

Chapter 1 : BBC - Meet some of the Battle of Britain Air Display pilots

*Meet Some RAF Pilots Non-Fiction 32 pp (Pelican Hi Lo Readers) [Jillian Powell, Wendy Body] on theinnatdunvilla.com *FREE* shipping on qualifying offers. Pupil's Books *High interest/low readability books for reluctant and struggling readers.*

This is a military centric post so skip this one if you are in the business world but there might be one or two things that could help you at job interviews or with your working relationships. During our conversation I had to make it clear that it has been many years since I attended OASC and even when I spoke to our youngest students it was also clear that it had been a few years since they had attended too. The RAF Recruitment Offices should be able to provide you with the latest recruitment information although I have heard that they are not always the best places to find out what serving on an RAF flying squadron is actually like. This is because few pilots can be spared for recruitment tasks as they possess a valuable skill-set that is of more use in a cockpit and not behind a desk but luckily you have me! For an officer, the first essential quality that will be looked for is leadership and the OASC panel will be seeking examples of this. Leadership is one of many things for the potential officer and pilot to display and you must be clear that in the RAF you are an officer first and pilot second – make sure the panel know that you understand this; it shows loyalty to the Service above your own personal desires to fly. Other attributes that my students felt were important were teamwork, the ability to work on your own initiative, having a broad range of skill-sets and being able to handle failure. Teamwork is essential in the military as the individual rarely works alone and unsupported and in the RAF, as it is a very technical service, teams can be made up of all ranks and trades. Sometimes the most valuable member of the team can be the most junior in rank. Being able to work in a team is just as essential as being a good leader and if you cannot work in a team then there is no place for you in the services. In teams you will be tasked to do something and the team must know that you will use all of your resources to make that happen. You will often have to go off on your own to complete a task that will in turn benefit the overall goal of the team – if you come back after 2 days having not completed the task then this will put the team two days behind schedule. The ability to work on your own initiative and unsupervised, often in dynamic and hostile situations, is what makes the serviceman or woman different to their civilian counterpart. The ability to handle failure is an incredibly important trait to have and you will probably be asked to give examples of when you have failed and how you came back from it. My students asked me to make it clear that they felt that the ability to deal with failure and use it as a route to success was one of the most important traits to have if you were to be entering military flying training. One fails forward toward success. Lewis What do you believe is the thing that most pilots struggle with throughout the selection and training phases prior to becoming operational? I teach students in Phase IV flying training, the last flying training that they undertake before moving onto to learn how to fly their front-line aircraft on the Operational Conversion Units OCU's. The main things that students struggle with are confidence, not achieving when with other high-achievers, failure and the length of the training. On the Hawk T2 we have no flying tests apart from a regulatory required Instrument Rating Test that both staff and students have to pass. That is because you are being continually assessed in everything you do whether in the air or on the ground. Every sortie can be the start of the end of your flying career. This is why you need to be able to remain confident in your ability to pass flying training and, as we know, there is a fine line between confidence and arrogance. You must be able to recognise that you will most probably not be the best performing student on the course. It is said that you are the average of the five people that you spend the most time with – go and hang around the successful people and learn from them. The length of training will grind you down if you let it, sometimes it seems like such a long road. One of my students has been in the Service for eleven years and is still not on the front-line yet! When you couple this long journey with the possibility of failure you can start to appreciate why you need to have confidence in your own ability to make it to the end. Flying military fast-jets is tough in many ways both physically and emotionally and it affects each person differently. Dedication to do this, the skill – you have to be one hell of a person to do that and it is too much for me. Then you put on your LSJ Life Jacket Survival , your boots,

gloves, flying helmet and any kneeboard, maps and documentation you need; It makes the kit they wear in Formula 1 look like a pyjama set. Emotionally it can also take its toll. On our mobile phones we all have the phone numbers of friends who have been killed, they are rarely removed. On a different note, the nomadic lifestyle can be a challenge for some where others enjoy the moving about. You get moved on posting every 2. This also means that there is a low-level tendency to not invest too heavily in relationships as they are normally transient but you do find it very easy to start back up a relationship when you meet up with your old buddies again. War-fighting can get you down too. There was a period when I was deployed to Kabul with the US Army where whenever I went out in the city to meet with someone or do a site visit, about three weeks later there would be a bombing or an insurgent attack at that location. You get used to it but initially it can be hard to come to terms with; I just took more US Marines with me the next time, they love that sort of thing. What would you say is the biggest factor in having a successful career in the RAF and what was the highlight of your career? You have to be able to work as a team member but also be a leader who lets themselves be informed by their team. It is easy to believe in your own narrative, the polemic you have created for yourself, but invariably you are all the same people and you are nothing special. Your ability to get along with people in order to progress your career is no different from any other walk of life. For me, promotion was not what I wanted anymore but to still teach the future front-line guys and girls was what I was happy to do for a while. Pick the career you want and drive for it – not everyone can be Chief of the Air Staff. As for highlights, flying in conflict is what every pilot wants to do more than anything, it is the ultimate challenge and we love challenges. So, operational flying will always be the highlight for many pilots but now I get just as much satisfaction from getting a student, who has become a problem child, over their issues and onto their front-line aircraft. For a student to fail at this late stage in their training is a huge blow to both the staff and student communities and there is always a review of what, if anything, could have been done to have prevented it. I spent five years in the Royal Navy before transferring to the RAF and it was something completely different and involved going to sea on a Type Frigate for an operational tour of the middle-east. What would you say separates a successful and an unsuccessful pilot candidate? Stand up for yourself – confidence is important. They should then concentrate on becoming a solid member of the team. On the individual leadership exercise, though, the successful candidate would have come out with their first impression of the task and then have asked if any of the others have any ideas. The candidate would allocate tasks to the team and set out the strategy of how they were going to attempt the main task – again, remember that you are being looked at for your leadership ability in this task but use your team and listen to their suggestions. In the interview, the successful candidate should have an opinion on current day issues. Opinions cannot be right or wrong they can just be educated or ill-informed. What would you expect a successful candidate to have done Voluntary Work, Work Experience in their spare time? But having some interests is important as it gives you something to talk to the panel about other than being a legendary Halo 5 online gamer on your Xbox. Being in the ATC or CCF will show that you have an interest in the Service and are actively learning about it in one of these organisations as does any attempt to get airborne in gliders or light aircraft. The services love leaders so the only thing better than being in the first XV rugby team is being the captain of the first XV rugby team. When I failed my first Admiralty Interview Board with the Royal Navy I was told to go away and play some team sports, so I joined the Portsmouth Rugby Club in their fourth team and gradually worked my way up to the second team. You show more leadership by being the captain of the fourth team than by being a team member of the third. There are fewer fast jet pilots in the RAF than there are Premiership footballers so, statistically, you are more likely to become a Premiership footballer than a fast jet pilot. I recently spoke to a friend of mine who is looking at applying to British Airways as his 16 year military career comes to an end. Remember that there are two other services out there too. Most of my buddies joined the Army after university whereas I joined the Navy. Tim Davies Related Posts.

Chapter 2 : J Powell | LibraryThing

Meet Some Raf Pilots (PHLR) by J. Powell 1 edition - first published in A Book of Teeth (Pelican Guided Reading & Writing) Open Library is an initiative of.

The year-old New Zealander had been killed 70 years earlier when his Spitfire crashed in bad weather on the border of England and Scotland. Courtesy of Beryl Waterman A Canadian woman who was in Britain on business subsequently read one of their articles. The name of the pilot rang a bell. She cut out the article and gave it to her mom when she returned home to Vancouver Island, Canada. Her mom blanched when she read the clipping. Malcolm Robertson was 17 when Britain declared war on Germany in An adventurous and intelligent boy, Malcolm was the son of two teachers, and his father was a school inspector in New Zealand. Six weeks after he turned 18, Robertson volunteered for the air force, and in June began his pilot training. Within six months, he had earned his wings, been promoted to sergeant pilot and set sail for England. Robertson arrived in February and spent several months receiving further instruction before being posted to Ouston airfield in the north of England on the last day of June. He was on active duty, after all, and in Scotland, birthplace of his father before he had emigrated as a young boy to New Zealand in the late 19th century. It was a crucial, demanding role, and in her free time she and her fellow WAAFs would unwind at the local pub, the Lion and Lamb. One evening Beryl encountered a tall, slim, good-looking Spitfire pilot. He fell for her, too, this pretty young woman who had found herself thrust into a high-pressure role day after day yet coped admirably. Robbo was true to his word. His first letter from Drem was chatty and casual. The relationship was becoming more serious for both of them, and Robertson was also gaining a more intimate idea of the perils of flying. Will be very thankful when it is over and I have dropped the kite from about 50 feet onto the ground for the last time. The dashing young pilot had fallen in love, and his mounting ardor was reflected in his letters. The central theme to each was when could they next see each other? It was a strange time to be a fighter pilot in Britain. The Blitz had long since finished, and the Baedeker raids of spring were a distant memory. Instead, the bulk of the Luftwaffe was now engaged in two far-off theaters: Russia and North Africa. That left Robertson and his fellow pilots of 65 Squadron with time on their hands. A fortnight later, on December 5, Robertson complained in a letter that the weather was still restricting their flying hours. The following week the weather improved, and 65 Squadron took to the skies in their Supermarine Spitfire Mark Vbs. First manufactured in early , the Spitfire Vbs had proved their worth in March during the battle for Malta, where they outperformed the German Messerschmitt MeF at high altitude. During a routine patrol by 65 Squadron on the morning December 12, there was no sign of the enemy over the gray waters of the North Sea, and the pilots returned to base feeling somewhat deflated. He was a Battle of Britain man, and had done 80 sorties. He might have chosen to conceal any apprehension to his sweetheart, or he might have believed like so many young warriors that death was something that happened to others. The New Zealander, however, was upset about the postponement of his leave at the end of December. Instead he remained at Drem, writing Beryl on the 26th: For Kenny Walker, aviation archaeology began to take hold of his life in , when he read a book on the subject. Now 56, the Scot has lived nearly all his life in Edinburgh, although in recent years he has traveled around much of Britain excavating crash sites. In he visited the Heritage Center in Hawick, a Scottish market town close to the border with England, in a quest for information about another wartime air accident. Instead he stumbled upon a police report dated January 17, , about the crash of a Spitfire on a hillside known locally as Hurd Law. Intrigued, Walker delved deeper into the crash, obtaining a copy of the flying accident report, which stated the Spitfire had dived almost vertically into the ground at high speed. The three men searched the hillside but found nothing other than a spent. Then, acting on a local rumor that the crash had occurred in a field that ran down from the hillside, they widened their search. Reaching a slight indentation in the ground, which was covered in bulrushes, Walker and his companions noticed a fine film of oil. Their metal detectors were soon squawking, and one fragment retrieved from among the rushes bore a number indicating they had found Spitfire AR The official excavation began in July , with Walker leading a team of 18 in the recovery process. Their first finds were small, and included some of the wooden shoring used by RAF

maintenance personnel when they had cleared the site to the best of their ability nearly 70 years earlier. Walker attributed a broken beer bottle and American sardine tin to these men, evidence that they ate on the job as they hurriedly attended to the crash before moving on to the next incident. Only when they reached a depth of 18 feet did Walker and his team detect the heavy odor of petrol and then hear the clang of metal on metal as their excavator struck the remains of AR Its tomb finally breached, the Spitfire now willingly gave up the rest of its secrets: And then, near the end of the excavation, they found the pilot himself. It was the sight of the shoes that most affected Walker, their shoelaces still tied, as they had been by Robertson shortly before he took off at hours on January 16 for a short practice flight. Now, 70 years on, we, as your closest living relations, are grateful that we are able to think of you again today, Malcolm. More than 70 years had passed, and since the late s she has been happily married to a British special forces soldier she met not long after the war. She still had his photographs and letters, as well as the one from his commanding officer in which his words of condolence had been smudged by the tears of the broken- hearted young woman. I was absolutely shattered to learn of his death. It was a such a jolt to read about him after all these years. For more on Air Crash Investigation and Archaeology, visit [acia](#).

Chapter 3 : 7 Essential Questions New Pilots Need To Ask - Fast Jet Performance

The RAF Recruitment Offices should be able to provide you with the latest recruitment information although I have heard that they are not always the best places to find out what serving on an RAF flying squadron is actually like.

Sadly, most of the World War II figures have passed on. However, when I first began to write in the late s, many were still around. He was a pioneer airman and a fighter ace during the Battle of Britain. By the s, Broadhurst was an accomplished pilot flying fighters and doing acrobatics at the Hendon air shows in He also gained a reputation as something of an aerial daredevil during the s as he continued participating in air shows doing aerial acrobatics. His official RAF biography notes that: Moving to command the Hornchurch Sector, he continued to fly on operations but on 4 July , his WW2 career could have almost come an end. Recovering from a spin at 1,ft he decided to attempt the flight home, but over Cap Griz Nez he was hit again, this time by flak. However, he managed to coax his Spitfire back to base executing a perfect belly landing. His final claims were made on 19 August , bringing his total aerial victories to 13 destroyed, seven probables and 10 damaged. In and , his Spitfires provided escort for British bombers and in August for the raid on Dieppe. Broadhurst believed that Coningham was misusing the Desert Air Force. Broadhurst was then the youngest air vice marshal in the Royal Air force. He quickly reversed the way fighter aircraft were employed. Coningham, a prima donna, who was perpetually jealous of Montgomery, and later skirmished with Patton in Tunisia over close air support, did not embrace close cooperation with the Army on the ground, believing instead it was the role of tactical aircraft to support and protect bombers. Today we take for granted the principle of close air support, but during the early years of the war the practice had yet to be perfected. The air forces were emerging into their own and were very independent-minded. The RAF did not have any dive-bombers as such, but Broadhurst was convinced that the DAF could make a considerable contribution at little cost. As soon as he took over, he had his fighter squadrons training to strafe and bomb on a collection of captured Axis vehicles he had set up outside Tripoli. Spitfire purists who objected to the disfigurement of bomb racks were less inclined to argue with one of their own. Nevertheless, he was not dissuaded and earned the gratitude of Montgomery and the ground commanders his airmen so ably supported.

Chapter 4 : RAF Announces FB Lightning Training Squadron â€“ theinnatdunvilla.com

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Facebook Twitter We are back, after a brief intermission, with a book from the Images of War series. This one comes courtesy of the highly respected Norman Franks, who is as safe a pair of hands as I can think of. We move on to Hurricanes which, surely, were the true workhorse of British air power in the Far East even with the coming of the tropical Spitfire, which adds glamour to later proceedings. The cut and thrust of this book is to show the men who flew them and with an equal billing I find most welcome, the others who kept them flying. Their faces look out at us on hot sweaty days. We see how they lived and fought and meet some of the men who won the war for us. There are a few names I recognise here, but that is far from important, because they all count and seeing them together in this collection is really very pleasing. I went to school in East London in the s. My English teacher was a formidable presence by the name of Mr Prosser. He is the first and probably only person who told me I could write. He was one tough bastard! One day in an assembly he pulled a wings brevet out of his wallet and told us of his time flying Spitfires against the Japanese. His world was falling in around him. There were outwardly socialist teachers on the staff who appeared to loath him for who he was. He was surrounded by pupils who had no respect or care for his position. No one offered a hint of gratitude for his service and there he was teaching the likes of me. He described seeing films of captured pilots beheaded and gave us an impression of what it was like to come home to an ungrateful country absorbed with the European war and the race to rebuild after the Labour election landslide. This is an excellent photo album of some of the men who beat the Japanese. They did it in terrible conditions, were often outnumbered and outgunned; but they got on with it. There is no hint of a complicated concept here. What we have is a straightforward gallery of giants. The images were gathered over several decades, revealing a diverse and fascinating collection. The book gives you a great sense of pride in the men who fought this horrible war in the Far East. Like Mr Prosser they are not forgotten.

Chapter 5 : J. Powell | Open Library

To celebrate the centenary of the Royal Air Force, actor Ewan McGregor and former RAF pilot Colin, his brother, take to the skies in some of the world's most iconic planes.

The RAF all live in little bubbles which all support each other so they all stick together in case one realises that its not all its cracked up to be. So be an individual and give it a miss - get a real job! DP Harvey 2nd Jul , It might be as a pilot. You are not under any obligation to accept any offer of employment by the OASC. If you graduate from the IOT, you will be a commissioned officer upon graduation with some terms of service attached, but you are still not committed. If you fail at, say, pilot training you can resign your commission immediately and return to civvie life regardless of what they "offer" you. You have rights and you are only committed to the RAF after you have successfully completed the specialist branch training that you volunteered to enter. Dead Loss 2nd Jul , Keep asking the questions and make up your own mind. Good luck in whatever you decide to do. Kiting for Boys 2nd Jul , A fortune was spent taking the crew into the jungle, setting up the scene and filming multiple takes of the young god-like hero running to the top of the stepped pyramid, before - finally - the white doves were released. The crew returned, the ad was aired. Ask, Listen, then make up your own mind. MM Max R8 2nd Jul , If 4 of 7 is, was or ever has been in the RAF then I weep for the people who had to work with him. I have served for 25 years and far from being a bitter "oldie" I recommend you go for it. However, it does depress me that a graduate like yourself has been exposed to so many stereotype prejudices about service life. If you want to join as RAF aircrew you will be trained as an officer. You will probably have to get up at and clean your boots, you will probably be asked to clean some urinals with a tooth brush. Come on mate, if you want jets be adult enough do your research into the RAF with a bit more thought than asking some mate whose never been in and never likely to get in. If you have potential we will find it and train you. Now go for it! Talking Radalt 2nd Jul , Sure sounds like it! Is that how Snow White addresses you? The flying is good fun and from time to time necessary, the bull is interminable. Ever see the films of the lakes in Africa where all the fish are flapping about in the rapidly drying out muddy puddle? Are you planning to come out of the RAF and join one of the commercial airlines in the future? Thanks 7 of 9, any info is much appreciated. The next day, another couple view the same cottage, and Young Wife 2 asks the same yokel the same question. I suggest that the first ladies name might be 4of7 and the second, perhaps, might be 7of9. Join for the joy of it, not for what it does for you and, if you get no joy, bang out before it destroys your soul. Give it a go and come on in if you like what OASC have to show you. The thread has given you a balanced reply.

Chapter 6 : Truth about RAF life [Archive] - PPRuNe Forums

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Chapter 7 : His Royal â€˜Flynessâ€™™ Prince Charles visits RAF training base - BT

RAF Meet The Engineers Who Keep The Red Arrows Flying. When we think of the Red Arrows we often just think of the pilots and their displays, but behind the scenes there is a huge team of.

Chapter 8 : His Royal â€˜Flynessâ€™™ Prince Charles visits RAF training base - theinnatdunvilla.com

During the day the Ambassador joined Gp Capt Baulkwill and the officer commanding 3 (F) Sqn, Wing Commander Lewis Cunningham to meet some of the deployed personnel. She was also shown the equipment that pilots fly with, including an explanation by Wing Commander Cunningham of the hi tech flying helmet that all RAF Typhoon pilots are equipped with.

Chapter 9 : An RAF Love Story | HistoryNet

We see how they lived and fought and meet some of the men who won the war for us. There are a few names I recognise here, but that is far from important, because they all count and seeing them together in this collection is really very pleasing.