellent work King George VI granted the title 'Royal' in 1941. Women joined the ROC for the first time.

1944 ROC 'Seaborne' Observers acted as aircraft identifiers during the D-Day invasion operations. First 'flying bomb' identified by the ROC. Many flying bombs destroyed by fighters working on ROC directions.

1950 HM King George VI became Air Commodore-in-Chief of the Corps. ROC Silver Jubilee celebrated. ROC Medal instituted.

1953 HM the Queen became Air Commodore-in-Chief of the Corps. reporting radioactive fall-out.

1956-66 Complete rebuilding of posts underground and reorganisation of the Corps into 29 groups, each with new protected headquarters. Development and production of specialised instruments for nuclear burst and fall-out reporting.

1966 Presentation of Royal Observer Corps Banner by HM the Queen at a Royal Review of the Corps at RAF Bentley Priory on Friday, 24th June, to mark the 25th Anniversary of the granting of the style and title 'Royal'.

1967-69 Complete rebuilding of group operations room and reorganisation of communications throughout the Corps to incorporate high speed teleprinter and telegraph transmission links.



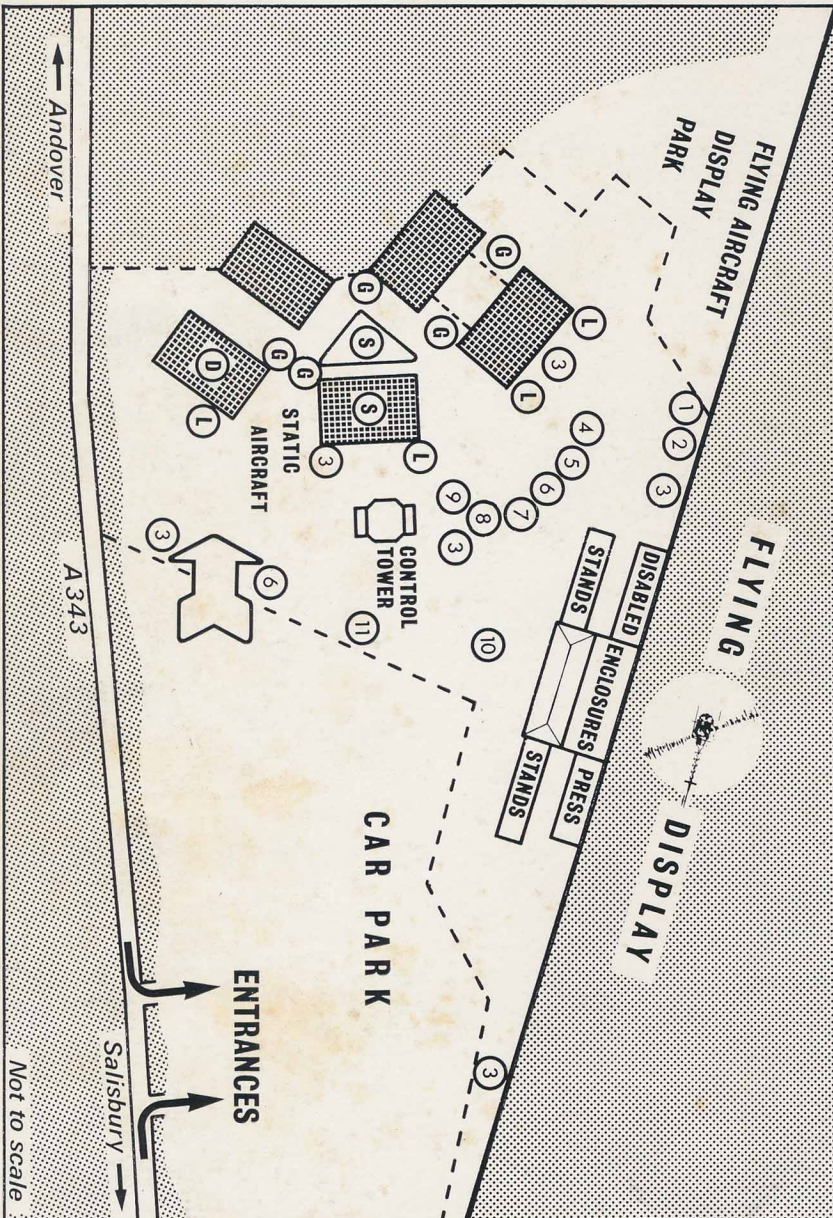
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