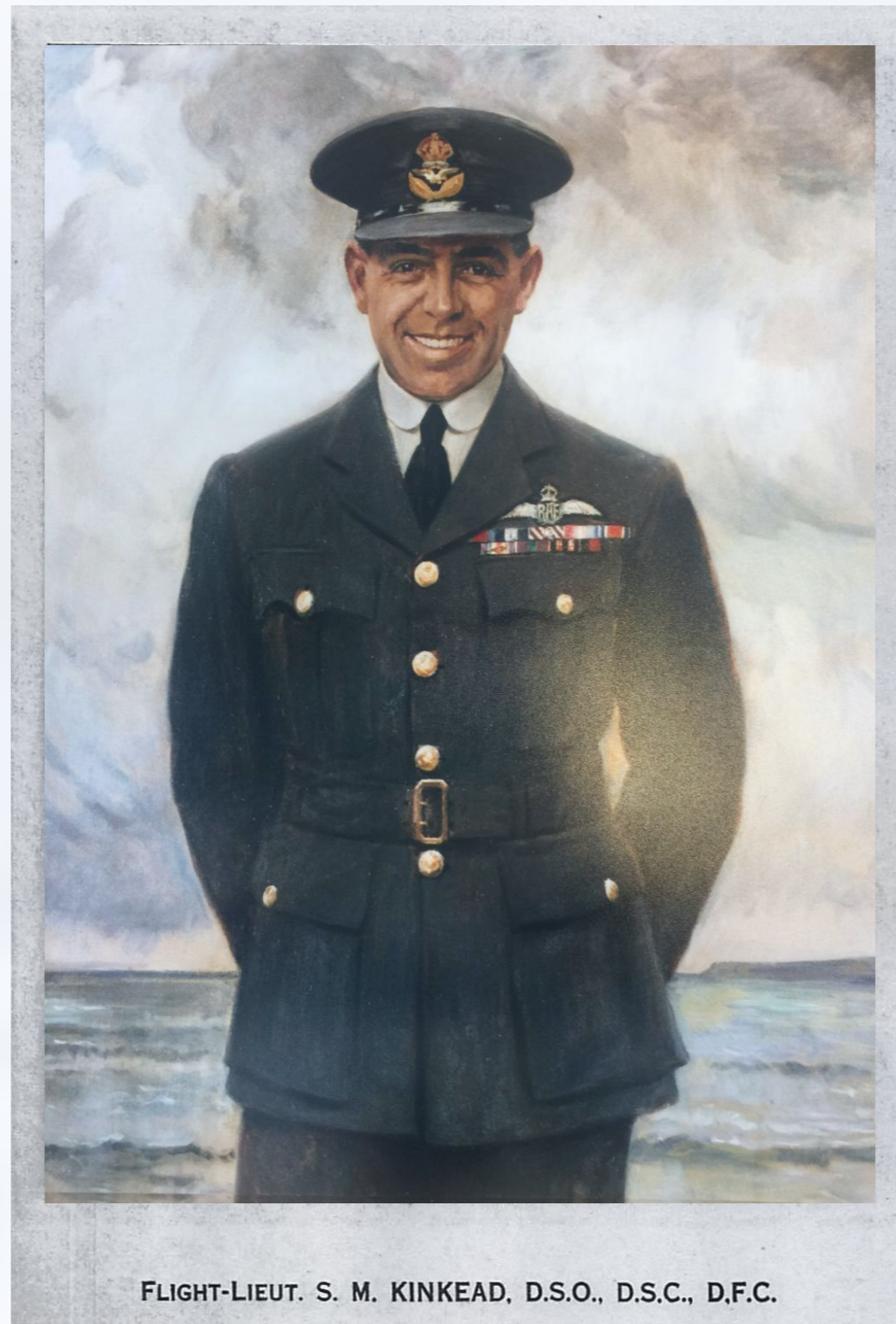


# RAF COLLEGE CRANWELL KINKEAD



Cranwell Flying Instructor 1920-1924

# Spring 1929 College Journal - Lead Photo



The above photograph was copied full size onto canvas and presented to his old school in South Africa and to the South African Air Force in 2003 by the Air Squadron.

# Spring 1929 College Journal - Kinkead College Prize

## THE COLLEGE PRIZES

At each Passing Out Ceremony in the Department of Officer and Flying Training, and at ceremonies in other Departments, prizes are awarded. What is not generally known is the history behind the awards. This article deals with 6 such awards; subsequent articles will describe others, forming a permanent record of yet another chapter of the College's past. We are indebted to Mr Hensby for his painstaking research and for his careful preservation of the documents forming College history.

### THE QUEEN'S MEDAL

The Queen's Medal, originally the Kings' Medal, was awarded for the first time in 1935 to Flight Cadet Sergeant A J Mason, later Group Captain A J Mason, DFC. On the accession of Queen Elizabeth II the title was changed to the Queen's Medal, the first winner being Flight Cadet R J Barnard (55 Entry) in April 1952. Her Majesty was pleased to sanction the award for Graduate Entrant Officers on an annual basis and appropriately HRH the Duke of Kent presented the first medal to Flight Lieutenant J D Arkell (11 GE) in June of this year.

The medal, bearing on the obverse side the effigy of the Queen and on the reverse the words "The Queen's Medal Royal Air Force College Cranwell" and the year of the award, has the full name of the winner stamped around its edge. It is awarded by the Queen to the officer, who in the opinion of the Commandant, has produced the best performance in all aspects of training.

### THE SWORD OF HONOUR

The Sword is awarded by the Air Force Board of the Defence Council to the graduate entrant who is recommended by the Commandant as having most distinguished himself in leadership and in general influence for the good of the College.

It was first awarded in 1921 to Under Officer C L Falconer, later Air Commodore

Falconer CBE. To date 106 swords have been awarded, 93 to Flight Cadets and 13 to Graduate Entrant Officers.

The first sword was presented at a Passing Out Ceremony by Winston Churchill when he was Secretary of State for War. The first Graduate Entrant Sword of Honour was presented in August 1971 to Flight Lieutenant G H MacKay by Air Chief Marshal Sir Dennis Spotswood, Chief of the Air Staff.

The sword is based on a light infantry pattern with a  $\frac{3}{4}$ in. dumb-bell shaped blade,  $32\frac{1}{2}$ in. in length, embossed with the eagle and crown of the Royal Air Force on one side and the Royal Coat of Arms on the other. Both sides are embossed with Scroll work and laurel leaves. The winner's name and rank are also embossed on the blade.

The hilt is a half basket type of infantry pattern, gold plated to a quality of 18 microns. The eagle backstrap is unique to the Royal Air Force, with a Royal Air Force Cartouche on the hilt. The grip is covered in bleached fish skin bound by 3 turns of wire — 2 thin and one thick.

### THE PHILIP SASSOON MEMORIAL PRIZE

Sir Philip Sassoon, who died in 1939, was a former Under Secretary of State for Air. In his will he made provision for an annual income to provide the award to the best all-round student of the entry, excepting the winner of the Sword of Honour. The current value of the award is £35 and the money may be spent on some item of an intrinsically permanent nature.

World War II delayed the award's coming into effect and the first Philip Sassoon Memorial prize was awarded in April 1948 to Flight Cadet H R W Morris.

In addition to the monetary prize the winner receives a scroll and his name is inscribed on the appropriate Honours Board.

### THE ROBERT MARSLAND GROVES MEMORIAL PRIZE

The prize was donated to the College in memory of Air Commodore R M Groves CB, DSO, AFC, who was killed in a flying accident in Egypt in 1920. Air Commodore Groves was the first Vice-Chief of the Air Staff.

The two principal donors of the award were Air Commodore Groves' mother and an uncle, Mr W G Groves. After their deaths, the association with both the College and the Royal Air Force was continued by Group Captain H M Groves who died in March of this year. The sole surviving donor is now Major Keith Groves, a brother of R M Groves, but keen interest in the award is maintained by other members of the family.

The prize consists of a book or books suitably inscribed with an inset portrait of Air Commodore Groves and a reproduction of his autograph. The choice of the books is that of the prizewinner, and there is also a monetary prize.

The Prize was first awarded in 1921 to Flight Cadet Sgt Hayter-Hames, subsequently killed in action in Warzirstan. From 1929 the Kinkead Trophy was associated with the R M Groves prize, but it was not until 1958 that the prize was designated and awarded as "The R M Groves Memorial Prize and the Kinkead Trophy".

The late Group Captain Groves had taken steps to ensure that the financial value of the prize was sufficient to be awarded to Graduate Entrant officers. This became effective in 1973 when the prize was awarded to Flight Lieutenant P L Moules of No 9 Graduate Entry.

### THE KINKEAD TROPHY

This handsome trophy was donated by the family and friends of Flight Lieutenant S M Kinkead DSO, DSC, DFC, who was killed in 1928 while attempting to break the world air speed record. As can be seen from his decorations, Flight Lieutenant Kinkead had an outstanding war record. He was an instructor at Cranwell from 1920-1924.

The trophy was presented to the College in 1929 and from that year until 1958 was



*The Kinkead Trophy*

awarded to the Squadron the member of which had won the R M Groves Memorial prize. In 1958 it was decided to give greater recognition to the trophy and so it was presented to the Flight Cadet who won the R M Groves Memorial prize and thus the names of two brave men were permanently linked.

### R S MAY MEMORIAL PRIZE

The donor of the prize was Flight Lieutenant Richard May who entered the College as a Flight Cadet in 1948, was commissioned in 1950 and who was killed in a flying accident in 1958.

Flight Lieutenant May had made provision in his will for a sum of money to be placed in trust to produce an annual income sufficient for a monetary prize for each Sword of Honour winner. The first Flight Cadet to be awarded the prize was Senior Under Officer T F H Mermagen in July 1959 and in 1972 the necessary legal procedure was instituted so that the award might be transferred from the flight cadets to the Graduate Entrants. The first graduate entrant officer to receive the award was Flight Lieutenant P L Moules (9 GE).

These then are the awards: the Kinkead Trophy to the R S May Memorial Prize commemorating brave men who, even in death, sought to give back to their College in return for what they had received. At each Passing Out Ceremony let us remember such men and strive to follow their example of selfless Service.

19 DECEMBER  
1921.

# March 1998 - Parliamentary Appreciation

**APPRECIATION OF THE LIFE OF  
Flight Lieutenant S M 'KINK' KINKEAD  
1897 - 1928  
All Saints' Church, Fawley  
12th March 1998**

To give an appreciation of the life of a famous man seventy years after his untimely death, one can rely on three things: the public record, the private record and the personal record.

The public record states that 'Kink' Kinkead was born on 26th February 1897, of an Irish father and Scottish mother, out in Johannesburg. He volunteered whilst a teenager. He was eighteen when he signed up to the Royal Naval Air Service in September 1915. He learned to fly at Eastbourne between October and December 1915; and he served in the Dardanelles until November 1916 when, after a severe attack of malaria, he was invalided home.

His real glory days began from September 1917, when he was seconded to No.1 Squadron, Royal Naval Air Service, based at Dover and Dunkirk. It became, of course, 201 Squadron RAF, when the RAF was formed out of the merging of the Royal Naval Air Service and the Royal Flying Corps on 1st April 1918.

He then gained a string of gallantry awards: the DSC, a Bar, the DFC, a Bar. The citations, on the public record, describe him as: "A fine example to other pilots", with "skill and determination", "skill and courage", "gallantry and skill". "An exceptionally good pilot and a clever and plucky fighter [who] has performed very fine work, both on offensive patrols and on low flying missions ... A bold and daring airman."

So much for the public reports - but the Confidential ones on his Service Record (which he never saw) are no less outstanding: "An excellent officer. Keen, plucky, hard-working, and thoroughly reliable. Very unassuming. One of the best type of successful Service pilots ... Exceptionally efficient ... has personally led 68 bombing attacks ... with greatest determination and devotion to duty. Brilliant pilot ... excellent in every respect ... with a great number of aerial victories to his credit."

Indeed, during the First World War, he shot down no fewer than 32 enemy aircraft, and another ten in Russia - when he won the DSO with the Allied intervention force, fighting against the Bolsheviks. In fact, what was so remarkable about his gallantry was not his skill - considerable though it was - in outwitting enemy pilots, but his raw courage in developing a technique whereby he would take on and disperse huge numbers of ground troops by persistently diving down and firing and bombing, irrespective of the fact that, if he could hit them, they most certainly could hit him.

The early and mid-1920s saw him as an instructor at Cranwell and then serving in Iraq where, on one notable occasion, he landed, as did another pilot, to rescue the crew of a downed RAF plane - taking off with the bullets of hostile tribesmen whistling around their ears. After organising part of the flight between Cairo and the Cape and back in 1926, he was posted to the RAF High Speed Flight.

As a member of the victorious Schneider Trophy Team at Venice in 1927, he was described as winning the admiration of all spectators. This is what one account said: "So evenly did he make the turns and so exactly did he maintain his height of a few feet from the water, that it appeared as if his machine were running on rails. It was discovered after the race that a serious defect had developed in his machine and that, if he had abandoned the race an instant later than he did, a disaster would have been inevitable."

Undeterred by this extremely close shave, he then set himself the task of regaining the World Speed Record, in a Supermarine S.5 - a direct forerunner, as we know, of the Spitfire. He was with that gallant troupe of people who were pushing the technology to its limits. The Schneider Trophy winning speeds had risen from 107 miles per hour immediately after the First World War, to 280 miles per hour in just nine years.

But, on 12th March 1928, not even Kink's legendary skill and luck could save him. The machine suddenly dived vertically into the sea, its engine roaring. Whether he was overcome by fumes, or whether the machine suffered a mechanical failure, was never established; but Kink was killed instantly.

He was not the first member of his family to die in this way: his elder brother Thomson died in a crash in 1917. Such pioneers laid their lives on the line so often that this outcome was always on the cards.

Yet, even in a galaxy of courageous fliers, Kink was outstanding, and it is fitting to end with the personal record - to leave the last word to another gallant air ace of World War One, Ira 'Taffy' Jones, who summed him up in these words in his memoirs, *An Air Fighter's Scrap-book*, published in 1938, a decade after Kink died:-

*"When Kinkead, still a flight lieutenant, went deep into the Solent in his Supermarine S.5 late in the afternoon of March 12, 1928, when attempting to beat the world's speed record, the Royal Air Force lost, without doubt, its finest junior officer.*

*"He was remarkably brave, a brilliant pilot, ideal leader, and straight as a die in all his dealings with his juniors and seniors. He was modest in the extreme and such was his tremendous personality that everyone who came in close contact with him looked upon him as someone apart from his fellow-officers. Each thought that his friendship was theirs alone: something so precious that others could not possibly have it.*

*"I think it is quite unnecessary to say any more than this about the award of decorations and promotion: Kinkead did not receive any decorations or promotion for his magnificent peace-time work. He was junior to officers who were unworthy of cleaning his shoes.*

*"Many brave airmen had gone before Kinkead, and I feel sure that Valhalla was well lit up on the night of March 12, 1928."*

*Julian Lewis*

Dr Julian Lewis MP  
New Forest East  
12th March 1998

# March 1998 - Other Tributes

## New Forest Aviation Group.

Chairman. John Thompson.  
 Hon. Treasurer. Alan Vernon.  
 Hon. Secretary. Alan Brown.

Mrs J. Buckberry, A.L.A.  
 College Librarian and Archivist,  
 Royal Air Force College,  
 Cranwell,  
 Sleaford,  
 Lincolnshire. NG34 8HB

Secretary.

Old Lodge,  
 Chapel Lane,  
 Goose Green,  
 Lyndhurst,  
 Hants. SO43 7FF.

4th March 1998.

Dear Mrs Buckberry,

Earlier this year I wrote to you concerning Flt. Lt Sam Kinkead and you were kind enough to help with a copy of the portrait, details of the trophy and some copies of newspaper reports at the time of his death. With the additional help of the Hall of Aviation (The Mitchell Museum) at Southampton and the Royal Naval Museum at Yeovilton we have now assembled quite a lot of information and photographs about his life.

I did promise to let you know what was being arranged for the 70th Anniversary of Kinkead's death. I understand that R.A.F. involvement will be headed by a Senior Officer of Strike Command. I enclose a letter from Dr. Julian Lewis, M.P. and a notice which has been sent out to local organisations.

So that the College records will be aware of what was done for the 12th March, I will write again to give you a full report after the event, in case anyone at Cranwell should wish to know about Kinkead's life story. Many of his personal photograph albums and other material concerning his time in the RNAS and later in the RAF have been sent by his nephew, who was a Commodore in the South African Navy, to R.N. Museum at Yeovilton.

In the notes about the Kinkead Trophy it states that he was a flying instructor at Cranwell in 1920. It may be of interest that in his photograph album is a photograph of him as an instructor also at Cranwell in 1917 when it was a RNAS Station.

Thank you again for all your help.

Yours sincerely,

*Alan Brown.*

Alan Brown, Hon. Secretary.

## MEMORIAL FOR A HERO

By Julian Lewis MP.

Everyone knows that the Waterside is steeped in military history. On Thursday, 12<sup>th</sup> March, we will all have a chance to participate in celebrating the life and achievements of a First World War hero, who lies buried in Fawley Churchyard.

Seventy years ago from that date, Flight Lieutenant Samuel Kinkead - universally known as 'Kink' - was killed when his Supermarine S.5 plunged into the Solent at more than 300 M.P.H., during an attempt on the world air speed record. This fact is inscribed on his gravestone, together with some of his decorations for gallantry.

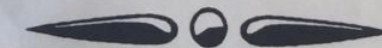
Ever since I saw his resting-place two years ago, I have wanted to reconstruct his story. The information has been coming in thick and fast. From the RAF's archives, Kink's Record of Service shows that he was held in the highest esteem by his senior officers. Typical remarks include the following: - "An excellent officer. Keen, plucky, hard working and thoroughly reliable. Very unassuming. One of the best type of successful Service Pilots ... Exceptionally efficient ... has personally led 68 bombing attacks ... with greatest determination and devotion to duty. Brilliant pilot ... excellent in every respect ... Very fine pilot with a great number of aerial victories to his credit."

In fact, during the First World War, 'Kink' destroyed more than 30 enemy aircraft with a further 10 victories to his credit during the Allied intervention against the Bolsheviks after the Russian Revolution. In a two-year period from October 1917 to October 1919, he won the Distinguished Service Cross twice, the Distinguished Flying Cross twice and the Distinguished Service Order. He was also Mentioned in Despatches. The citations for these awards emphasise his skill and determination, the fine example he set to others and the tremendous risks he repeatedly ran. The citation to his fourth gallantry medal summed him up as - "A bold and daring man".

When I realised it would shortly be the 70<sup>th</sup> Anniversary of his tragic death, I decided to trace his family. The Service Record showed that, at the age of 18, he had come from South Africa in 1915, to fight for this country. 'Kinkead' is a rare name in South Africa (the family were of Irish and Scots descent) but at only the second attempt, we found a branch of them who led us to Kink's two surviving nephews, who live in England. The elder was a World War Two bomber pilot. The younger retired in 1984 as Professor of English and American Literature at the University of Kent. I am hoping that both will be present on March 12<sup>th</sup> to commemorate their intrepid uncle at a special church service at All Saints, Fawley, kindly organised by the Rev. Gary Philbrick.

When he died, Kink was a member the RAF High Speed Flight Team operating from the Calshot hangars, which now house the Calshot Activities Centre. I am delighted to say that the County Council and the management of the Activities Centre have risen to the occasion splendidly by deciding to re-name their principal conference room after Samuel Kinkead on 12<sup>th</sup> March. This is the room, which now overlooks the stretch of water where he so tragically died. It is hoped to mount a special exhibition, courtesy of the Mitchell Museum in Southampton on this day and to obtain permanent exhibits - including a colour portrait - for display in the Kinkead Room thereafter. A wreath laying ceremony from on board High Speed Launch 102 will follow the re-naming of the conference room. HSL 102 was built by Scott-Paine's British Power Boat Company at Hythe in 1936,

I hope that you will be able to join us, along with residents from Fawley and throughout the Waterside, at 2.15 at Fawley Church to take pride in the achievements of this remarkable man, in the presence of his family and - it is hoped - senior representatives of the County Council and the RAF, which he served so courageously.



# Local Press - Memorial Tribute 1998

## Calshot Air Ace remembered — seventy years on

ON MARCH 12th, 1928, the nation went into mourning as air ace Flight-Lt. Sam "Kink" Kinkaid was killed when his plane nosedived into the sea off Calshot, when attempting to beat the world speed record of 280 m.p.h. The tragic news was immediately despatched to the House of Commons, where the Secretary of State for Air, Sir Samuel Hoare, happened to be pleading for extra funds for aviation work. King George V referred to the great loss in the R.A.F. of an airman who had won a D.S.O., D.S.C. and bar, and D.F.C. and bar. Thirty-one year old "Kink" was buried in Fawley churchyard — where such feats are inscribed on his gravestone. This led to New Forest East M.P. Julian Lewis researching the pilot's history, which culminated in memorable seventieth anniversary memorial events at Fawley and Calshot on Thursday last week.

Julian managed to track down Kinkaid's (pronounced Kinkadee) two nephews, Bob and Mac, who both attended with other members of the family — and they were overwhelmed by the large numbers who supported this moving tribute, particularly organised by the old and the County Council — which ended with the family wearing a blue RAF High Speed Launch and speeding out into the sea to drop a wreath overboard at the very spot, by the old Calshot Light buoy, where "Kink" met his fatal end at an estimated 300 mph.

His comparatively short career would rival any "big game" adventure novel. Born in Johannesburg, South Africa, on February 26th, 1907, of an Irish father and Scottish mother, he was a mere 13 years of age when he volunteered for Fawley Woods War Service as a probationary sub-lieutenant with the Royal Naval Air Service, wanting to fly at Eastbourne.

He was posted to No. 3 Naval Wing in the Dardanelles campaign where, piloting a Bristol Scout from Imbros, he claimed his first "kill" — a Fokker E, before claiming two more victims when flying in a Nieuport 17. In September, 1917, he was promoted Flight-Lieutenant and sent to the front line on the Somme, and in his Sopwith Triplane shot down six more German aircraft within the next two months.

"Kink" was then moved to the Tyne front where, with No. 1 Squadron re-equipped with Sopwith Camel biplanes, he claimed a further five "kills" between November 1918 and December 6th, 1917. He was invalided to home establishment for three months as the result of a severe attack of malaria, before rejoining No. 1 Squadron's Camels in March, and promptly shot down four more victims that month.

On April 1st, 1918, the Royal Naval Air Service and Royal Flying Corps became the Royal Air Force, and No. 1 Squadron, RNAS continued as 301 Squadron R.A.F. From that time until the following August, still flying Sopwith Camels, "Kink" claimed fifteen more victims — bringing his total First World War tally up to a remarkable 22 enemy aircraft.

His next move was to join 47 Squadron in South Russia, where he flew Camels in support of the White Russian forces under General Denikin, fighting the Red Army. There he claimed his first "kill" on September 30th, 1919, quickly followed by nine more victims.

**1,000 dead**  
In October, 1919, Gen. Denikin's 5,000-strong Red Army drove him through, causing "Kink" to lead four Sopwith Camels in a ground attack on the Open Plain, promoting a mass slaughter — for when the White Russians returned on the attack, they encountered at least 1,000 dead.

to make the turn and as exactly did he maintain his height a few feet from the water, that it appearing as if his machine were running on rails. It was discovered after the race that a serious defect had developed in his machine and that if he had abandoned the race an instant later than he did, a disaster would have been inevitable.

Late in the afternoon of March 12th, 1928, he made his attempt to beat the world speed record — after a mysterious crash of several weeks had seen the late weather pass, so the first tests were made under winter conditions. His Napier-engined biplane had had been built for the Schneider Trophy contest, and was taken to Calshot by a spare modification were made on its parts.

"Kink" had flown the machine for the first time the previous day, March 11th, when all seemed satisfactory. There, in the extremely cool weather special arrangements were made to keep the oil and water in the radiator electrically heated whilst the machine waited in the Calshot hangar.

Came the day, and "Kink" took the 85 out in a flat calm. Onlookers felt he had a little difficulty in taking off, having to exceed 100 mph on the water before attaining flying speed. On his second attempt he got off early, before flying over the Isle of Wight and turning to come down towards Calshot, the start of the three-along-measured course. As he neared Calshot Light, the machine dived into the water from a height of 50 feet, disappearing in a shower of spray. A high-speed coastal motorboat, on patrol in case of accident, raced to the spot, but the only wreckage found was some pieces of wing, as everything had broken up on impact.

Several theories for the cause of the tragedy were put forward. One claimed the waves threw up to taking off had strained and weakened the tail unit, there was the possibility something froze up, something might have happened to "Kink" himself, or on the secret in the cooling ice on his goggles, the glare of the sun hit on the horizon.

The *Acropolis* magazine of the day recorded: "To his friends and even acquaintances, Kinkaid was always known simply as 'Kink' — a singularly inapposite, if obvious, nickname, for never has there been a man who made more of a habit of thinking straight, or talking straight, and being straight. If 'Kink' had any enemies, one has never met any of them. All who knew him admired him. All who knew him as a pilot, as a fighting man, and as an individual. And 'The Times' SA tried and gallant gentleman has gone in his death in the daring performance of a dangerous duty."

An inquest was opened at Calshot on March 15th, resumed on March 20th, and again on April 20th, by the coroner at Southampton. He repeatedly



questioned witnesses on the possibility of the pilot being intoxicated by James from the fact a spirit containing 80% of lead — "Kink" having been the only man in the machine Schneider Cup team to have complained of such an effect.

A specimen of blood and parts of his lungs were to Victor Laboratory, where an spectroscopic or chemical evidence of the presence of carbon monoxide, or lead, or lead compound was found in either the lung tissue or in blood samples. No colour of petrol, benzene or ethyl was noted.

**Misadventure**  
The coroner said Kinkaid's death was due to misadventure caused by haemorrhage, shock and extensive injuries as a result of the machine diving into the sea owing to loss of flying speed when he was attempting to land. "I feel sure that everything possible will be done to eliminate the danger of injury, and I am satisfied that in a machine of this type it is not feasible totally to enclose the pilot in the cockpit."

A funeral with full military honours took place on March 16th, 1928. The first part of the service was conducted at the RAF chapel, Calshot, by the Rev. M. Edwards, Chaplain to the Forces, before a procession of the Army, the Royal Air Force, men from the Calshot base, together with a band, being party and bagpipers. Three RAF berries taken with flowers

South African anthem. "We are of the Lord's blood," Air Vice-Marshal Ian Stewart of 50th Command, read a lesson, and Captain Paul Mark Kinkaid Weeks read the lesson. The Flight written by P.O. Officer John Gillespie, killed in 1941 at the age of 19.

A fitting appreciation of "Kink's" exploits and example was given by Julian Lewis, recalling such instances as the time when, during his service in Iraq, he and another pilot landed to rescue the crew of a downed RAF 1000 before taking off with the bodies of hostile tribesmen who had around their ears.

He was remarkably brave, a brilliant pilot, ideal leader, and straight as a die in all dealings with his juniors and seniors. He was modest in the extreme, and such was his tremendous personality that everyone who came into direct contact with him looked upon him as someone apart from his fellow officers. Each thought that his friendship was their alone.

With a gust of honour from the immaculately turned out Southampton Air Cadets and five Royal British Legion standards, the Rectory recited a prayer of commemoration at "Kink's" graveside, before a Tornado fighter jet made a flypast over the churchyard. Amongst those present was Col. Philip Keymer, 65, who used to come down to Calshot to watch the air races at 1922 and 1951, fought with the Parachute Regiment during the war, and was placed in charge of the Calshot Centre from 1910-1914. A Latin eulogium pronounced



# **KINKEAD TROPHY PRIZE WINNERS**

# RM Groves Winners 1920s

Graduated	Winner and Entry	Winner and Entry
1921		NC Hayter-Hames (F20)
1922	<b>D MacFadyen (S20)</b>	R Lewes (F21)
1923	BDJ Broadway (S21)	<b>GCA Armstrong (F22)</b>
1924	RLR Atcherley (S22)	SHV Harris (F23)
1925	JGD Armour (F-> <b>S23?</b> )	JBM Wallis (J24)
1926	HA Purvis (S24)	<b>J Clarke (J25)</b>
1927	JW Gillan (S25)	CEStJ Beamish (J26)
1928	GNE Tindal-Carill-Worsley (S26)	DP Lascelles (J27)
1929	<b>GRA Elsmie (J28)*</b>	



From 1958, the **Kinkead Trophy\*** was awarded to the student placed first in the overall final order of merit for flying skills. Earlier though, it was usually awarded to the flying squadron of the RM Groves winner and occasionally to the winner himself.

# RM Groves Winners 1930s

Graduated	Winner and Entry	Winner and Entry
1930	GD Stephenson (S28)*	JP Cecil-Wright (J29)*
1931	GJL Read (S29)*	WP Sutcliffe (J30)*
1932	<b>MH Rhys (S30)*</b>	EBC Davies (J31)*
1933	AM Engineer (S31 - Indian)*	<b>M Dawnay (J32)*</b>
1934	RCF Lister (S32)*	HD Fraser (J33)*
1935	PT Philphott (S33)*	G Elsmie (J34)*
1936	RPR Powell (S34)*	LD Wilson (J35)*
1937	PAN Cox (S35)*	CD Palmer (J36)*
1938	RJ Sansom (S36)*	BH Way (J37)*
1939	RF Martin (S37)*	JSB Jones (J38)* RM Hogg (A38)*



From 1958, the **Kinkead Trophy\*** was awarded to the student placed first in the overall final order of merit for flying skills. Earlier though, it was usually awarded to the flying squadron of the RM Groves winner and occasionally to the winner himself.

# RM Groves Winners 1940s

Graduated	Winner and Entry	Winner and Entry	Winner and Entry
1947			
1948	HRW Morris (45 Entry)		
1949	PV Pledger (46 Entry)	GK Mossman (47 Entry)	AEL Chester (48 Entry)



From 1958, the **Kinkead Trophy\*** was awarded to the student placed first in the overall final order of merit for flying skills. Earlier though, it was usually awarded to the flying squadron of the RM Groves winner and occasionally to the winner himself.

# RM Groves Winners 1950s

Graduated	Winner and Entry	Winner and Entry	Winner and Entry
1950	INA Worby (49 Entry)	<b>GWF Charles (50 Entry)</b>	<b>JL Price (51 Entry)</b>
1951	RL Dimock (52 Entry)	<b>KB Smith (53 Entry)</b>	WF Nuttall (54 Entry)
1952	DW Ward (55 Entry)	AGN Hampton (56 Entry)	IF Weston (57 Entry)
1953	<b>RA Lees (59 Entry)</b>	<b>LA Jones (60 Entry)</b>	
1954	<b>RL Holmes (61 Entry)</b>	<b>ID Brimpson (62 Entry)</b>	
1955	SMV Situnayake (64 Entry - RCeyAF)	<b>AG Bridges (65 Entry)</b>	<b>GC Hubbard (66 Entry - RNZAF)</b>
1956	<b>WR Thomas (67 Entry)</b>		
1957	<b>KW Hayr (69 Entry)</b>	<b>TE Enright (70 Entry - RNZAF)</b>	WIC Stoker (71 Entry)
1958	<b>RL Thomas (71-&gt;72 Entry)*</b>	IDC Tite (73 Entry)*	
1959	J Delafield (74 Entry)*	WR Donaldson (75 Entry - RNZAF)	RM Trowern (76 Entry)



From 1958, the **Kinkead Trophy\*** was awarded to the student placed first in the overall final order of merit for flying skills. Earlier though, it was usually awarded to the flying squadron of the RM Groves winner and occasionally to the winner himself.

# RM Groves Winners 1960s

Graduated	Winner and Entry	Winner and Entry
1960	<b>MB Bullocke (77 Entry)</b>	GC Crumbie (78 Entry)*
1961	<b>NR HAYWARD (79 Entry)*</b>	J Swaine (80 Entry)*
1962	<b>CJ Thomson (81 Entry)*</b>	ICH Dick (82 Entry)*
1963	<b>PP Gilroy (83 Entry)*</b>	<b>SP Hughes (84 Entry)*</b>
1964	<b>DAZ James (86 Entry)*</b>	
1965	<b>ARC Mathie (87 Entry)*</b>	<b>HPC Kennedy (88 Entry)*</b>
1966	JJ Pook (89 Entry)*	
1967	SC Gruner (90 Entry)*	CWD Watson (91 Entry)*
1968	<b>DR Carvell (93 Entry)*</b>	
1969	<b>CC Baldwin (96 Entry)*</b>	



From 1958, the **Kinkead Trophy\*** was awarded to the student placed first in the overall final order of merit for flying skills. Earlier though, it was usually awarded to the flying squadron of the RM Groves winner and occasionally to the winner himself.

# RM Groves Winners 1970s

Graduated	Winner and Entry	Winner and Entry
1970	<b>PV Harris (97 Entry)*</b>	<b>AJ Gatland (97 Entry)*</b>
1971	NG Matheson (99 Entry)*	
1972	<b>PA Hopkins (100 Entry)*</b>	
1973	<b>TJ Watson (101 Entry)*</b>	



From 1958, the **Kinkead Trophy\*** was awarded to the student placed first in the overall final order of merit for flying skills. Earlier though, it was usually awarded to the flying squadron of the RM Groves winner and occasionally to the winner himself.

# Flying Prizes

Trophy

Award Criteria

GEs Awarded



The **Kinkead Trophy\*** is awarded to the winner of the RM Groves Prize and to the graduate placed first in the overall final order of merit for flying skills.

1/70, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 22, 26, 27



The **Hicks Memorial Trophy** is awarded to the graduate who gained the highest mark in the Final Flying Wing Ground School Examinations.

1/70, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25



The **Dickson Memorial Trophy\*\*** is awarded to the graduate who shows most proficiency in applied flying.

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 22, 23, 25, 26, 27



The **Battle of Britain Memorial Trophy** is awarded to the graduate who shows most proficiency in aerobatic flying.

1/70, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 20, 22, 23, 25, 26, 27

\* Awarded since 1958 with the RM Groves Prize

\*\* Awarded with the Michael Hill Memorial Prize



# Stack Years Feb 67 - May 70 Prizewinners

GE	Sword of Honour	Sash of Merit	Queens Medal	Philip Sassoon Memorial Trophy	Dickson Trophy	Kinkead Trophy	Battle of Britain	Hicks Memorial
1/70	HG Mackay			JA Giles		HG Mackay	GO Riddett	MJB Bell
2/70 (S&S)		SL Cooke (WRAF)						



B.J.S. Studios

Seaford

**PRIZE WINNERS**  
**1/70 ENTRY AND 2/70 ENTRY (SUPPLY AND SECRETARIAL)**

*Standing:* Flt. Lt. M. J. Bell The Hicks Memorial Trophy. Flt. Lt. G. O. Riddett The Battle of Britain Trophy. Fg. Off. R. D. Johnson The Prize for Supply Studies.

*Seated:* Flt. Off. S. L. Cooke The Sash of Merit. The Prize for Secretarial Studies. Flt. Lt. H. G. Mackay The Sword of Honour. The Kinkead Trophy. The Dickson Trophy. Fg. Off. J. A. Giles The Phillip Sassoon Memorial Prize.



# Hughes Years May 70 - Sep 72

## Prizewinners

GE	Sword of Honour	Sash of Merit	Queens Medal	Philip Sassoon Memorial Trophy	Dickson Trophy	Kinkead Trophy	Battle of Britain	Hicks Memorial	Beckwith	Chicksands	Supply Cup	Secretarial Cup
2 (GD & Eng)	CJ Jones			GLP Aldhouse	<b>N Day</b>	<b>N Day</b>	<b>N Day</b>	<b>N Day</b>	BW Woodcock			
3	<b>RD Clements</b>			CR Ward	<b>RD Clements</b>	<b>RD Clements</b>	RA Malcolm	<b>RD Clements</b>	PW Giles		P Haigh	AS Rowlands (WRAF)
4	PO Sturley			JK Murty	<b>GJ Tomlinson</b>	<b>GJ Tomlinson</b>			RF Borough			
5	TW Rimmer	SG Jones (WRAF)		RSN Perry	<b>I Wilton-Jones</b>	<b>TN Armstrong</b>	<b>I Wilton-Jones</b>	RC Harris	M Campbell			BW Cain
6	IBM Steward			<b>DJ Daulby</b>	<b>GT Bowerman</b>	<b>DJ Daulby</b>	<b>GT Bowerman</b>	<b>DJ Daulby</b>				
7	GD Pyper			<b>IW Thomson</b>	PR Cooper	<b>AM Taylor</b>	PR Cooper	<b>AM Taylor</b>	<b>IW Thomson</b>		J Womack (WRAF)	MHJ Maxwell (WRAF)
8	AB Gjertsen			WR Austin	<b>JR Wood</b>	<b>JR Wood</b>	GR Arthur	<b>JR Wood</b>				

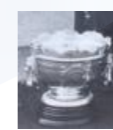
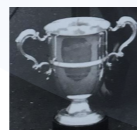




# Austin-Smith Years Sep 72 - Jul 75

## Prizewinners

GE	Sword of Honour	Sash of Merit	Queens Medal	Philip Sassoon Memorial Trophy	Dickson Trophy	Kinkead Trophy	Battle of Britain	Hicks Memorial	Beckwith	Chicksands	Supply Cup	Secretarial Cup
9	<b>PL Moules</b>			<b>DA Lee</b>	<b>PL Moules</b>	<b>PL Moules</b>	NJ Slater	GA Forbes		<b>DA Lee</b>	RK Taplin	N Jenkins
10	CG Vallance			<b>G Peck</b>	<b>G Peck</b>	<b>G Peck</b>	D Oakley	<b>G Peck</b>		PA Shreeve		GPC Wooding
11	<b>JD Arkell</b>		<b>JD Arkell</b>	MT Moffatt	<b>JD Arkell</b>	<b>JD Arkell</b>	<b>JD Arkell</b>	K Schultz		NPG Elliott		AW Medford
12	AP Couch			GE Willis	<b>NCA Beasant</b>	<b>NCA Beasant</b>	<b>NCA Beasant</b>	AT Hudson		J Brindley		
13	<b>AB Chubb</b>				<b>AB Chubb</b>	<b>DG Stein</b>	<b>AB Chubb</b>	<b>DG Stein</b>			SA Cartwright	
14	<b>RGA Westlake</b>		<b>RGA Westlake</b>	GE McCaughey	MD Beech	<b>EH Ball</b>				MJ Parker		ODL Delany
15	AG Willnburch			<b>RC Norriss</b>	TL Evans	<b>RA Barker</b>	<b>RC Norriss</b>	DA Hamilton		AG Willnburch		
16	IF Mackay			<b>PW Underhill</b>	<b>PW Grice</b>	<b>PW Grice</b>	KP Oliver	GH Edge		<b>PW Underhil</b>		
17	<b>R McClellan</b>			DW McCreadie	<b>R McClellan</b>	<b>R McClellan</b>	<b>R McClellan</b>		I Pallister		SP Murphy	MR MacKenzie
18	AD Sweetman							PG Pynegar	SD Ottridge			MB Gould
19								S Gunner	R Betteridge RVW Wilson			
20				PA Weaver	AA Young		PA Sneddon	MRG Buckland		AG O'Neill	R MacCleman	AJ White
21								LJ Pennell				

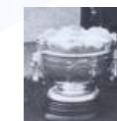
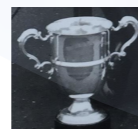




# Colahan Years Jul 75 - Jan 78

## Prizewinners

GE	Sword of Honour	Hennessy Trophy	Queens Medal	Philip Sassoon Memorial Trophy	Dickson Trophy	Kinlead Trophy (RM Groves)	Battle of Britain	Hicks Memorial	Beckwith	Chicksands	Supply Cup	Secretarial Cup
22	DN Case		IW McNicoll	DN Case	PL Chandler	IW McNicoll	IW McNicoll	IW McNicoll		DD Woodman		
23				JG Whitton	FC Michaels		FC Michaels	SP Morgan	RJ Bishop			
24								IM Redwood	SR Sims			
25					CL Froude		JW Glover	GM Flack				PGH Hodcroft
26	MWJ Hare	NB Brewerton		MWJ Hare	MWJ Hare (JA Watts)	MWJ Hare (DR Southwood)	MWJ Hare (JA Watts)	DR Southwood	AD Thomson			DB Cannon
27		RG Smith	RG Smith	SDJ Green	SDJ Green	RG Smith (RP Brady)	RP Brady	D Procopides		SP West	JG Potter	
28		ID Brownlee		SW Chase					NW Gammon			SW Chase
29	JP Warren-Wilson		NS Morris	NS Morris	AS Gallagher	(M Chatterton)	J Mardon	M Chatterton	PJ Driver			

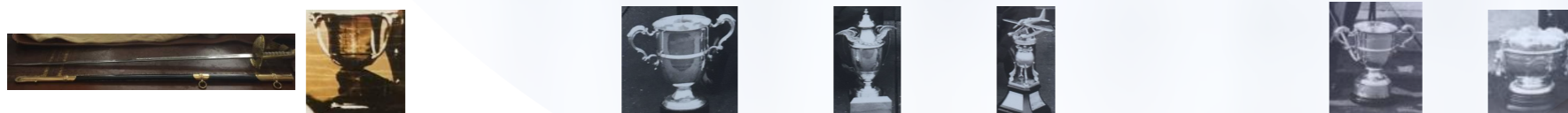




# Harcourt-Smith Years Jan 78 - Jan 80

## Prizewinners

GE	Sword of Honour	Hennessy Trophy	Queens Medal	Philip Sassoon Memorial Trophy	Dickson Trophy	Kinhead Trophy (RM Groves)	Battle of Britain	Hicks Memorial	Beckwith	Chicksands	Supply Cup	Secretarial Cup
30		I Saville			CH Moran	(JR Gostick)		JH Murphy	TM Winn-Morgan			
31												
32		D Walker										
33		EG Jones										
34 IOT		JP Crosse										
35 IOT		<b>W Armstrong</b>		<b>W Armstrong</b>								
36 IOT		MJ Crossey		MJ Crossey								
37 IOT		<b>SJ Duncan (WRAF)</b>		<b>SJ Duncan (WRAF)</b>								
38 IOT		BA Moore		BA Moore								
39 IOT		H Millar		H Millar								
40 IOT	MA Townsend-Smith	MA Townsend-Smith		MA Townsend-Smith								





**FLIGHT-LIEUT. S. M. KINKEAD, D.S.O., D.S.C., D.F.C.**