

RAF COLLEGE CRANWELL

“Cranwellian Reservists”



The College's Support to RAF Reservists

In its electronic form, this document contains underlined, hypertext links to additional material, including alternative source data and archived video/audio clips.
[To open these links in a separate browser tab and thus not lose your place in this e-document, press control+click (Windows) or command+click (Apple Mac) on the underlined word or image]

Our Founder & the Reserve Air Force

The Royal Air Force was formed on 1 April 1918, from the amalgamation of the Royal Flying Corps and the Royal Naval Air Service. Our founder, MRAF Viscount Trenchard, possessed the vision that extended beyond the formation of a strategic independent air force, the first of its kind, to include the creation of the requisite support infrastructure, including Officer training at RAF Cranwell, Apprenticeship training at RAF Halton and the RAF Staff College at Andover. In later years, he extended that vision, identifying the need for a reserve air force - *Comitamur Ad Astra*. This album summarises the relationship that the College has maintained with RAF reservists and their training, as the RAF and the College have evolved.

By late 1924, the creation of the reserve air force, known as the Royal Auxiliary Air Force (RAuxAF), meant that Trenchard was able to modestly expand the RAF's strength in a climate of austerity and, over the next two years, 25 auxiliary squadrons were created. This in itself was a remarkable achievement, given that there was no public appetite for creating large military forces after the trauma of the Great War. It was during this period that he oversaw the introduction of the short-service commission scheme too, which proved to be useful in providing some of the regular manning on the new squadrons. He also instigated the University Air Squadron scheme, and in 1925 the first three UAS squadrons were formed at Cambridge, London and Oxford.

The Royal Air Force Volunteer Reserve (RAFVR) was established much later in July 1936 to support the preparedness of the RAF in the event of another war, which seemed inevitable when Hitler became the German Chancellor in 1933. The Air Ministry intended the RAFVR to form a supplement to the RAuxAF, the active reserve for the RAF, by providing an additional non-active reserve. However, during WWII, the high demand for aircrew absorbed all available RAuxAF personnel and led the RAFVR to quickly become the main pathway of aircrew entry into the RAF. It was initially composed of civilians recruited from neighbourhood reserve flying schools, run by civilian contractors with largely RAF-trained flying instructors as well as other instructors in related air war functions, such as observers and wireless operators. Many RAFVR recruits of WWII attended the College Service Flying Training School (SFTS), formed the very day war broke out when all officer training at the College was also abruptly suspended; even some of the cadets already selected for officer training at Cranwell on the lead up to WWII were to be transferred to the RAFVR and to attend training at the SFTS as “u/t airmen”.

After the war, and with the end of conscription in the early 1960s, the RAFVR considerably reduced in size and most functions were absorbed into the RAuxAF. The RAFVR now forms the working elements of the University Air Squadrons and the Defence Technical Undergraduate Scheme. It has a secondary function of managing groupings of RAF reservists for the management and operation of the RAF's Volunteer Gliding Squadrons and Air Experience Flights of the RAF Air Cadets. To complement the regular service personnel of the RAF, Full Time Volunteer Reserves (FTVR) and part-time reservists from 40 different branches currently work alongside their regular counterparts in 29 squadrons and units at home and overseas. Their contribution is invaluable and exploits transferable skills from previous service and/or current commercial experience.

Throughout most of its history, the College has maintained a close working relationship with reservists of all branches, from the initial RAFVR recruits conducting basic and advanced flying training at the College SFTS during the war to those attending the Reserve Officers Initial Training (ROIT) at Cranwell and graduating with the IOTC cadets of today. This is our tribute to that historic relationship.

RAFVR - Coastal Command Cranwellian



Kenneth CAMPBELL VC College SFTS Course 5 Sqn 2



VC Citation (London Gazette):

Kenneth "Ken" Campbell (1917-1941) was born on 21st April 1917 at Saltcoats, Ayrshire, Scotland, the youngest of a family of six children, and attended Sedbergh School before gaining entrance to Clare College, Cambridge, to study for a degree in Chemistry. Joining the Cambridge University Air Squadron, he had been commissioned as a Pilot Officer in the RAF Volunteer Reserve on 23rd August 1938, and eventually mobilised for RAF service on 25th September 1939.

A brief course of Service training at RAF Cranwell commenced on 21st October 1939 and was followed by a move to RAF Abbotsinch on 20th April 1940; by which time Campbell had been promoted to Flying Officer. On 8th June, he completed his training with a posting to No 1 OTU; and on 28th September 1940 joined 22 Squadron to start his operational career. The non-stop Battle of the Atlantic then being waged saw him quickly introduced to the role of 22 Squadron; attacking enemy shipping at every opportunity.

On 6th April 1941, over Brest Harbour, France, Flying Officer Campbell attacked the German battleship Gneisenau. He flew his Bristol Beaufort through the gauntlet of concentrated anti-aircraft fire from about 1000 weapons of all calibers and launched a torpedo at a height of 50 feet (15 m).

The attack had to be made with absolute precision: the Gneisenau was moored only some 500 yards (460 m) away from a mole in Brest's inner harbour. For the attack to be effective Campbell would have to time the release to drop the torpedo close to the side of the mole. That Campbell managed to launch his torpedo accurately is testament to his courage and determination. The ship was severely damaged below the waterline and was obliged to return to the dock whence she had come only the day before, she was out of action for 6 months, which thus allowed allied shipping to cross the Atlantic without any threat.

Generally, once a torpedo was dropped an escape was made by low-level jinking at full throttle. Because of rising ground surrounding the harbour Flying Officer Campbell's Beaufort was forced into a steep banking turn, revealing its full silhouette to the gunners. The aircraft met a withering wall of flak and crashed into the harbour.

When the aircraft was later salvaged the Germans found the body of "Jimmy" Scott, the Canadian navigator, in the pilot's seat, normally occupied by Campbell. All four crew members were buried by the Germans in the grave of honour in Brest Cemetery. Reports of Ken Campbell's devotion to his designated task, and the courage he showed in completing his attack in the face of unnerving odds filtered through to England from local French patriots; and on 13th March 1942 Campbell was awarded a posthumous Victoria Cross, which his parents received from King George VI at an investiture on 23rd June 1943. A memorial was erected in his memory at Sedbergh where he spent his schooldays.



RAFVR - Battle of Britain Cranwellian



Charles Trevor DAVIS DFC (A39 Entry, B Squadron & College SFTS Course 6 Sqn 2)



Charles Trevor Davis was born in Cardiff and educated at Whitby County School (although the CWGC has his parents being of Grindleford, Derbyshire, and his name is on the war memorial there).

He entered the RAF College on 27 April 1939 as a Flight Cadet. The advent of war caused the course to be shortened, but he was selected to complete his flying training with Course 6 of the newly formed SFTS at Cranwell and, on its completion in May 1940, Davis was granted a permanent commission.

He joined 238 Squadron in June 1940. On 13 July, Davis shared in the destruction of two Me110's and a Do17, on the 20th he shared an Me109, on the 21st shared an Me110 and a Do17 and on the 27th destroyed a Ju87. He claimed an Me110 destroyed on 8 August, two Me110's on the 13th, damaged a Ju88 on 12 September, probably destroyed an He111 on the 15th and damaged a Ju88 on the 21st. Our analysis has revealed, Davis was a Cranwellian 'Fighter Ace' recording eight 'kills' in the Battle of Britain, equal to Peter Townsend and second only to Aeneas MacDonnell (8.5 kills)

He was awarded the DFC (gazetted 25th October 1940).

Davis was killed on 26 March 1941 when he flew into a hill coming down through cloud near Winchester. He was 20 years old. He was cremated at St John's Crematorium, Woking, Surrey.

c. Nov 1939

NO 6 COURSE			
F/O	M.T.	MAW.	
"	K.H.	HIGSON.	Killed in action
"	J.C.	CORBY.	
P/O	J.A.	CROMPTON.	
"	P.R.	CROMPTON.	Awarded DFC AMO N' 181/41 Ex Fld Cat Apr '39 entry
F/C	C.T.	DAVIS.	Awarded DFC AMO N' 1151/40
P/O	H.H.	ECCLES.	
"	V.R.H.	FERGUSON.	
"	P.L.	GLOSSAGE.	Killed on Active Service
F/O	P.W.F.	LANDALE.	Presumed Killed in Action CL No 116
Lt P/O	J.	LOCKHART.	Missing Believed Killed in Action CL No 140
"	E.P.F.	MAGRUDER.	
F/O	H.E.	McCULLACH.	
P/O	A.G.	PAGE.	Awarded DFC AMO N' 1189/41
"	E.J.A.	WILLIAMS.	Awarded DFC AMO N' 1189/41
"	C.A.	WOOD.	
(16)			

RAFVR - PFF Cranwellian



Ian Willoughby BAZALGETTE VC College SFTS Course 30 Sqn 2



Born	19 October 1918 Calgary, Alberta, Canada
Died	4 August 1944 (aged 25) Senantes, France
Buried	Église Saint-Martin, Senantes
Service/branch	British Army (1940–41) Royal Air Force (1941–44)
Years of service	1940–1944
Rank	Squadron Leader
Unit	No. 115 Squadron RAF No. 635 Squadron RAF
Battles/wars	Second World War <ul style="list-style-type: none"> European air campaign † <ul style="list-style-type: none"> Battle of the Ruhr Battle of Berlin
Awards	Victoria Cross Distinguished Flying Cross

VC Citation (London Gazette):

"On 4th August, 1944, Squadron Leader Bazalgette was 'Master Bomber' of a Pathfinder Squadron detailed to mark an important target at Trossy-St. Maximin for the main bomber force. When nearing the target his Lancaster came under heavy anti-aircraft fire. Both starboard engines were put out of action and serious fires broke out in the fuselage, and the starboard main-plane. The bomb aimer was badly wounded. As the deputy master bomber had already been shot down, the success of the attack depended on Squadron Leader Bazalgette, and this he knew. Despite the appalling conditions in his burning aircraft, he pressed on gallantly to the target, marking and bombing it accurately. That the attack was successful was due to his magnificent effort. After the bombs had been dropped the Lancaster dived, practically out of control. By expert airmanship and great exertion Squadron Leader Bazalgette regained control. But the port inner engine then failed and the whole of the starboard mainplane became a mass of flames. Squadron Leader Bazalgette fought bravely to bring his aircraft and crew to safety. The mid-upper gunner was overcome by fumes. Squadron Leader Bazalgette then ordered those of his crew who were able to leave by parachute to do so. He remained at the controls and attempted the almost hopeless task of landing the crippled and blazing aircraft in a last effort to save the wounded bomb aimer and helpless gunner. With superb skill, and taking great care to avoid a small French village nearby, he brought the aircraft down safely. Unfortunately, it then exploded and this gallant officer and his two comrades perished. His heroic sacrifice marked the climax of a long career of operations against the enemy. He always chose the more dangerous and exacting roles. His courage and devotion to duty were beyond praise."



RAFVR - Dambusters Cranwellian of 617 Sqn



John Vere 'Hoppy' HOPGOOD DFC*
College SFTS Course 18 Sqn 2



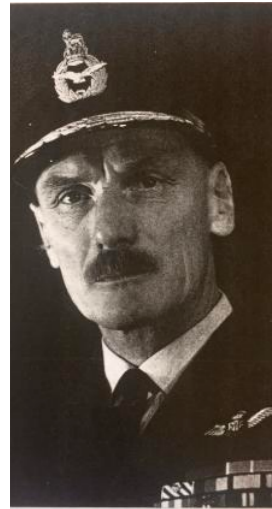
Having joined the Volunteer Reserve in 1940, John Vere Hopgood undertook flying training on No 18 Course, SFTS Cranwell in 1941 and was commissioned in 1942. As a Flight Lieutenant, 'Hoppy' was awarded a DFC in October 1942 after completing 47 missions; he was awarded a bar to the DFC in 1943. He served on 50 Sqn, 106 Sqn and the immortalised 617 (Dambusters) Sqn. Then the newly appointed OC 106 Sqn in 1942, Wg Cdr Guy Gibson, who thought Hopgood the finest pilot with whom he had flown, recorded his first impressions:

He was a fair-haired chap about medium height, rather good looking, except for one prominent tooth. He was a serious fellow at heart..... As soon as I saw him I thought, "What an ideal squadron type. I like that chap"

Unsurprisingly, Gibson was to select Hoppy as his Deputy on the Mohne Dam attack. Outbound to the Mohne, his aircraft AJ-M (M for Mother) was hit by flak, injuring Hoppy, his gunners Burcher and Gregory (possibly fatally). The damaged aircraft reached the dam where they attacked at 00:32, ten minutes after Gibson. However, they were struck again by anti-aircraft fire and their bomb was released too late. It bounced over the dam and exploded on a power station on the other side. The aircraft was fatally damaged at this point and Hopgood remained at the controls, gaining height to allow his crew to bail out. AJ-M crashed in a field near Ostönnen, 6 kilometres (3.72 miles) from the dam. Hopgood's body rests in the care of the Commonwealth War Graves Commission at Rheinberg War Cemetery (Coll. grave 17. E. 2-6).

NO. 18. COURSE		
L.A.C.	R.	GEE.
"	G.G.	GOODALE.
"	W.S.P.	GRIFFITHS. <i>Missing CL No 90</i>
Sgt	S.F.	HODSMAN.
L.A.C.	J.C.I.	HOOPER.
"	J.V.	HOPGOOD.
"	M.J.	HORSEY.
"	T.R.	JENKINS.
"	G.	KERR.
"	D.T.	LEE.
"	I.F.	LIVINGSTONE.
"	D.H.S.	LONSDALE.
"	T.A.	LAMB.
"	F.W.R.	NEWCOMB.
"	P.R.	OWEN. <i>Killed on Active Service CL No 89</i>
"	T.	PRESCOTT-DECIE.
"	R.W.	READ.
"	J.L.	ROWE.
"	G.E.C.	SEALE. <i>Killed on Active Service CL No 159</i>
"	R.M.	SPENCER. <i>Killed on Active Service 4/12/40 CL No</i>
"	R.N.	TAIT. <i>Killed on Active Service 23/12/40 CL No</i>
"	C.F.	UPTON.
"	R.F.	WARTON.
"	F.H.	WILKINSON.
"	S.	WILKINSON.

RAFVR - College Commandant



Ian Douglas Napier LAWSON DFC*

College SFTS Course 12

Commandant

28 Dec 64 - 1 Sep 67



After graduating from the London Polytechnic in 1934, Lawson began working for the aircraft manufacturer de Havilland Aircraft Company and was employed there until 1939.

In 1938, he joined the RAFVR as a sergeant, but had only completed forty hours of flight by the beginning of World War II. He was then transferred to the RAF College Cranwell to complete his pilot training there. After further flight training in the 11 OTU at the military airfield RAF Bassingbourn and his promotion to Flight Lieutenant on 22 September 1940, he was posted to 214 Squadron RAF, where he flew the Vickers Wellington.

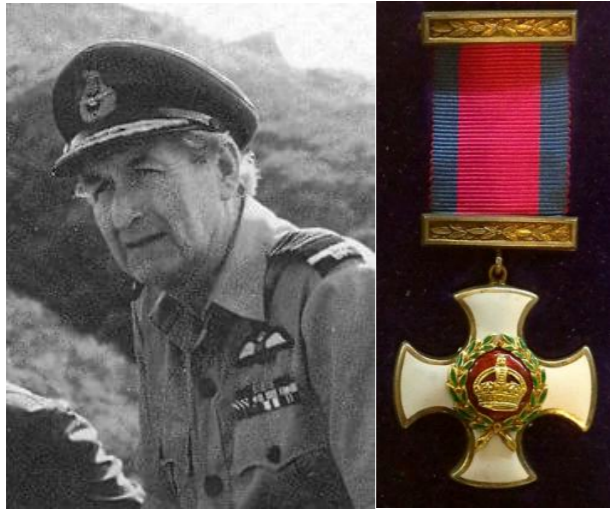
On declaration of war, he was still undergoing training and was sent to Cranwell to complete his pilot's course. He was commissioned on the award of his wings and was posted onto Wellington bombers.

Most of his operational flying was in the Middle East, flying against targets in North Africa, Greece, Crete, Sicily and Yugoslavia. He was awarded the DFC and bar and mentioned in despatches on three occasions. After the war he was awarded a permanent commission.

He was appointed College Commandant in December 1964, retaining the appointment after the merger with the Technical College of RAF Henlow until 1 September 1967.

Born 11 November 1917. He retired on 8 September 1969. Died 22 January 1998

RAFVR - College Assistant Commandant



Scot Neil CAMERON
KT, GCB, CBE, DSO, DFC
College Asst Cmdt
23 Feb 65 - 20 Sep 66



Scot Neil **Cameron** (later to become MRAF Neil Cameron, Baron Cameron of Balhousie) was called up at the outbreak of war and, according to Wynn, attended 3 ITW Hastings and thence 15 EFTS Redhill.

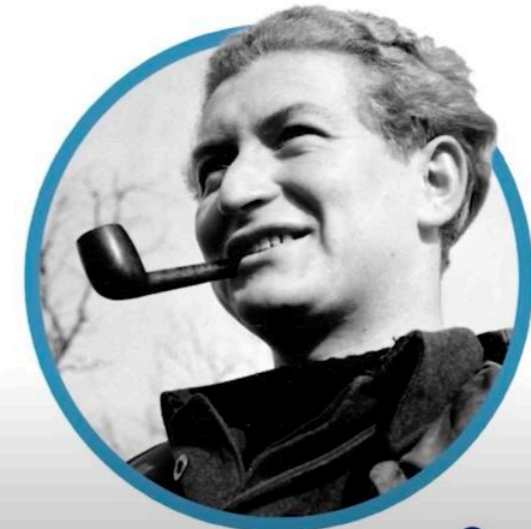
After attending further flying training, he converted to Hurricanes and was posted to 1 Squadron at RAF Wittering on 26 September 1940. After scoring successes in the last weeks of the Battle of Britain, he went on to make noteworthy contributions in air battles over Russia, the Middle East and Burma, for which he was awarded a DSO and a DFC.



In the
Midst of Things

Marshal of the Royal Air Force
Lord Neil Cameron,
Baron Cameron of Balhousie
KT GCB CBE DSO DFC

Interview conducted at the RAF Staff College, Bracknell, July 1980,
by Group Captain (later Air Vice-Marshal) Tony Mason CB CBE DL



**ROYAL
AIR FORCE**
Centre for Air and
Space Power Studies

Despite losing his flying category through illness soon after the war, he went on to a most distinguished career in the RAF. He was an instructor at RAF Staff College, PSO to the CAS, CO of RAF Abingdon, Air Member Personnel (AMP) before eventually becoming CAS himself and later Chief of the Defence Staff (CDS).

In addition to his gallantry awards (DSO, DFC), he was created a CBE, a CB, a KCB, a GCB and KT.

Cranwellians claim him as "one of theirs" by virtue of his serving as the Assistant Commandant at the College between February 1965 and September 1966.

RAFVR - College Assistant Commandant



Alan DEERE DSO, OBE, DFC*
College Asst Cmdt
3 Feb 63 - 6 Apr 64



In his autobiography, Nine Lives, the New Zealander Battle of Britain 'ace', Alan Deere, recounts how he was either shot down with a parachute descent or force landed with battle damage on no less than seven occasions - not all during the Battle. In total, he shot down 22 Luftwaffe aircraft with 10 probables and 18 damaged to his credit. In the Foreword to Deere's book, Air Chief Marshal Lord Dowding writes:

"NINE LIVES. What a title! Alan Deere must have had an exceptionally efficient Guardian Angel, who, even so, must have been hard put to it to extricate his charge from the apparently hopeless predicaments in which he was constantly finding himself."

Deere was to join the 'Big Wing' debate, arguing against Sir Douglas Bader's promotion of this fighter tactic, believing the pilots in 11 Group (closer to the enemy front than 12 Group's) had neither the time nor the opportunity to form up in a big wing to attack the enemy in numbers. He advocated the "Finger Four" formation, splitting into two pairs of two, to prosecute an effective attack.

Al Deere, as a Group Captain, was to become the Assistant Commandant to the RAF College from 3 February 1963 till 6 April 1964. He retired on 12 December 1967 in the rank of Air Commodore. We have recently found a video of a Spitfire IX in his Kiwi colours:



Reserve Officer Initial Training (ROIT) 48A - With IOTC 23

Initial Officer Training Course No 23 - 11 October 2010 – 16 June 2011
Specialist Entrant and Re-Entrant Course No 17 - 4 April to 16 June 2011
Reserve Officers' Initial Training Course No 48A - 11 March to 16 June 2011



Seventh	Off Cdt S R D Turple Off Cdt A W Henshaw	Off Cdt T Brydges	Off Cdt S J Chapman	Off Cdt A Simon	Off Cdt P Allen	Off Cdt J S Francis	Off Cdt M S Jenkins	Off Cdt T C Rose	Off Cdt W E Randle	Off Cdt R D P Stockwell
Sixth Row	Off Cdt H S Aggleton Off Cdt M A Vivian	Off Cdt R C Grocock Off Cdt J T Bagnall	Off Cdt E T Kirby Off Cdt W D Drake	Off Cdt T Cope	Off Cdt C D Towler-Dilgent	Off Cdt S D Reid	Off Cdt A S Hadfield	Off Cdt W C Buchanan	Off Cdt A D Hutchings	Off Cdt K M Hickinbotham
Fifth Row	Off Cdt M A Gumbrell Off Cdt A R Bailey	Off Cdt J M McIntosh Off Cdt A A Wright	Off Cdt J G Brooke-Bennett Off Cdt G A Parry	Off Cdt S M Worth Off Cdt M C Clarke	Off Cdt C K J Pearson	Off Cdt A D Moore	Off Cdt B T Clarke	Off Cdt J W Babbage	Off Cdt I M Kholwada	Off Cdt K Ramsingh
Fourth Row	Off Cdt A S Bakhshi Off Cdt T O Martin	Off Cdt G P Parry Off Cdt C Rowney	Off Cdt M A Williams Off Cdt P J Corlett	Off Cdt A L Dobin	Off Cdt C Lencart	Off Cdt C P Chapman	Off Cdt M J Hypolite	Off Cdt S Vickers	Off Cdt R A W Meadows	Off Cdt M J Tunell
Third Row	Off Cdt T R Griffith Off Cdt M G Burdon	Off Cdt F S B Atkinson-O'Sullivan Off Cdt E I Jenkins	Off Cdt L J Walker Off Cdt M E Morady	Off Cdt J N Atkinson Off Cdt A M O'Hara	Off Cdt D W McCarthy	Off Cdt P J Saunders	Off Cdt S J Edred	Off Cdt R E Hackwell	Off Cdt K Fleming	Off Cdt M R Gordon
Second Row	Off Cdt M C Sizcova Off Cdt R M Carrin	Off Cdt K J Steed Off Cdt C G Pearson	Off Cdt F Y Allery Off Cdt K Gibbons	Off Cdt E J Langdon Off Cdt J I Mulae	Off Cdt E L Bonnett Off Cdt R Ward	Off Cdt R Dean Off Cdt C Dixon	Off Cdt J M Sharatt Off Cdt R Arundel	Off Cdt E V Chisholm	Off Cdt F D Price	Off Cdt C L Dooley
Front Row	FS E Partyka ACMI FS B A Turner	FS R M H Lewis	Flt Lt I A B Critchon BEng RAF	Flt Lt S S Sardesai LLB RAF	Sqn Ldr P R T Gilling MRAeS RAF	Sqn Ldr T J Barnes RAF	Flt Lt K L E Upham MSc RAF	Flt Lt R L Libby BSc RAF	Flt Lt N J Clee RAF	FS C P Mears

ROIT 55 - With IOTC 39



ROIT 56 - With IOTC 41



ROIT 57 - With IOTC 44



ROIT 58 - With IOTC 46



ROIT 59 - With IOTC 48



ROIT 60 - With IOTC 51



Sixth Row	Off Cdt S R Bate	Off Cdt D J Hewitt	Off Cdt G C W Sawczuk	Off Cdt J J Penberthy-Gibbard	Off Cdt D L Perry	Off Cdt H A Neal	Off Cdt S R Swart	Off Cdt S M Waugh	Off Cdt E T A Scotcher	Off Cdt T C J Hardern
Fifth Row	Off Cdt C J L Haining	Off Cdt A G Ellis	Off Cdt J P Evans	Off Cdt S A Strachan	Off Cdt S D M Pugh	Off Cdt J A Kuht	Off Cdt R E Stanley	Off Cdt G J Connell	Off Cdt R L Morris-Prewitt	Off Cdt C J Maguire
	Off Cdt W G Freeborn	Off Cdt A J Blakely	Off Cdt M P J Dudley	Off Cdt M T Butcher	Off Cdt C J Kinates	Off Cdt N D U Farbowski	Off Cdt T A Burke			
	Off Cdt O L Sparrey	Off Cdt O Nikolov	Off Cdt C M Ripper	Off Cdt W A Spencer	Off Cdt D J Luke	Off Cdt S A Bagshaw	Off Cdt S R Molnar			
Fourth Row	Off Cdt J H Nealings	Off Cdt L Roseblade	Off Cdt B J Heywood	Off Cdt P A Thomas	Off Cdt K L Gale	Off Cdt R D Coatsworth	Off Cdt A J Williams	Off Cdt B D J Parkin	Off Cdt E W S Farrar	Off Cdt G F Timms
	Off Cdt J C Downes	Off Cdt G M Laing	Off Cdt O A S Al-Maqbali	Off Cdt M S T Fandy	Off Cdt J A Capelhorn	Off Cdt H Greenhill	Off Cdt P Raut	Off Cdt G A Mensah	Off Cdt M J Fox	Off Cdt J Chatterton
	Off Cdt J D Cuffie	Off Cdt T J Duckworth	Off Cdt C Carpenter	Off Cdt A T Austin	Off Cdt T E Jacobs	Off Cdt C J Hughes				
Third Row	Off Cdt M D Bennett	Off Cdt B J Beeley	Off Cdt H W T Beddows	Off Cdt M D Davies	Off Cdt M J Harvey-Samuel	Off Cdt B P Wildblood	Off Cdt J R Jones	Off Cdt W M Smith	Off Cdt C D Chambers	Off Cdt R E Corlett
	Off Cdt H A S Al-Hosni	Off Cdt K H Mustafa	Off Cdt M P Rees	Off Cdt L A Craven	Off Cdt T Swinson	Off Cdt J Earl	Off Cdt L D Squibb	Off Cdt R Keems	Off Cdt T D Madlick	Off Cdt S L Brownlee
	Off Cdt D P Duce	Off Cdt D P Timson	Off Cdt L Mulhearn	Off Cdt C S Walsh-Middleton	Off Cdt O D McMullan					
Second Row	Off Cdt S J Laugher	Off Cdt H L Chiffie	Off Cdt S G Malone	Off Cdt Y Al-Henian	Off Cdt Z E R Wilson-Chalon	Off Cdt S A M Swan	Off Cdt K V Elliott	Off Cdt S L Colbourne	Off Cdt R L Cook	Off Cdt D E R Dowling
	Off Cdt S D Graham	Off Cdt G S H Lowndes	Off Cdt N L Naworynsky	Off Cdt A C Billington	Off Cdt A P O'Leary	Off Cdt V E Burrows	Off Cdt E A Mayne	Off Cdt B V Frost	Off Cdt D J Haines	Off Cdt J K Parker
	Off Cdt J C Williams	Off Cdt N K Jacks	Off Cdt J L Holland	Off Cdt F E J Knight						
Front Row	FS M E Doyle	FS S M Blair	Flt Lt D J W Batey	Flt Lt M A Timlin	Flt Lt J Thom	Flt Lt H Cassidy	Sqn Ldr A P Gresham	Sqn Ldr D J Crowther	Flt Lt T Allen	Flt Lt E P Day
	Flt Lt M O Whitwham	FS R Gormley	FS M J Barrow	FS P S Reynolds						

Officer cadets of Reserve Officers' Initial Training Course No 60 were unable to participate in the photograph

ROIT 61 - With IOTC 53



1st Row	Off Cdt J D Wiseman Off Cdt T M Sayer	Off Cdt H J Horsman Off Cdt S M T Powell	Off Cdt A P Mavin Off Cdt C J Liskiewicz	Off Cdt D J Feather Off Cdt J A Beer	Off Cdt D T G Lowe Off Cdt P A Craven	Off Cdt D C T Smith Off Cdt E T Burns	Off Cdt A S M Abdou Off Cdt A Thornton	Off Cdt T A Manzer Off Cdt J P D Cunningham	Off Cdt N G Wong Off Cdt J D Blinliff	Off Cdt S A Visaden Off Cdt C M W Richardson	Off Cdt A J O'Rourke Off Cdt A Adzem
2nd Row	Off Cdt B J Maher Off Cdt C G J Cowie	Off Cdt T A Cushman Off Cdt M J Christianson	Off Cdt C G Ramsden Off Cdt D A Craven	Off Cdt F F Ampeh Off Cdt R C Duffy	Off Cdt J L Thompson Off Cdt D P Greener	Off Cdt J T Pearce Off Cdt A F R Barrow	Off Cdt K A W Cancary Off Cdt L E Cox-Freeman	Off Cdt T P Panayi-Malam Off Cdt S R Power	Off Cdt J L W Gray Off Cdt C D Mathews	Off Cdt J L Riches Off Cdt M K Hammonds	Off Cdt J W Doolan Off Cdt C J Mounfield
3rd Row	Off Cdt A M Beadle Off Cdt S Aile	Off Cdt A Kios Off Cdt J J Crichton	Off Cdt J C Drummond Off Cdt P S Squires	Off Cdt P R Eaglesfield Off Cdt A C Whitford	Off Cdt C A Haigh Off Cdt A J Rogers	Off Cdt M J Davidson Off Cdt O A Odewinde	Off Cdt D P Mellor Off Cdt J R Thompson	Off Cdt M A Bowers Off Cdt S J Haydock	Off Cdt J Kirk-Ellis Off Cdt A M Gittings	Off Cdt S W Jones Off Cdt I A Brady	Off Cdt C J Mounfield Off Cdt L Goldsworthy
4th Row	Off Cdt S L De Moya Off Cdt C J Hodder Off Cdt L Hallenden	Off Cdt H Herron Off Cdt D G Tregoning Off Cdt A L Evans	Off Cdt L F Conder Off Cdt J R Eckley	Off Cdt J R Davies Off Cdt E Chung	Off Cdt C Myers Off Cdt D Gunn	Off Cdt J L B Torrance Off Cdt S D Suschke	Off Cdt M A Graham Off Cdt S Cerrillo Hernandez	Off Cdt B S Morris Off Cdt A G W Smales	Off Cdt K S Bruce Off Cdt L E Hughes	Off Cdt C S Lane Off Cdt F G G Morrison	Off Cdt J S Mann Off Cdt J S Mann
5th Row	Off Cdt S Stephanou Off Cdt L V Jordan Off Cdt R F Charles	Off Cdt R L Cameron Off Cdt L Langton Off Cdt E G Manson	Off Cdt D C Ulyatt Off Cdt D K Lambieley	Off Cdt L E Heal Off Cdt L S N Robins	Off Cdt C P Montague Off Cdt A Furlong	Off Cdt J Jerrard Off Cdt P Kandangwa	Off Cdt E Beaton Off Cdt S A S Irving	Off Cdt K E Doran Off Cdt E L Dean	Off Cdt C Adams Off Cdt A Rowe	Off Cdt B J Whitaker Off Cdt I R Davies	Off Cdt M C Hobbs Off Cdt G J Hainey
6th Row	Plt Lt D W East	Plt Lt S Langton Plt Lt A Bellingham	Plt Lt M Rees-Martin Plt Lt M E Doyle	Plt Lt R Nevitt Plt Lt M J Barrow	Plt Lt C G Harding	Plt Lt A J Nurse	Plt Lt K J Steed	Sqn Ldr D E Jacobs	Sqn Ldr A P Gresham	Plt Lt M A Timlin	Plt Lt M D Whitham

Officer Cadets of Reserve Officer Initial Training Course No 61 were unable to participate in the photograph.

ROIT 62 - Prize Winner Officer Cadet Jim Dickie



ROIT 63 - Prize Winner



ROIT 64 - Prize Winner Officer Cadet Samual Littlejohn



Longest Serving Reservist - 99 IOT



Wing Commander **Paula S Willmot MBE FTRS** graduated from the RAF College Cranwell as an Air Traffic Control officer in March 1987, later transferring to the logistics branch.

Both as a member of the WRAF and latterly as a full time volunteer reserve - currently the longest serving Full Time Reservist in the RAF - Paula has exploited her natural communications skills to promote the standards and traditions of the RAF in which she so passionately believes and has so selflessly served.

It was Wing Commander Willmot who managed the successful merger of RAF Reserves, including a multi-million pound media campaign, and who project managed the introduction of the AWACS' logistics into UK Military Airspace and, with it, the biggest inventory held in the UK's aircraft industry.

She was SO1 Strategic Communication & Engagement at the RAF College (2018-19), drawing on her vast experience from her previous roles in media and communications positions at Honington, Cottesmore and Marham. Many members of the general public too will have heard her dulcet tones as, in her spare time, she is frequently a commentator at many airshows and air displays.

For the past five years, Paula has also been a Club Membership Committee member at the RAF Club in Piccadilly, London.



No 99 Initial Officer Training Course — B Squadron 12 March 1987

