

1075 TEN SEVENTYFIVE



THE NEWSLETTER OF 1075 (CAMBERLEY) SQUADRON AIR TRAINING CORPS

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ANNUAL INSPECTION

This year 1075 Squadron held its annual inspection at New College in the Royal Military Academy Sandhurst. Cdt F Foskett writes about it.

The Squadron paraded in front of this years inspecting officer, Lt Col Duncan, who is the officer commanding of the Sandhurst Support Unit. Also there to watch the parade were VIP's from the local community and parents. Last year the sun provided a worry for the cadets, as the intense heat had the potential to cause cadets to faint. This year, however, it was the rain that provided us with concern. Waterproof jackets were donned until the last minute to avoid the soaking of uniforms.

Fortunately the heavens only opened for a brief period towards the end of the parade, and did not disturb the dynamic displays which took place later in the day.

After the VIP's and parents had visited the Victory College mess for refreshments the cadets put on a variety of displays which showcased a range of the activities that we cadets are able to partake in. Displays included a display of first aid skills, a tactical display, an obstacle course and continuity drill. The day ended with speeches from various VIP's and Squadron members and awards to cadets.



Lt Col Duncan inspects the cadets outside New College
Photo: Mr R Parker

Awards presented

Written By ASgt J Parker

West Trophy for Best NCO - ICdt FS Brooks

Best Cadet - Cdt J Koulouris

Gigg Shield for best new cadet - Cdt S Clarke

Field Sports Trophy - Cdt B Bushell

Attendance Cup - Cdt Cpl A Koulouris

Lilley Trophy for the pursuit of Excellence - Cdt D Bill

Young Lifesavers Plus - Cdt C Foskett, Cdt Hewitt, Cdt Parrott and Cdt McEwan.

BTEC 1st Diploma in Publics Services - Cdt Cpl J Stovell and ICdt FS Thomas

Bronze Duke of Edinburgh - Cdt Cpl Clarke and ICdt FS Thomas

Region Sporting Blue - Cdt B Bushell



The recruits demonstrate teamwork on an obstacle course
Photo: Mr R Parker

RAF Waddington Camp

Written By ICWO M Stovell

This year for summer camp there were only two choices instead of the usual three. I chose to attend the first week at RAF Waddington, near Lincoln. RAF Waddington is the home of Sentries (AWACS), Nimrods and the new Sentinel.

All summer camps are designed to provide everything that you could do within the Air Cadets, for example, shooting, flying, sports, and initiative exercises. However, with summer camps they are located on RAF stations, which provide the camp with chances to visit, the fire section, RAF police and the other ATC (Air Traffic Control)

The camp starts off with a greeting session, a chance to stand up and introduce yourself, who you are, what squadron you're from and what sort of hobbies you have. Then you're put into your flights. These flights are basically your family for that week. Then you tour around the base. This is actually the first exercise you do as a flight. You're provided with a map, and sent to find out things about the base. Things that can only be learnt or discovered through going around the base.

During the week on camp there was a lot of differentiation between what people were doing. On the first day 16 people from the camp went flying in the Grob Tutor, whilst the rest of the camp went and visited the Duxford air show.

Throughout the week we visited a Sentry, which 3 cadets from the camp were granted an 8-hour flight whilst it went on a training sortie. During the tour we were shown around the flight deck and the computer systems that are used as the ears of the British Forces. The tour of the Sentry also included the camp photo, which had the Sentry in the background.

We visited the ATC of the station, which was then followed by a trip to the Indian Air Force that were there following an air show that had recently passed. Yet again not everyone visited the Indian Air Force.

Some cadets visited the RAF Police dog section. At the dog section we met all the dogs, safely behind a metal fence, and we watched the dogs perform a chase of an intruder making a run for it.

The nightlife on camp is a time to bond with your team and also sort out your uniform and kit for the next day. It's always a good idea to find a middle ground, but then again if things are starting to get on top you then you can always ask people from your flight to help out.

On the last night of the camp we had an end of camp party, in which we distributed the tradition of paper plate awards, gag awards that the CWO's of the camp made and decided on the recipient. Also the sod's opera were performed, Sod's opera are all about flights performing a small show about things that have happened on camp in a comedy sketch.

All in all I would recommend a summer camp to anyone, because you learn so many new things, new tricks as to how to maintain uniform. And also you get to know people so well, that you may even meet up with them outside of cadets.

Summer Ball

Written By Cdt D Bill

On 28th July, our Squadron had its first summer ball, it was held at Gibraltar barracks. This was to celebrate being selected by the Wing Commander as best in Surrey Wing. The night started off with a very nice buffet which everyone thoroughly enjoyed. Once everyone had finished, the evening got off to a lively start as cadets, staff and guests danced. The whole evening was enjoyed by everyone, and it is hoped to become an annual event.



Summer Ball
Photo: Mr P Baxendale

Air Cadet Pilot Scheme

Written By Cdt Cpl Koulouris

When most people hear the words "Air Cadet Pilot Scheme" they think of flights in a Cessna, Tutor or any other type of light aircraft. However when I went to RAF Halton on the 2nd of April I wasn't expecting to be flying in one of those light aircraft, I would instead be flying in the Thruster sprint Microlite – an aircraft weighing less than 450kg and built like a toy in comparison to most light aircraft. The week began with a familiarisation of the base and my colleague, a CCF Sgt who was also on the course with me, and a brief of how to inspect the aircraft before the start of each day.

The days to follow would consist of a curriculum of lessons which would eventually lead to a solo flight. Every day we would be told to revise from a manual on the various manoeuvres we would be performing and then would take turns to have a flight to perform them and have a brief afterwards.

The flying itself took place off base on the civilian microlite club and rather than the sophisticated airfield that you may go to on an AEF flight with tarmac runways, our airfield was a grass runway with a nice lump that would send you airborne again if you made a late touchdown!

By the end of the course when our instructor deemed us worthy to fly solo we would be able to go up and perform circuits without the aid of our instructor which was scary as the aircraft was blowing around like a leaf in the wind, make all the necessary radio calls and with the utmost care perform a solo landing (avoiding the famous runway lump!) and once completed you are awarded with a certificate of completion and a nice badge to be sewn on your uniform.

In all it was an excellent course and is recommended to all budding pilots as well as anyone who enjoys flying.



Flying - The Other Way

Written By CI A Tester

CI Tester has recently completed his commercial pilot's licence. Here is his story...

Most cadets who join the ATC think that the RAF is the only place to fly, and for a long time this is where my interest lay. Having completed my A-levels I decided that I'd rather be involved in commercial flying in the likes of the A320, 737 and Dash 8. With this in mind I spent a couple of months researching training options. I found that there were 3 major providers of Integrated training and recommendations from these is the only way to get into the likes of BA without previous experience. I chose Cabair because of their new fleet of glass cockpit aircraft, they complete the majority of their training in the UK and they were the cheapest.

At the beginning of December 2005 I went for an assessment with Cabair, a test of basic maths and physics and a Pilapt (Pilot Aptitude) test. Having passed all of these I was invited to start on the integrated course starting in May 2006. I spent the next 5 months exploring finance options, having medical examinations and preparing for the start of my training. Finally I was able to begin my training, with 6 months of intensive ground school, 8 hours a day in class Monday - Friday with private study in my "spare" time. Its been likened to doing a degree in 6 months. After only a month I was placed before a CAA examination in Aircraft General Knowledge, Systems, Electrics, Engines and Emergency equipment followed two months later by another 4 exams then 7 exams two months after and culminating with 2 exams after another short month of study, a total of 14 exams in 6 months requiring a pass mark of 75%, I passed all of mine first time with an average of 87.5%

With ground school completed it was now onto the exciting part, the bit everyone had all been waiting for, the flying! 11 of the 16 guys on my course went to Valencia in Spain (3 stayed in the UK for their flying and 2 were still working on ground



A Cabair PA28 in Zaragoza on the QXC

Photo: CI A Tester

school exams) where we flew the PA28-161 Cadet, a small 4 seat aeroplane. In the first 6 weeks before Christmas we managed to attain an average of 25 hours, enough to take us to navigating an aeroplane across Spain solo to a maximum of 40 miles from the airfield. Post Christmas 6 of us returned to Valencia as a bit of a gamble, we'd been told that for the first 2 weeks of January the aeroplanes were going to be unused so at our request we were flown out and managed, over the next 5 weeks to rack up another 45 hours each! During which time we managed to complete our PT (Progress Test) 1's, about the same level as a PPL skills test, PT2's to allow us to undertake our CPL (Commercial Pilots License) QXC (Qualifying Cross Country flights), a flight of at least 300 miles landing at 2 other airfields and our CPL QXC's. We returned to the UK around 40 hours ahead of the other guys, and were able to immediately start simulated IFR (Instrument Flight Rules) flights on the Brand new DA40's, a fleet of 15 glass cockpit, diesel aircraft. This culminated in PT3, a final check flight before being put onto the twin and effectively a CPL skills test on a single engine aeroplane, it also counted as a single engine class rating which we could put on our licenses.

With PT3 in the bag it was onto flight with two engines and

retractable undercarriage. The irony about the conversion to the twin is you do a couple of familiarisation flights to learn to handle the aircraft with two engines then they shut it down so your back to one again! After only 7 hours and 6 flights in the twin you're ready for the CPL skills test and class rating paper, a test on your knowledge and aircraft handling both on the ground and in the air, I managed a 92.5% in the class rating paper and quickly followed it up with a first time pass on the test, I was a visual commercial pilot!

Next on the list was the Instrument Rating, believed by some to be the hardest flight test going and a requirement for all commercial pilots to have before they start flying airliners. This meant an intensive session in the simulator, to date I'd flown over the previous 5 months, around 20 hours in the sim, now I was flying 20 sim hours in a month, after 15 I had my first go at doing routes in the aeroplane, and as realistic as the sim is, its nothing compared to what its really like when the pressures of flying a real aeroplane kick in. Two trips in the aircraft then back in the sim for another couple of routes, another go in the aeroplane then PT5 also called the 170A, before any trips with a CAA flight examiner its necessary to do a "mock" flight test, then the form 170A gets faxed to the CAA

and a test date is agreed. Having taken off in thundery conditions I managed to scrape a pass in my 170 and was booked for an IR 8 days later, I still had a route I could fly in the aeroplane which I saved to the day before my test, went up and flew a high on perfect trip, confidence was high. That night I prepared for my IR and tried to calm the nerves. Next morning it was into the sim to do a limited panel test, part of the IR which is unable to be completed on the DA42 because of its glass cockpit then up to the CAA examiners office a bundle of nerves but prepared and ready to give it my best shot. In no time we were in the aircraft waiting on our airways clearance then it was up to FL90 for a route to Cambridge, a missed approach, an engine failure, an asymmetric return to Cranfield for a non precision approach flown on one engine then a single engine go around into the circuit to land. It wasn't the best flight ever, but it was enough, I'd achieved a first time IR one of the few now awarded. Now it was a few days off, bit of R&R and filling out my logbook then onto the MCC course.

The MCC is a 7 day course, 3 days ground school 4 days in the sim designed to teach you how to transition from a single pilot operation to a multicrew situation, compared to the stress of the IR it was really relaxed and in a lot of ways just good fun, I had the benefit of flying with a close friend of mine and it was awesome, among the best bits of the course for me, along with the CPL QXC and first solo.

Logbook filled in, forms signed and stamped I was then off to the CAA to trade it all in for my Commercial Pilots license, 3 weeks after dropping it down a small A6 book arrived through the post, the result of 15 months hard work. Most recently I attended an airline preparation course, all about interview technique and CV writing to help achieve that dream job, which brings me up to date about 16 months from the day I started or 2 years since the start of my interest in flying commercially, a CPL MEIR with MCC and ATPL Ground school, now its just a case of trying to track down that illusive job...

Ex-Italia 2007

Written By Cdt Cpl & Cdt Sgt Loveland

In order to be selected for Exercise Italia, we had to attend a pre-selection day at Brooklands College where we were tested on our stamina, fitness and ability. We had to complete a number of fitness tests and a high ropes course – all extremely hard work.

A week or so later we were informed we had been selected and then the hard work started as we had to improve our fitness to even higher standards. We attended a presentation by Surrey Wing Adventure Training Team (SWATT) where we were then shown exactly where we were going and what the trip would entail, we left with kit lists and high expectations of a great adventure.



Surrey Wing Cadets crossing a bridge in Italy

Photo: Cdt Sgt Loveland

Five months later in August we met at Gatwick Airport at 05.00 hrs to our dismay. Everyone arrived on time and soon we were on our way.

Landing at Marco Polo Airport in Venice, we were suddenly hit with the humidity and that's when everything began to sink in. We packed up the four minibuses and set off for the village of Arabba – a journey of some 2 ½ hrs in the heart of the Dolomite Mountain Range. On arrival we spent the remainder of the first day settling in to our new home. We were split up into different groups and enjoyed the

opportunity of meeting other cadets from Surrey Wing.

Over the course of the week, we completed a series of strenuous activities at altitudes of between 6 and 12,000 feet, including high level walking; the Via Ferrata – a mixture of climbing and scrambling up the side of a mountain, attached only to each other and a single steel cable that ran up the side of the mountain; white water rafting; canyoning and a glacier walk.

The highlight for me was the exhilarating 200 foot abseil at the start of the canyoning experience. For Claire, it was the sense of achievement at the end of the Via Ferrata.

We would like to extend our thanks to all at SWATT - we had a

fantastic time – a once in a lifetime experience and one that we highly recommend to anyone who wants to embark on a challenge.



The view from a Glacier

Photo: Cdt Sgt Loveland

Athletics

Written By Cdt Bushell

On the 20th May the Surrey Wing athletics meet took place. Even though we only had a few cadets we still came away with six medals, which included three golds and three silvers. Cdt Sgt Pace won a gold in the javelin and a silver in the senior 200 m. Cdt Cpl Koulouris won a silver in the senior long jump, and I won two golds in the 100 m and 200 m and a silver in the long jump.

We all went through to the Region athletics meet representing Surrey Wing. We all had to meet at the Guildford Spectrum and we took a coach to the track. Even though only three cadets represented 1075 Sqn we still came away with three medals including two golds from myself for the 100 m and 200 m, and a silver in the intermediate boys shot put won by Cdt Sgt Pace.



Cdt Bushell receiving his Region Blue at the AI
Photo: Mr R Parker

Unfortunately for Sgt Pace the gold medallist didn't pull out of the corps athletics meet, so I went alone to RAF Cosford near Birmingham. We stayed the night and the next morning marched to the track. We all helped set up the tent and warmed up ready for our events. I managed to get three bronze medals which all had photo finishes. Overall, London & SE Region won the junior boys event with a total of 58 points, but unfortunately didn't win any other age groups.

I would like to thank everyone who attended any of the athletics meets. I'm sure that they enjoyed themselves as much as I did. I have to mention Cdt Stamaté, who had never thrown a discus or javelin before, but still tried for the Squadron. Well done everyone!

Roller Skiing

Written By Cdt Cpl Lancaster

Having done Nordic Skiing previously, and roller-skating many years before that, leading up to the event, I was stuck wondering how roller skiing was going to mimic its Nordic equivalent when one, short of a miracle, there definitely wouldn't be any snow, and two, how it would be different from the normal everyday rollerblades.

So I was evidently surprised when we arrived at the location and found that roller-skiing included much of the same equipment as Nordic skiing, these being the boots, poles and binding system used to connect the boots to the ski, or on this occasion, what can only be described as big wheels with a thin strip of material connecting them on which you attempt to stand, with some very amusing results, especially in the case of our very own FS Brooks and Cdt Koulouris C.

First thing our instructor did was to get us padded up and issue the kit and once everyone was ready, he led us over to a tarmac circuit where we warmed up and were given a brief on what we would be doing, what each piece of equipment was for and how you attached it to yourself. Subsequently, with everyone feeling a bit nervous, he took us through the basic movements you would go through to eventually push yourself forward, and hopefully stay going forward.

Then to everybody's surprise he told us to put down our poles and only put on one roller-ski. Now before I go any further, I must make clear that unlike normal skis or rollerblades, you are only attached to the roller-ski via a strip of metal at your toes, so the rest of the foot is free to come off the roller-ski.

So now, with only one roller-ski on, he formed us up in a line and told us we had to get as far as possible with ten steps by balancing on the single roller-ski. So with everybody eager to give roller-skiing a try, they all set off at once, which immediately became apparent that it wasn't such a good idea as several collisions

occurred.

We then tried again with better results as people weren't quite so keen and then we repeated this with the roller-ski on the other foot, and each time CI Tester managed to balance himself to victory.

Next it was time to put on both roller-skis and to try and find our balance, some more successfully than others, even standing still causing a problem, with more than one person falling over. And though it did take some people a good few tries to come somewhere near to being described as standing, all be it with legs at awkward angles, but upright no less, for the time being

Now we started trying to put into practice the movements our instructor showed us earlier, and slowly we started advancing up the track. After that, poles were introduced and we were shown how to use them, but when the time came to put instruction to practice, some people seem to prefer to use them as a weapon, all be it accidentally.

Many a fall later and with people just starting to find their balance, we were split into teams, shown how to turn and then attempt a relay, which despite the cheering and enthusiasm never got to any great speed and with one particularly nasty collision with two individuals heading in opposite directions. Once the final team crossed the line, we were spilt down even further into twos and instructed to tow your partner, with some interesting results.

Finally with the evening drawing to a close and with most people fairly confident in their ability, or lack of, in roller-skiing, we started to down some laps of the track before heading back to the minibus and counting our scars.

But with all this in mind, it was definitely worth an evening and is highly recommended to anyone thinking of going on the next trip to try roller-skiing. As well as being a great laugh, it is also an extremely good workout for our body as it uses more muscles than any other sport.

BTEC

Written By Cdt Cpl J Stovell

The BTEC diploma is an internationally recognised qualification that is well respected in both the workplace and institutes of higher education. Cadets of ages 16 and over can register for the BTEC at the Squadron and it enables them to achieve the equivalent of a further four GCSE's. The BTEC is mainly coursework, which consists of various different modules. The other part of the BTEC is completed by purely looking at the activities a cadet has completed, such as Duke of Edinburgh, leadership courses, first aid, etc. The more points a cadet receives from these activities the higher the grade for that module.

I would definitely recommend the BTEC to every cadet. Many cadets are put off the idea of doing extra work outside of school and college, however for the amount of work required, which to be honest is nothing considering the end result is worth 4 GCSEs, it is definitely worth the work.

Cadet Leadership Course

Written By Cdt Sgt Pace

The Cadet Leadership Course at Frimley Park is aimed at 16 to 18 year olds to learn new leadership skills. There were 120 cadets who attended the course I went on, including 40 from Canada. The course was a week long and covered all sorts of activities, mainly sports, command tasks and skill at arms. The command tasks tested our leadership and initiative skills and the sports tested our teamwork skills, as they were volleyball, tug-of-war and boating. The skill at arms tested the combination of teamwork and leadership as it consisted of a deliberate ambush and a section attack. Throughout the course we were constantly assessed on the

skills we showed. We took it in turns to take the role of section leader and therefore carrying out different tasks whilst in command. The week was really enjoyable and I have made a lot of new friends. I would definitely recommend the course to anyone.

Surrey Wing Review

Written By Sgt Parker

On the 9th September cadets and staff from the Squadron joined up with others from all over Surrey Wing at the former Battle of Britain Fighter base of RAF Kenley. The reason for this was the Review of Surrey Wing by the Commandant Air Cadets, Air Commodore Moulds.

Here the Commandant inspected the Wing on parade before the Wing marched to the Battle of Britain memorial on the airfield for a ceremony to commemorate the losses suffered during the Battle of Britain. Of course, this year the 9th September was Battle of Britain Sunday. During the parade the Air Commodore presented CWO Stovell with the Wing Pennant in recognition of the Squadron being selected as the best in Surrey Wing. Cpl Stovell was also presented with her BTEC Certificate by the Commandant.



Coach pull at Wing Parade
Photo: ASgt Parker

With the marching all done, the cadets moved on to an afternoon full of various activities. There was a

mobile climbing wall to try out rock climbing, gliding in the Viking glider, leadership exercises, and even a coach pull.

Promotions

Written By Sgt Parker

Cadets F Foskett and Patten have been promoted to the rank of Cadet Corporal after sitting a promotion board at the Squadron. Cdt Cpl Pace was promoted to Cadet Sergeant after completing the Cadet Leadership Course with good marks.

The Squadron has also lost some of its long serving Cadet NCOs, with Cdt Cpl Clarke, Cdt Sgt Pryor, Cdt FS Edwards and Cdt FS Brooks all going off to university. We wish them all good luck for the future.

Future Events

07 OCT	Fun Run Marshalling
08 OCT	Wing A/C recce comp
19-21 OCT	DofE Exped, Dorset
02 NOV	Concert Help
05 NOV	Classification Exams
10 NOV	Poppy Selling
11 NOV	Remembrance Sunday
17-18 NOV	Bag Packing weekend
23-25 NOV	Crowborough camp
01 DEC	Christmas Dinner
17 DEC	Last Parade Night of 2007

If you want more information on any of the above events please speak to a member of staff at the squadron.



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