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Table Plan for the Luncheon at the Mansion House to

Mr. BULGANIN

Chairman of the Council of Ministers of the
U.S.S.R. and

Mr. KHRUSHCHEV

Member of the Præsidium of the Supreme
Soviet of the U.S.S.R.

Friday 20th April 1956

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BeK at Cenotaph - Palace - No. 10 -
Embassy lunch.

Shot list
~~Dope sheet~~ given to Russians.

Civic Press Arrangements

Visit of Soviet Leaders to Birmingham

23rd April 1956

General

1. Only members of the Rota Press Party holding Scotland Yard Passes will be permitted inside the Council House prior to and during the Reception to the Soviet Leaders.
2. (a) An enclosure for non-rota press will be provided outside the main entrance to the Council House, for which a limited number of passes will be available on application not later than Thursday, April 19th, to Mr.F.W.Bradnock, Public Relations Officer, Information Department, The Council House, Birmingham,3. Telephone No. CEN 7000, Ext.115.
(b) Limited facilities for non-rota press will be available at Elmdon Airport, but no special passes will be necessary.
(c) A non-rota press enclosure will be provided at the main entrance to the British Industries Fair, and applications for passes should be made, not later than Thursday, April 19th, to Mr.H.Parkes, Chamber of Commerce, 95 New Street, Birmingham, 2.
(d) In addition, a limited number of permits will be available for the Peristyle of the Town Hall, for which application should also be made to Mr.F.W.Bradnock, Public Relations Officer at the Council House, again not later than Thursday, April 19th.
(e) The name and private address of the representatives who will use them should be stated in all applications for non-rota passes.
3. Official transport between the Council House, Airport and B.I.F will only be available for members of the Rota Party.

Rota Party Arrangements - Council House

4. (a) Members of the Rota Press Party requiring transport to the Airport at Elmdon should report to the Information Department at the Council House not later than ~~8.45~~ a.m. on Monday, April 23rd.
10.15 A.M. (LEAVE 10.30 A.M.)
(b) Members of the Rota Press Party who do not wish to proceed to Elmdon should arrive at the Council House, not later than 10.15 a.m., entering by way of Eden Place, and proceed to the Reception Room. They will be admitted only on production of the special pass issued by Scotland Yard.

Route - return to Harps P.

- (c) At 8.45 a.m. Corporation cars will be drawn up outside the Council House and, marked "Accredited Press" will leave for the Airport at Elmdon at 9.0 a.m., conveying those members of the Rota Press Party who wish to cover the arrival of the Soviet Leaders at the Airport.
- (d) Immediately after the arrival of the Soviet Leaders, cars will proceed in the official car convoy, bringing those members of the Rota Press Party to the Council House for the Reception by the Lord Mayor.
- (e) A car or cars, as required, marked "Accredited Press - B.I.F.", will proceed direct from the Airport to the B.I.F. at Castle Bromwich with any members of the Rota Party who are not attending the Reception at the Council House.

At the Council House

On arrival at the Council House, the press cars will draw up at the rear of the procession, and members of the Rota Party will enter the Council House by the Eden Place entrance and proceed to the Reception Room, where a small platform will be provided for press photographers and newsreel cameramen for the purpose of covering the speech by the Lord Mayor and any reply. Lighting for newsreels will be installed. Immediately the Soviet Leaders leave the Reception Room with the Lord Mayor for the Retiring Room, Rota press representatives are requested to make their way as quickly as possible, via the South West entrance to the cars at the rear of the procession which will be drawn up outside the Council House and which will take them to the B.I.F.

At the British Industries Fair

Press arrangements at the British Industries Fair are in the hands of Mr. H. Parkes, Chamber of Commerce, 95 New Street, Birmingham, 2 (MIDland 5021).

- 2.15 p.m. Press cars will be on the roadway south of the Rendezvous outside the Executive Offices to take those members of the Rota Press Party who wish to be present at the Airport to Elmdon, following the official cars, while, if required, others will proceed to the Council House for the convenience of those who do not wish to cover the departure from Elmdon.

The cars which accompanied the Official Party to the Airport will then return to the Council House after the departure by air of the Soviet Party.

Notes

- (i) Press stewards at the Council House will be distinguishable by a buttonhole badge bearing the letter "P".
- (ii) It is essential for those members of the Party travelling in the Press Cars in the official party to take their seats quickly, as the cars must move off with the rest of the party.
- (iii) Members of the Rota Party who wish to proceed direct from the Airport to the B.I.F., thus missing the Reception at the Council House or from the B.I.F. direct to the Council House, thus missing the departure of the Soviet Leaders from Elmdon Airport, are requested to indicate their desire to the Public Relations Officer or a Press Steward in advance.
- (iv) There will be a Press Conference at the Council House at 8.15 p.m. on Sunday, April 22nd, to which any correspondents or photographers are invited. Entrance to the Council House is in Victoria Square.
- (v) A member of the staff of the Information Department will be available at the Information Department at the Council House from 1.0 p.m. until 8.0 p.m. to deal with press enquiries. Telephone CENTral 7000, Extension 115. Otherwise, out of office hours enquiries can be made to F.W. Bradnock at SOLihull 2170.
- (vi) It is suggested that press photographers and newsreel operators travel in the first one or two press cars.

THESE PRESS ARRANGEMENTS ARE ISSUED FOR THE GUIDANCE OF
EDITORS AND PRESS REPRESENTATIVES AND NOT FOR PUBLICATION

CORPORAL RAYMOND, R.A.F. MARHAM

It is planned that Marshal Bulganin and Mr Khrushchev will visit the married quarter occupied by Corporal Raymond and his family when they tour the Royal Air Force station at Marham on 23~~rd~~ April, 1956.

Corporal Derek Francis Raymond, aged 26, was born and lived at Sudbury in Suffolk. He entered the Royal Air Force at the age of 17½ years on a 5 year engagement. Whilst stationed at Bircham Newton, Norfolk, he met his future wife, Ella, who was then serving with the women's Royal Air Force.

In 1952 he completed his engagement and want to live in Scotland near his wife's family. At the same time he took a job as gardener to Sir Ian Forbes-Leith on his estate near Aberdeen.

However Corporal Raymond was not entirely happy with civilian life and decided to return to the Royal Air Force on a full regular engagement. He came back in September, 1953 and was posted to Marham. Shortly after his arrival he was allotted Airmens Married Quarter No.103 and has been living there with his wife and their two boys, Ian, aged 5 years and David, 2 years old.

... No. 104, next door to Cpl Raymond's quarter, will be available for inspection by members of the visiting party who will be unable to enter ... 103 with Marshal Bulganin and Mr. Khrushchev.

This quarter is occupied by Cpl James Corrie Johnston, an armament fitter serving on a full regular engagement in the Royal Air Force. Cpl Johnston was born in Edinburgh in 1921 and entered the Royal Air Force in 1938 as a Boy Entrant.

He was stationed in Singapore in 1941 and just managed to escape before the Japanese occupied the island. From Singapore, Cpl Johnston went to the Dutch East Indies, Australia and Ceylon, and then back to the offensive through India and Burma. He returned to this country in 1945 and married his wife, Kathleen, at Norwich. In 1954 he was posted to Marham and brought his family of 2 boys and 2 girls to live with him in quarters. The boys are Christopher aged 8 and Glen aged 6. Carol is 10 years old and Greta's 7th birthday is on the day of the visit, April 23rd.

PRESS ARRANGEMENTS FOR THE VISIT OF THE SOVIET
LEADERS TO R.A.F. STATION, MARHAM, NORFOLK,
ON APRIL 23, 1956

1. The members of the Rota Party are asked to assemble at the Press Office at London Airport, which is in the Main Passenger Building on the ~~Central~~ *Central* Terminus, not later than 10.45 on the morning of April, 23, where they will be met by the Deputy Chief Information Officer, Air Ministry, Mr. Thomas Cochrane, Mr. C.C.H. Cole, of Air Ministry Information Division, along with Flight Lieutenant J.C. Burton, R.A.F. interpreter, and a representative of the Information Section of Scotland Yard.
2. The Rota Party consists of representatives of 7 News Agencies, 3 Photographic Agencies, 4 Cinematograph Agencies, 6 other representatives from British, Commonwealth, Foreign and radio organisations, 6 Russian representatives, plus four representatives of local newspapers in the Marham area who will join the party at Marham.
3. A Valetta aircraft of R.A.F. Transport Command will leave London airport at 11.25 for R.A.F. Marham. Members of the Rota Party will be asked to produce the special Metropolitan Police Press Identification Cards issued for the visit. They will be provided with Press Notes in English and Russian.
4. On arrival at Marham at 12.30 the party will be met by coach to take them to the Officers' Mess for lunch.
5. At 14.00 the Rota Party will be taken round the route to be followed by the Soviet leaders and will be invited to enter the various buildings to be inspected. At 1500 they will be briefed in the Operations Room in front of No. 1 Hangar. Thereafter the time-table will be as follows:-
 - 1535: Rota Party proceeds by coach to the arrival point near No. 4 Hangar.
 - 1545: The Secretary of State for Air Mr. Nigel Birch arrives in a Valetta, accompanied by the Vice-Chief of the Air Staff, Air Chief Marshal Sir Ronald Ivelaw-Chapman.
 - 1600: The Russian visitors, accompanied by Sir William Hayter, Her Majesty's Ambassador in Moscow, and His Excellency, M. Yakov Malik, Soviet Ambassador in London, arrive by Viscount aircraft from Birmingham (Elmdon Airport). The visitors will be greeted by the Secretary of State for Air, who will introduce to them the Vice-Chief of the Air Staff who will then effect the introduction to the senior R.A.F. Officers and to the Officer Commanding Marham, who will conduct Mr. Bulganin and Mr. Krushchev to the saluting base. No. 4 Regional Band of the R.A.F. will accord the visitors the Royal Air Force "General Salute" and Mr. Bulganin and Mr. Krushchev, accompanied by the O.C. Marham, will inspect the Guard of Honour of 50 from the Advanced Drill Unit, R.A.F. Uxbridge, commanded by Flight Lieutenant P.G.C. Wilson.

Writers in the Rota Party will observe the above from a position to the left of No. 4 Hangar. Photographers will advance to within 15 feet for the reception and introductions, and to the end of the right-hand side of the guard of honour for the inspection. Photographers are asked not to move during the General Salute.

At this point transport will be available to take the cinematograph operators who elect to go direct to No. 103 Airmen's Married Quarter.

- 1610: The visitors will proceed in cars to review a static display of aircraft drawn upon either side of the main North-South runway, with aircrews and ground crews lined up in front of their aircraft.

/Before

Before the intersection of this runway with the main East-West runway will be, on the left, ten Canberra B.2 twin-jet bombers and, on the right, six Canberra B.6 bombers. As the cars approach the first Canberra on their left, there will be a mass cartridge start by the six Canberras on the right. The cars will proceed past the runway intersection to pass on their left 28 Hunter jet fighters and will then turn to drive past eight Valiant four-jet bombers on the other side of the runway. Just before the runway intersection the cars will halt and draw up in line abreast to witness the rapid take-off of the six Canberras which they earlier saw start and which will in the meantime have taxied to take-off positions at the eastern end of the main East-West runway. (These Canberras will shortly afterwards fly past in formation from South to North).

The visitors will then proceed to inspect the Domestic Site.

The Rota Party will board two coaches which will follow the cars up to the runway intersection immediately after the inspection of the Guard of Honour. Instead of following the cars on the review of the Hunter and Valiant line-ups, the two coaches will divert to their right and disembark passengers at the south-westerly corner of the intersection of the two main runways. From here it will be possible to witness and photograph the cars approaching down the line of Valiants and the Russian visitors watching the take-off of the six Canberras.

1620:

Mr. Bulganin and Mr. Krushev, with half the visitors and their hosts, will drive to the Navy, Army and Air Force Institute, where they will be greeted by the N.A.A.F.I. District Manager, Mr. Bartlett and the officer-in-charge, Flight Lieutenant P.C. Stevens. In the building they will see the recreation and television rooms and the canteen, where members of the staff will be on duty at the serveries.

The other half of the party will visit an Airmen's Barrack Block, where they will be met by the officer-in-charge, Flight Lieutenant J.D. Symonds, M.B.E., and the Airmen's Dining Hall, where they will be met by the President of the Station Messing Committee, Flight Lieutenant E.L. Couzens, and the Catering Officer Warrant Officer A. McAllister.

On leaving the N.A.A.F.I. Mr. Bulganin and Mr. Krushev will drive round the Airmen's Married Quarters (on the opposite side of the main road). It is expected that they will stop at A.M.Q. No. 103, occupied by Corporal and Mrs. D.F. Raymond and their two sons, aged 4 and 2, and will be invited to inspect it.

After the inspection of the static aircraft the Rota Party will split into two sections, each with its own coach. Those who wish to cover the visit to the N.A.A.F.I. will be in Coach No. 1, which will follow the procession of cars until reaching a point between Nos. 4 and 3 Hangars where it will divert as fast as possible in order to reach the rear of the N.A.A.F.I., in advance of the arrival of Mr. Bulganin and Mr. Krushev at the front. The Soviet leaders will enter by the North door and the Rota Party will enter by the South Door. Inside a further split may be necessary - one party going upstairs to cover the inspection of the recreation and television room and the other downstairs to the canteen, where N.A.A.F.I. staff will be at the serveries. If there is no request for the upstairs rooms all the press party will remain downstairs. At the end of the N.A.A.F.I. inspection the press will re-enter Coach No. 1 and follow the procession of cars to Airmen's Married Quarter No. 103 so as to reach it ahead of the Soviet leaders, who (unlike Coach No. 1) will drive round the block before stopping there.

/Coach

Coach No. 2 will, meanwhile, have proceeded direct from the airfield to A.M.Q. No. 103.

Corporal Raymond and his family will be outside the front door to greet Mr. Bulganin and Mr. Krushev, who will be invited to enter. Owing to lack of space photography inside the house is not possible, but the Corporal and his family will come outside when Mr. Bulganin and Mr. Krushev leave.

The division of the Rota Party for the domestic site inspections has been arranged because it is thought that while some may wish to cover the N.A.A.F.I. visit others may prefer to go direct to the Married Quarter. It also has the advantage of avoiding overcrowding inside the N.A.A.F.I. where all the Rota Party could not operate comfortably or effectively. Those electing to go to the N.A.A.F.I. are asked to board and leave Coach No. 1 as quickly as possible in order to ensure getting to the N.A.A.F.I. and later the Married Quarter, ahead of Mr. Bulganin and Mr. Krushev.

After the Married Quarter inspection, coaches Nos. 1 and 2 will follow the procession of cars back to the airfield and to the Air Traffic Control building where the Press will alight after the visitors.

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- 1650: The Russian party will leave the domestic site for Air Traffic Control to witness the flying display from a balcony.
- 1653: There will be a mass start of the 28 Hunters which will then taxi to the main East-West runway in readiness to take off in pairs in rapid succession in a westerly direction.
- 1701: Mass "scramble" by the 28 Hunters.
- 1703: Two Valiants of No. 138 Squadron from R.A.F. Wittering, Northants., take off.
- 1705: Fly past by 12 Valiants and 16 Canberras. The Valiants, led by Wing Commander R.E. Havercroft, A.F.C., will fly in four "vics" of three from South to North along the line of the North-South runway at heights between 700 and 1,000 feet. The Canberras, led by Wing Commander N.M. Maynard, D.F.C., A.F.C., will fly in four sections of four in line astern, stepped down from 800 feet, along a line between the North-South runway and Air Traffic Control.
- 1708: Low level fly-pasts by two Valiants, from South to North, breaking away just beyond Air Traffic Control. One Valiant will be flown fast and the other slow.
- 1709: Aerobatic display by four Hunters of No. 43 Squadron ("The Fighting Cocks"), R.A.F. Fighter Command, leader Flight Lieutenant P.E. Bairsto. (The team will not take off from or land at Marham).
- 1718: Fly-past by 24 Hunters, led by Wing Commander J.A. Sowrey, D.F.C., A.F.C., from South to North.
- 1730: The visitors, having left Air Traffic Control and entered the Viscount on the taxi-way at the rear of the building, will take-off for London Airport.

The visitors and their hosts will watch the flying display from the Air Traffic Control balcony, and only long-distance photographs of them will be possible from ground level. It has been arranged, however, for photographers to take one or two pictures of the Soviet

/leaders

leaders from side of the balcony during the flying. Some members of the Rota Party will be allowed on the roof of Air Traffic Control, but they must not obstruct the view of the Controllers. It is pointed out that the flying may be witnessed from ground level in front of or at the side of the building. Photography of the flying display may be somewhat difficult from Air Traffic Control as cameras will be shooting into the sun, and those who elect to do so may instead photograph from a point near the main runway intersection. It will not be possible for them to do both.

- 1731: An Anson aircraft, having collected photographic plates from the Non-Rota Press Enclosure near No. 4 Hangar, will taxi to the rear of Air Traffic Control (just behind the Viscount) and will collect plates and film from the Rota Party. It will take off immediately for R.A.F. Hendon where those availing themselves of this facility should arrange for collection at 1815. Consignees will be responsible for secure packaging and addressing of their material, and should ensure that they do not delay the Anson's departure.
- 1735: The Rota Party will leave the rear of Air Traffic Control for the Operations Room opposite No. 1 Hangar, where all personnel to whom Mr. Bulganin and Mr. Krushchev may have spoken will be available for interview. Non-Rota representatives will be given the same facility. Tea and biscuits will be served.
- 1815/30: The Valetta will leave with the Rota Party for Northolt where a coach will be available to take them to central London.

TELEPHONES

The G.P.O. have installed nine special telephone lines into R.A.F. Marham and these will be available, on reversed charges only, in the Library in Station Headquarters, which is the first building on the right on entering the Station. These will be available to all.

Two telephones will be available for use by the Rota Party in offices in No. 4 Hangar, (near the Viscount's arrival point) and two in a building adjacent to the Non-Rota Press Enclosure, again on reversed charges only. These four telephones will not command the same degree of priority as those in the Station Headquarters, which are direct lines to the King's Lynn telephone exchange.

Arrangements for those not in the Rota Party

Those not in the Rota Party will be accommodated in a Non-Rota Press Enclosure, about 80 yards from the point where the Viscount arrives. They will not be admitted unless they are in possession of Air Ministry Information Passes obtained in advance. They must report to the Guard Room between 1445 and 1515 and will be escorted to the Enclosure, which they will not be permitted to leave until the Russian party has left the Station. Their cars will be put in a car park in front of No. 1 Hangar, as will the cars of any members of the Rota Party who arrive by road. No non-Service vehicles will be allowed to move on the Station during the period of the Russian party's visit (with the exception of newsreel cars which may be permitted to move operationally).

Information Division,
Air Ministry,
Whitehall Gardens,
London, S.W.1.

April, 1956.

G.46672/FR/4/56/120

PRESS NOTES

VISIT OF MR. BULGANIN AND MR. KRUSCHEV TO ROYAL AIR FORCE STATION, MARHAM, NORFOLK APRIL 23 1956

Programme. Mr. Bulganin and Mr. Krushchev will arrive by Viscount at 16.00 hours (BST) and will be greeted by the Secretary of State for Air, Mr. Nigel Birch. The following senior officers of the Royal Air Force will be introduced:-

Air Chief Marshal Sir Ronald Ivelaw-Chapman	(Vice-Chief of the Air Staff)
Air Marshal Sir Harry Broadhurst	(Air Officer Commanding-in-Chief, Bomber Command)
Air Vice-Marshal L. W. C. Bower	(Senior Air Staff Officer, Fighter Command - representing the A.O.C.-in-C.)
Air Vice-Marshal S. O. Bufton	(Senior Air Staff Officer, Bomber Command)
Air Vice-Marshal J. G. Elton	(Air Officer in charge of Administration, Bomber Command)
Air Vice-Marshal J. R. Whitley	(Air Officer Commanding, No. 1 Group, Bomber Command)
Air Vice-Marshal K. B. B. Cross	(Air Officer Commanding, No. 3 Group, Bomber Command)
Air Vice-Marshal V. S. Bowling	(Air Officer Commanding, No. 11 Gp. Fighter Command)
Air Vice-Marshal W. G. Cheshire	(Air Officer Commanding No. 13 Group Fighter Command)
Group Captain L. M. Hodges	(Officer Commanding, R.A.F. Station, Marham)

No. 4 Regional Band of the R.A.F. will sound the Royal Air Force General Salute. There will be an inspection of the Guard of Honour.

The timing of the various events is as follows:

- 1610 hrs: Inspection of the static display of aircraft - 16 Canberras, 28 Hunters, and 8 Valiants. Mass start and take-off by six Canberras (Leader: Sqn. Ldr. R. S. D. Kearns, D.S.O., D.F.C., D.F.M., Deputy O.C. No. 139 Squadron, R.A.F. Binbrook, Lincs.)
- 1620 hrs: Visit domestic site. Mr. Bulganin and Mr. Krushchev will visit the N.A.A.F.I. canteen and the Airmen's Married Quarters, accompanied by half of the visiting party. The other half of the party will visit an Airmen's Barrack Block and the Airmen's Dining Hall.
- 1650 hrs: Drive to Air Traffic Control building to witness flying display, which will take place in the following order:
- Mass start and "scramble" by 28 Hunters.
Two Valiants take-off.
Fly-past by 12 Valiants (Leader: Wg.Cdr. R.E. Havercroft, A.F.C., O.C., No. 543 Squadron, R.A.F. Wyton, Hunts.) and 16 Canberras (Leader: Wg.Cdr. N.M. Maynard, D.F.C., A.F.C., Wg.Cdr. Flying, R.A.F. Honington, Suffolk).
Low-level fly-past by two Valiants.
Aerobatic display by four Hunters of No. 43 Squadron R.A.F., Leuchars, Fife (Leader: Flight Lieutenant P. Bairsto).
Fly-past by 24 Hunters (Leader: Wg.Cdr. J. A. Sowrey, D.F.C., A.F.C., Wg.Cdr. Flying, R.A.F. Wattisham).
- 1730 hrs: Party departs in Viscount for London Airport.

R.A.F. Station, Marham was first opened in 1916 as a home defence airfield. It closed at the end of the first world war and re-opened in 1937 as a bomber station. At the outbreak of the second war it housed two Wellington bomber squadrons, which were engaged initially on daylight attacks against German naval targets. Later the Marham squadrons took part in night raids on Western Germany. In 1942 it was the base for the first two Mosquito bomber squadrons, which specialised in low-level precision attacks on important targets. In 1943 it became a station of the Pathfinder Group, housing squadrons of Mosquitos equipped with "Oboe", a very accurate target-marking device. After the war Marham accommodated the Central Bomber Establishment as well as bomber squadrons. Today it is the base of No. 214 Squadron, (Commanded by Wing Commander L. H. Trent) equipped with Vickers Valiants, and several squadrons of Canberras.

It is a typical station of R.A.F. Bomber Command, commanded by a group captain (Group Captain L.M. Hodges) with wing commanders in charge of the Flying (Wing Commander J.R. Musgrave), Administrative (Wing Commander B. Spray) and Technical (Wing Commander A. Murray) Wings.

There are some 1,400 officers and airmen on the station, about 35 per cent. of the latter doing their two-year term of service as National Service airmen. The Airmen's barrack block which will be inspected, provides accommodation for 96 men, divided into 24 cubicles each for four men and eight single rooms for corporals.

The station has a large pig and arable farm which contributes to the feeding of the station personnel. There is a main sports field, with rugby and association football, hockey and cricket pitches, and other football fields adjoining the airfield. Marham has its own cinema and many flourishing recreational clubs, one of the most active being the arts clubs catering for painting, sculpture, pottery etc. There are other clubs for carpentry, photography, drama, aircraft modelling and motor cycling, also a Married Families' and a Ladies' Club. The station has Church of England, Roman Catholic and Nonconformist churches.

The Vickers Valiant, powered by four Rolls-Royce Avon turbojets, represents a considerable advance in the design of bomber aircraft. It is the most powerful, costly and complex aircraft ever to enter R.A.F. service. Designed to carry nuclear weapons, one Valiant can possess hitting power greater than the whole of Bomber Command at its peak strength during the war when it was commonplace for well over a thousand heavy bombers to attack enemy targets in a single night. It will be followed in service by the four-engined Avro Vulcan and the Handley Page Victor, which will have more advanced performance in speed, height, range and load capacity.

At present Nos. 138, 214 and 543 Squadrons are equipped with Valiants, and aircrews for the next squadron to form are nearing the end of their training.

The Valiant is 108 feet 3 inches long and has a wing span of 114 feet 4 inches. Because of its clean lines it looks deceptively small, and its size is best appreciated when standing below the tail fin, which towers 32 feet 2 inches high.

A feature of the Valiant is the extensive use of electricity to operate the various services - undercarriage, powered controls, flaps, air brakes, bomb doors, variable incidence tail-plane, trim tabs, fuel pumps and other items. There are 38 miles of wiring in the aircraft. Power is supplied by four generators, and there are 85 electrical motors and actuators and 225 electrical relays of 49 different types.

For any aircraft the size and speed of the Valiant, power operated controls are essential. The forces transmitted to the control columns

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are heavy and there must be mechanical means of reducing them so that the aircraft may be flown comfortably. In the Valiant the control surfaces operate through electrically-driven hydraulic pumps.

There are two degrees of pressurisation, one giving a cabin equivalent to a fairly low altitude - to increase crew comfort during routine training flights - and the other for "combat" conditions, giving a lower degree of pressurisation and a cabin equivalent of a greater height.

The two pilots are seated side by side, with full dual controls. The two navigators and the air electronics officer are seated on a lower level, facing the rear of the aircraft before a console carrying a large array of instruments. The bomb aimer's position is below the pilots' seats.

The Valiant is pleasant and easy to fly. The placing of the engines in pairs close together on either side of the fuselage means that there is little difference in handling when one engine is out of action. The aircraft can take off on three engines without difficulty.

The Hawker Hunter is the standard interceptor in Fighter Command and is also used in the combined fighter-ground attack role by R.A.F. squadrons of the 2nd Allied Tactical Air Force based in Germany. The Mark 4 Hunter is powered by a Rolls-Royce Avon turbojet and the Mark 5 by an Armstrong-Siddeley Sapphire. The Hunter is also in production in Britain for the Air Forces of other N.A.T.O. countries.

In the Hunter - which entered squadron service during the summer of 1954 - Fighter Command has a weapon with armament, performance and handling characteristics at high altitudes capable of exploiting fully the improved radar control and reporting system which has been described by the Secretary of State for Air as the most highly-developed in the world.

The Hunter is a swept-back, mid-wing monoplane of clean aerodynamic design, which results in excellent all-round performance. The moderate wing loading and high power loading ensure short take-off and landing runs. The Hunter has powered controls and is very manoeuvrable at high altitudes where trans-sonic speeds may be attained in dives of relatively shallow angle.

The cockpit is pressurized the pilot being protected by armour-plate and a touchened glass windscreen. Fuel tanks are carried in the fuselage and wings, and provision is made for high pressure refuelling.

The Hunter is armed with four 30 m.m. Aden guns in a "package" installation which is easily removed from the aircraft for servicing and re-arming. The automatic radar ranging for the gunsight is contained in the front fuselage forward of the cockpit, with the scanner in the extreme nose, enclosed by a laminated plastic radome.

The Aden gun has a rate of fire of about 1,200 rounds a minute.

The English Electric Canberra, powered by two Rolls-Royce Avon turbojets is the standard light bomber of the R.A.F. It has been in service since the latter part of 1951. Apart from the B.2 and B.6 Canberras used for bombing, there are also photographic reconnaissance versions of the aircraft. The latest Canberra is the B.8 - in production for squadrons of the 2nd Tactical Air Force in Germany - which can be used both for high-altitude bombing and ground attack duties. It carries four 20 m.m. guns under the fuselage.

At present Canberras hold no fewer than 18 official world records. Some of these were established by the Royal Air Force and others by pilots of the British aircraft industry. Outstanding among the R.A.F. records was the flight from London to New Zealand (11,796 miles) in 23 hours, 50 minutes,

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in 1953 by Flight Lieutenant R. L. E. Burton. A Canberra powered by two Bristol Olympus engines holds the world altitude record of 65,889 feet (20,083 metres).

During the past few years Canberras of the R.A.F. have been seen in many parts of the world. In October-December, 1952 four aircraft, led by Air Chief Marshal Sir Dermot Boyle, Chief of the Air Staff, (then, Air Vice-Marshal, Air Officer Commanding, No. 1 Group) made a 24,000-mile tour of Latin America, covering the distance in a flying time of 50 hours at an average speed of 479 m.p.h. More recently other Canberra squadrons have made training and good-will visits to Mediterranean capitals, Canada, the Caribbean and West Africa. As a normal part of Bomber Command training, Canberra squadrons are regularly detached for training exercises in the Mediterranean and Middle East areas.

The Canberra is built for the United States Air Force under licence by the Glenn L. Martin Company, of Baltimore. Its U.S.A.F. designation is the B.57. It is also built in Australia.

Biographical Notes

Mr. Nigel Birch, M.P., (aged 50) - has been Secretary of State for Air since December last. He was Under-Secretary of State in 1952, and in the intervening period was Parliamentary Secretary, Ministry of Defence, and Minister of Works. He was a Territorial Army officer and served in the Army throughout the war. He was elected Member of Parliament in the 1945 General Election.

Air Chief Marshal Sir Ronald Ivelaw-Chapman (aged 57) has been Vice-Chief of the Air Staff since November, 1953. He joined the Royal Flying Corps in 1917. Between the wars he was a test pilot, and flew with fighter and bomber squadrons at home and overseas. In 1940 he commanded a bomber base in Yorkshire, and in 1941-43 served in the Air Ministry. In February, 1944, while commanding the Bomber Command base at Elsham Wolds, Lincolnshire, he was shot down over France. He evaded capture for a month, but was then made a prisoner of war. Since the war he has commanded a transport group, served in the Ministry of Defence and on the staff of the Imperial Defence College, and been Commander-in-Chief, Home Command, and of the Indian Air Force.

Air Marshal Sir Harry Broadhurst (aged 50) has been Air Officer Commanding-in-Chief, Bomber Command, since mid-January. Previously he was Commander-in-Chief, 2nd Allied Tactical Air Force, for two years. Before the war he was a noted aerobatic pilot. Early in the war he was engaged on fighter operations and gained several decorations for gallantry. In 1942 he went to the Middle East, where he later commanded the Desert Air Force. In 1944 he returned to Europe to command a Group of the 2nd Tactical Air Force.

Air Vice-Marshal L. W. C. Bower (aged 46) has been Senior Air Staff Officer at Fighter Command for the past two years. He previously commanded a Fighter Group. At the outbreak of war he was commanding a flying boat squadron in the Mediterranean, and in 1941, a strike squadron of Coastal Command. In 1943-45 he commanded a tactical Wing of Mosquitos which made many low level attacks on enemy communications and V-weapon sites. Since the war he has served at the Air Ministry and in the U.S.A. on exchange posting.

Air Vice-Marshal S. O. Bufton (aged 48) has been Senior Air Staff Officer at Bomber Command since last October, having previously commanded the British Forces in Aden. Before that he was Air Officer in charge of Administration at H.Q. Bomber Command. In 1940-41 he successively commanded bomber squadrons and a bomber station, then spent several years at the Air Ministry, firstly as Deputy-Director and latterly as Director of Bomber Operations. After the war he commanded a Group in the Middle East, and spent two years with the R.A.F. Central Bomber Establishment.

Air Vice-Marshal J. G. Elton (aged 50) was British Air Attache in Paris before becoming Air Officer in charge of Administration at H.Q. Bomber Command in October, 1953. He was in the Middle East at the outbreak of war, and returned to England in 1943 and commanded stations of Coastal Command. After the war he spent two years in Italy, and before going to Paris, commanded the apprentices' training school at Halton.

Air Vice-Marshal J. R. Whitley (aged 50) who has commanded No. 1 (Bomber) Group for three years is one of the most experienced jet commanders in the R.A.F., having flown 200 hours on the Canberras with which his squadrons are equipped. He has commanded Canberra forces visiting southern Europe and the Mediterranean, Canada, the Caribbean and West Africa. Early in the war he was a transport pilot, flying distinguished passengers. In May, 1940, he commanded a bomber squadron, and later a bomber airfield. In 1943 he was shot down over France but evaded capture and was back in England about six weeks later to resume operations against the enemy. He is to become Deputy Chief of the Air Staff in the summer.

Air Vice-Marshal K. B. B. Cross (aged 44) has commanded No. 3 (Bomber) Group since January. He was previously at the Air Ministry as Director of Weapons and Director of Air Defence Operations. During the Norwegian campaign in 1940 he commanded a Hurricane squadron which was the first to operate from an aircraft carrier. (A Hurricane Wing operated alongside the Red Air Force during the war on the Northern Russian front). In 1941-42 he commanded a fighter Wing, then a Group during the Western Desert offensive. Later he became Air Officer Commanding, Cyrenaica, and commanded a fighter Group in Tunisia.

Air Vice-Marshal V. S. Bowling (aged 47) commanded the Northern Fighter Sector before being appointed Air Officer Commanding No. 11 (Fighter) Group, in January. He was serving in the Middle East at the outbreak of the war. He returned home in 1941 and served in Fighter Command, and two years later commanded a fighter wing in North Africa. Since the war he has held mainly Fighter Command appointments.

Air Vice-Marshal W. G. Cheshire (aged 49), Air Officer Commanding, No. 13 (Fighter) Group, was serving with Bomber Command at the beginning of the war. In 1942-43 he was British Air Attache in Moscow, and on returning home commanded Bomber stations. During the latter part of the war he served in the Far East. Before being appointed A.O.C., No. 13 Group, just over a year ago he was Air Officer in Charge of Administration at H.Q. 2nd Allied Tactical Air Force.

Group Captain L. M. Hodges (aged 38) was Chief Instructor at a Valiant bomber training unit before being appointed to Command R.A.F. Station, Marham a month ago. Much of his operational flying during the war was with "Special Duties" squadrons, firstly concerned with parachuting agents, and landing to pick up important persons, in France, among them M. Auriol, later to become the President of France. Later he commanded a squadron in the Far East, which dropped supplies to guerrilla fighters in Malaya and Burma. In 1953 he commanded the R.A.F. team entered for the London to New Zealand air race. After establishing a new record for the flight from London to Ceylon he was delayed by mechanical troubles and was placed fourth. A member of his team won the race.

Wing Commander Ralph Edward Havercroft, A.F.C. (39), after taking part in the Battle of Britain - during which he shot down several enemy aircraft and himself had once to crash-land after an engagement - became a service test pilot. In 1944 he attended the Empire Test Pilots School, later going to the United States as a specialised flyer to the British Air Commission. He flew from Wright Field, Dayton, Ohio. Later he was chief test flying instructor at the Empire Test Pilots' School. For a while Wg. Cdr. Havercroft commanded a flight in the Tele-Communications Flying Unit, going to No. 543 Squadron in 1955.

Wing Commander

Wing Commander Nigel Martin Maynard, D.F.C., A.F.C., (34) operated with Coastal Command during World War II as captain of a flying-boat, making several telling attacks on U-boats in the Atlantic. He commanded No. 242 (York) Transport Squadron during the "Berlin Air-Lift", later holding an Air Ministry appointment. Wing Commander Maynard was also on the staff of the Inspector-General, before he was appointed Wing Commander O.C. Flying Wing, at R.A.F. Honington. He is a son of Air Vice-Marshal F. H. M. Maynard, C.B., A.F.C., R.A.F. (Ret'd.).

Wing Commander John Adam Sowrey, D.F.C., A.F.C., (36), appointed Wg. Cdr, O.C. Flying Wing at R.A.F. Wattisham, last year, began a long wartime operational career with an Army Co-operation Squadron. He was active during the evacuation from Dunkirk, and later was with fighters in daylight sweeps over the Continent immediately before going out to the Middle East. In this theatre the wing commander was O.C., No. 336 Squadron, and became deputy O.C. No. 131 Squadron on return to the United Kingdom. He took part on many flights escorting daylight bomber attacks deep into Germany.

Squadron Leader Richard Stansfield Derek Kearns, D.S.O., D.F.C., D.F.M., (36), completed three operational tours with Bomber Command during the War, and then for a while was seconded to British Overseas Airways, captaining Lancastrians on the Australian service. New Zealand born, he returned home to resume his university studies in 1947, coming back to rejoin the R.A.F. three years later. A flight commander with No. 1 Initial Training School, he held a similar position with No. 60 (Fighter) Squadron in Singapore. He joined No. 139 Squadron at the beginning of this year.

NO. 43 SQUADRON AEROBATIC TEAM

Flight Lieutenant Peter Bairsto (aged 29) the team leader is one of the flight commanders of No. 43 Squadron. He joined the Fleet Air Arm in 1944, trained in Canada, and in 1946 transferred to the R.A.F. Regiment. In 1949 he returned to flying duties and spent five years as a jet flying instructor. He joined No. 43 Squadron just over a year ago. He is married, with two children, and comes from Camberley, Surrey.

Flying Officer Ron Smith (aged 23), flies No. 2 position in the aerobatic team (i.e., to the right of the leader). He joined the R.A.F. in 1952, having previously served in the Merchant Navy. He has been with No. 43 Squadron since December, 1953. His home is in Brechin, Angus.

Sergeant Norman Lamb (aged 30) flies No. 3 position, i.e., to the left of the leader. He joined the R.A.F. in 1948, trained in Rhodesia and later served with No. 73 (Fighter) Squadron in Malta and Iraq. Married, with two children, Sergeant Lamb has been with No. 43 Squadron for two years. Home town: Malton, Yorks.

Sergeant Thomas Lampitt (aged 24) flies No. 4 position, (i.e., behind and slightly below the leader). He joined the R.A.F. in 1949, trained in Rhodesia and has been with No. 43 Squadron for 3½ years. He was a member of the squadron's previous Meteor aerobatic team, and comes from New Penshaw, Co. Durham.

Information Division,
Air Ministry,
London, S.W.1.

23rd April, 1956.

CAR SEATING PLAN

R.A.F. Police Land Rover

Commanding Officer's Car

Group Captain L. Mac. D. Hodges, D.S.O., O.B.E., D.F.C.
Mr. J.W.W. Peyton M.P. - Parliamentary Private Secretary to the Secretary of State
Mr. E. Broadbent - Private Secretary to the Secretary of State
Squadron Leader D.M. Clause, A.F.C. - Personal Air Secretary to the Secretary of State

Car No. 1

N.A. Bulganin
N.S. Khrushchev
Rt. Hon. Nigel Birch, O.B.E., M.P. - Secretary of State for Air

Car No. 2

Major General Zakharov (Chief Russian Security Officer)
3 or 4 Russian Security Guards.

Car No. 3

Y.A. Malik - Soviet Ambassador, London
N.A. Mikhailov - Minister of Culture
Air Chief Marshal Sir Ronald Ivelaw-Chapman, K.C.B., K.B.E., D.S.O., D.F.C., A.F.C. - Vice Chief of the Air Staff
Sir William Hayter - British Ambassador in Moscow

Car No. 4

A.A. Gromyko - Deputy Minister of Foreign Affairs
P.N. Kurykin - Deputy Minister of Foreign Trade
Air Marshal Sir Harry Broadhurst, K.C.B., K.B.E., D.S.O., D.F.C., A.F.C. - Commander-in-Chief, Bomber Command

Car No. 5

I.V. Kurchatov - Atomic Scientist
L.F. Ilychev - Head of Press Department
Air Vice-Marshal J.R. Whitley, C.B., C.B.E., D.S.O., A.F.C. - Air Officer Commanding No. 1 Group
Air Vice Marshal W.G. Cheshire, C.B., C.B.E. - Air Officer Commanding No. 13 Group

/Car No. 6

Car No. 6

A.N. Tupolev	- Aircraft designer
V.Y. Erofeev	- Russian Foreign Office
Air Vice Marshal K.B.B. Cross, C.B., C.B.E., D.S.O.	- Air Officer Commanding No. 3 Group

Car No. 7

S.N. Khrushchev	- Son of N.S. Khrushchev
N.P. Tsygichko	- Assistant to N.A. Bulganin
Air Vice Marshal S.O. Bufton, C.B., D.F.C.	- Senior Air Staff Officer, Headquarters Bomber Command
Air Vice Marshal L.W.C. Bower, C.B., D.S.O., D.F.C.	- Senior Air Staff Officer Headquarters Fighter Command

Car No. 8

G.T. Shuisky	- Assistant to N.S. Khrushchev
V.S. Lebedev	- Assistant to N.S. Khrushchev
Air Vice Marshal J.G. Elton, C.B., C.B.E., D.F.C., A.F.C.	- Air Officer Administration Headquarters Bomber Command
Mr. Barker	- Foreign Office - Counsellor (and interpreter)

Car No. 9

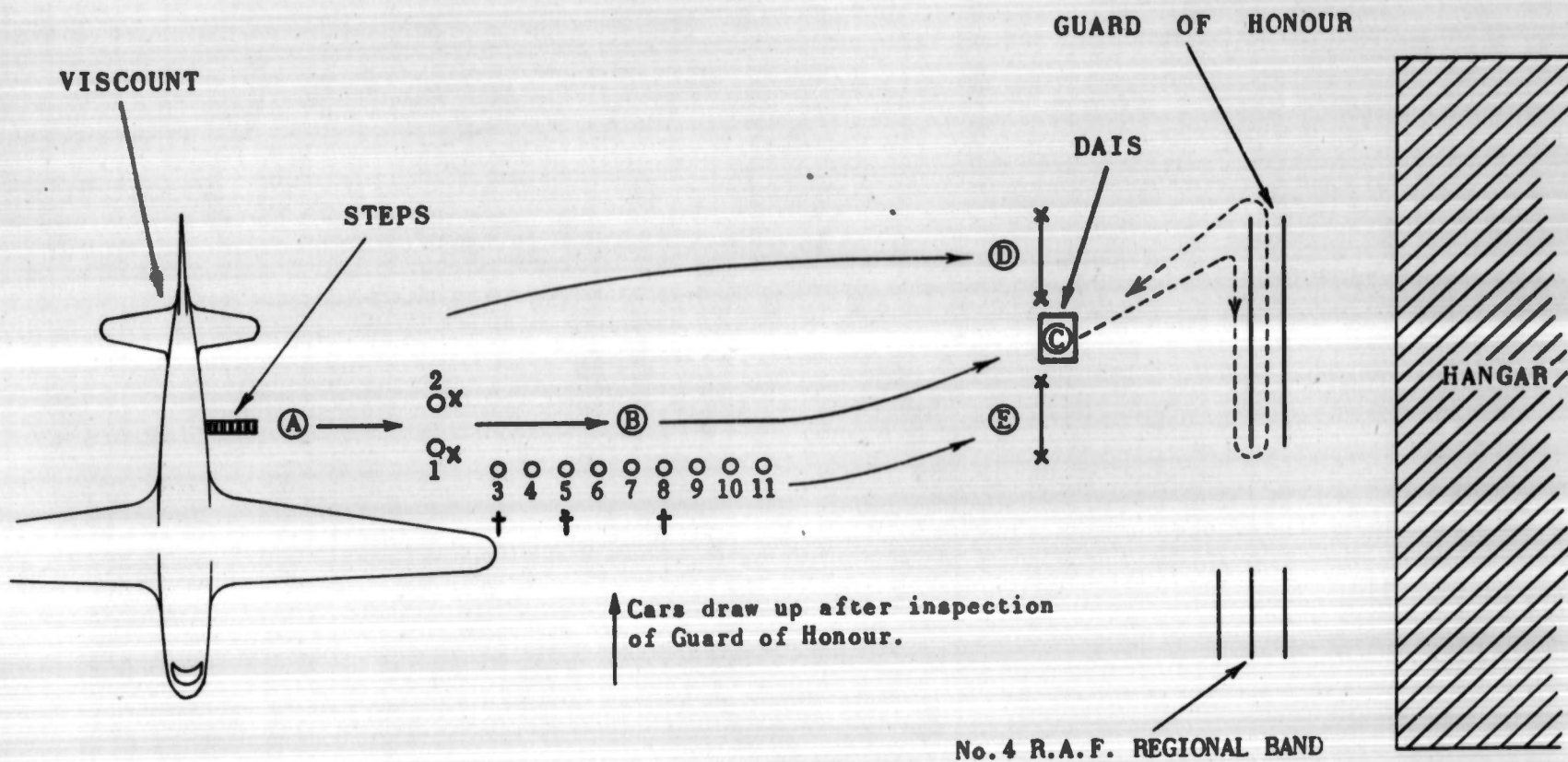
V.V. Kapalkin	- Consultant
Air Vice Marshal V.S. Bowling, C.B.E.	- Air Officer Commanding No. 11 Group
Mr. Duncan	- Foreign Office Interpreter

Car No. 10

Mr. J. Morgan	- Private Secretary to Sir William Hayter
Mr. Mackintosh	- Foreign Office Interpreter
Mr. A.W. Williams	- Conference Officer.

R.A.F. Police Land Rover

RECEPTION OF RUSSIAN PARTY ON ARRIVAL AT MARHAM



RECEPTION PARTY - Key numbers

1. Secretary of State.
2. Vice Chief of Air Staff.
3. C-in-C. Bomber Command.
4. S.A.S.O. Fighter Command, representing C-in-C.
5. S.A.S.O. Bomber Command.
6. A.O.A. Bomber Command.
7. A.O.C. No.1 Group.
8. A.O.C. No.3 Group.
9. A.O.C. No.11 Group.
10. A.O.C. No.13 Group.
11. C.O. Marham.

† R.A.F. Interpreter.

POSITIONS

- A. Mr. Bulganin and Mr. Khrushchev greeted by S. of S., introduced to V.C.A.S. (with 2 R.A.F. Interpreters).
- B. Mr. Bulganin and Mr. Khrushchev introduced to Air Officers by V.C.A.S., accompanied by S. of S. and 2 R.A.F. Interpreters.
- C. Mr. Bulganin and Mr. Khrushchev on dais with C.O. Marham for General Salute, followed by inspection of Guard of Honour.
- D. Russian party during the Salute and Guard Inspection.
- E. British party during the Salute and Guard Inspection.

} Stand firm.