

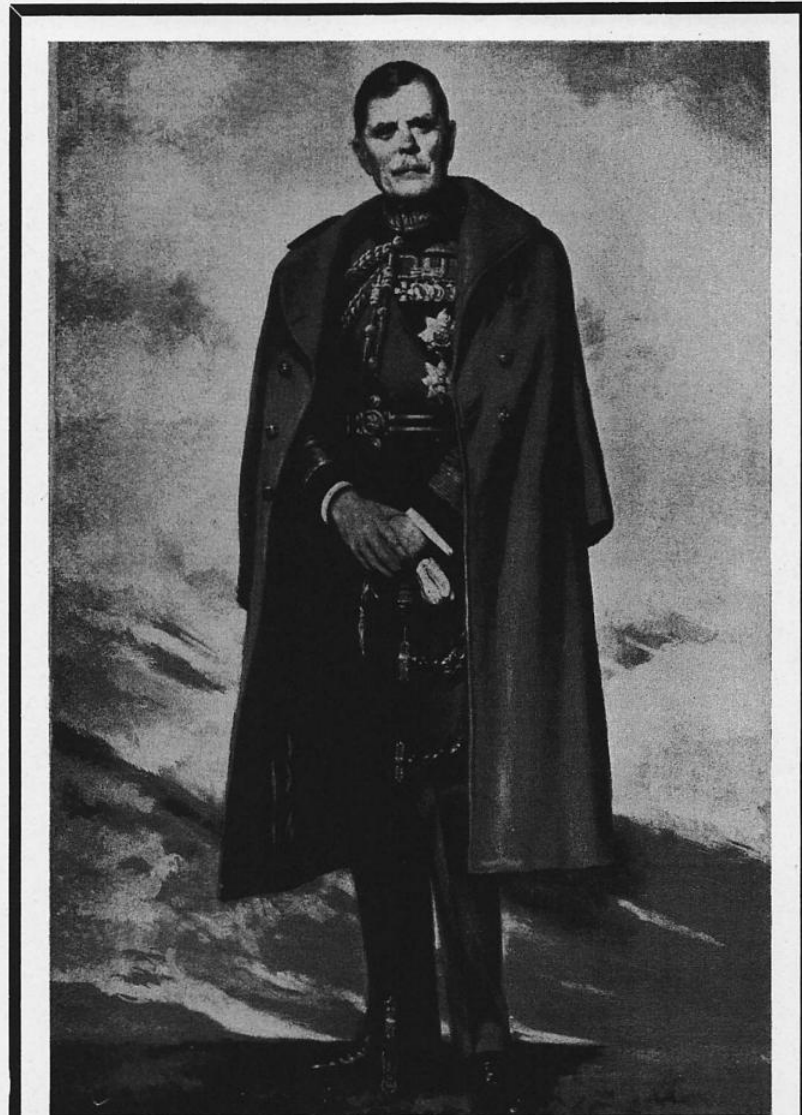
RAF COLLEGE CRANWELL

College Journal Extracts



March, June and November 1956

March 1956 - Lead Photo



LORD TRENCHARD

March 1956 - Lead Article (1)

“Nosce Te Ipsum”

(Know Thyself)

The motto of Marshal of the Royal Air Force the Right Honourable Sir Hugh Montague Trenchard, G.C.B., O.M., G.C.V.O., D.S.O., first Viscount Trenchard and Baron Trenchard, of Wolfeton, in the County of Dorset, in the Peerage of the United Kingdom, Baronet

‘This we learned from famous men,
Knowing not we learned it,
Only as the years went by—
Lonely, as the years went by—
Far from help as years went by—
Plainer we discerned it.’

(RUDYARD KIPLING—*Let us now praise famous men.*)

IN so far as any Service academy can be said to have an individual founder, Lord Trenchard was the founder of the College. In Command Paper 467 of December, 1919, at the outset of his record ten-year occupation of the appointment of Chief of the Air Staff, Lord Trenchard set out his plan for the development of the peace-time Service. With typical clarity of vision and disregard of purely political considerations he decided that what little money could be obtained for the Royal Air Force should be spent, not on the shop-window of more squadrons equipped with obsolescent aircraft and supposedly operational, but on the sure foundation of good training. In the course of the paper he said: ‘We now come to that on which the whole future of the Royal Air Force depends, namely, the training of its officers and men.’ He planned therefore, first, a Cadet College; then the school of technical training which was to be Halton; and, finally, a Staff College. In founding these he carried his case against those who on grounds of false economy hoped that the leaders of the new air service could be raised by the old land and sea service academies.

The Command Paper continued: ‘The channels of entry for permanently commissioned officers will be through the Cadet College, from the universities and from the ranks. The Cadet College will be the main channel. . . . The course will last two years, during which the cadets will be given a thorough grounding in the theoretical and practical sides of their profession, and in addition learn to fly the approved training machine. . . . The College will open at Cranwell in Lincolnshire early next year.’

It is often recounted that this particular site was chosen personally by Lord Trenchard because of its suitability as a training airfield and because of its comparative remoteness from urban distractions.

Lord Trenchard himself wrote the Foreword to the first issue of *The Journal* dated September, 1920. He wrote:

‘This is the first number of the ROYAL AIR FORCE CADET MAGAZINE, and I would like to write a few words.

‘I hope this magazine will live and prosper, and be a great help in forming and guiding the destinies of this College.

‘It was decided to form this Cadet College because it was realized from the first that such a College was the essential foundation of a separate Air Service. This College, in

conjunction with the School of Technical Training for Boys at Halton, will have the making or marring of the future of this great Service, which was built up during the war by all the gallant Pilots and Observers and other ranks who fought through it, and won a name in the air second to none in the world. It always held, and finally conquered completely, the German Air Service. If it is to continue its great work, which I am convinced we all intend that it shall do, we all realize that it has to live up to its war reputation, and we must ensure by every means in our power that it does so.

‘We have to learn by experience how to organize and administer a great Service, both in peace and war, and you, who are at present at the College in its first year, will, in future, be at the helm. Therefore you will have to work your hardest, both as Cadets at the College and subsequently as officers, in order to be capable of guiding this great Service through its early days, and maintaining its traditions and efficiency in the years to come.’

From the outset Lord Trenchard took a close and direct interest in his foundation; he was a frequent informal visitor and acted as Reviewing Officer at passing-out parades both before and after his relinquishment of the post of Chief of the Air Staff. His first formal visit in this role was with the Secretary of State for War and Air, then Mr Winston Churchill, at the first inspection of the College on 20th December, 1920. (It is interesting to note that in his report at this inspection the Commandant was even then commenting on ‘The difficulty of fitting flying training into an already overcrowded syllabus.’) His last appearance in this role was on 27th July, 1949, at the passing out of No. 47 Entry.



Lord Trenchard, with Group Captain R. C. Keary, in July 1953, shortly before he planted a commemorative tree

But Lord Trenchard delighted even more in his frequent informal visits to Cranwell and he was present at all the great occasions in the history of the College. His first visit of all took place on 23rd March, 1920, when he accompanied Prince Albert, later His Majesty King George VI, on an inspection of the new College. He was present at the opening of the main College building by the then Prince of Wales; at the 25th anniversary of the College in 1945; at the presentation of the Colour in 1948. His last appearance at Cranwell was in July, 1953, when His Royal Highness the Duke of Edinburgh visited the College and acted as Reviewing Officer at the passing-out parade of No. 59 Entry. After the departure of His Royal Highness, in a simple ceremony Lord Trenchard performed what was to be his last formal act here; he planted a commemorative tree in the south-west avenue. But he had planted more than trees at Cranwell.

Lord Trenchard founded the College; built it up as a training ground of leaders; fought for the complete realization of his

March 1956 - Lead Article (2)

vision, insisting both on the wide scope of the curriculum and on the proper surroundings in which this course would be followed, against the twin enemies of apathy and parsimony. His foresight and his almost intuitive appreciation of the trends of air warfare, coupled with his unique powers of command, his inspiring leadership and his wise choice of men to carry out his policies, enabled Cranwell to send forth that small nucleus of officers round which the Service could expand to save their country and the world.

Mention must be made of his close interest in College sport, especially rugby football. His own sporting interests centred on the horse but he regarded rugger as the most character-forming of games. Great was his delight in 1928 when the College first beat both Woolwich and Sandhurst at rugger. He and Lady Trenchard (she usually was his most welcome companion on his visits to the College) presented a cup to commemorate this occasion which is treasured with the College silver. The way in which his personality was impressed on every aspect of the College life was well represented by the simple rune that was the first unofficial motto of the College:

'You work hard ;
You play hard ;
Hugh Trenchard.'

What of Lord Trenchard the legend? Legends are carried by word of mouth—not in print. They live in the fund of memory and anecdote that illustrate the many facets that make up the full personality of a man with the force to change history. This many-sidedness was well illustrated when the writer passed on the news of Lord Trenchard's death. The first person informed was a civilian chargehand, a retired Warrant Officer. He recalled 'the Major' as a fair but fearsome Assistant Commandant at the C.F.S. at Upavon in 1913 whose 'Boom' on one occasion caused an overawed orderly to faint. The second person he informed was his wife; she recalled Lord Trenchard's kindness and courtesy to a young guest at the Hendon Air Displays of the middle thirties. Such a list could be continued indefinitely. Round the truly great there accumulate these revealing glimpses of the individual aspects that constitute the complete character of an original thinker and an outstanding leader.

The College contains many lasting memorials of its founder. Pride of place in the entrance hall is given to the noble portrait by Verpillieux (which we reproduce elsewhere); this was presented to the College in 1936 by the Old Cranwellian Association. The Trenchard Cup for Service Training is awarded to the squadron with the highest position in the final order of merit. On our shelves rests part of his library made over to our safe-keeping. Above all it has the memories of his personality and his example. He concluded his last address to the assembled College with the words: 'Believe in yourselves; believe in the Service. Each one of you must do his utmost in his particular job and make that efficient. Without that you can do nothing, with that you can do anything.' He pointed the way; he fulfilled his motto; he knew himself.

Those in their seventies and eighties still speak of their vivid sense of seeing the end of an era when Queen Victoria died. The death of Lord Trenchard, too, marks the end of an epoch—the first heroic age of air power. The vast development of air power in this period largely stems from his clarity and force.

J.F.P.

March 1956 - 66 Entry (Dec 55)



SENIOR ENTRY : DECEMBER, 1955

Left to right :

Back row : Senior Flight Cadets C. J. Wilmot, M. J. Hadyn-Walker, J. L. Norman, N. P. May

*Centre row: Snr Flt Cdt B. W. Schooling, U.O. P. D. Raeburn, U.O. P. J. Sawyer, U.O. J. Armstrong, U.O. T. J. Burns,
U.O. J. I. Barrow, Snr Flt Cdt G. C. Derby*

*Front row : U.O. M. Osborne, U.O. S. J. G. Card, S.U.O. P. Carter, S.U.O. M. J. Griffiths, S.U.O. G. C. Hubbard,
U.O. N. M. J. Fraser, U.O. A. L. Watson*

Absent : Snr Flt Cdt I. D. Bulloch

March 1956 - Passing Out Parade 66 Entry (1)

The Passing Out of No. 66 Entry

Air Member for Personnel Reviews the Parade

AT the passing-out parade of the 19 flight cadets of No. 66 Entry on Tuesday, 13th December, 1955, the College welcomed as Reviewing Officer Air Chief Marshal Sir Francis J. Fogarty, K.C.B., K.B.E., D.F.C., A.F.C., Air Member for Personnel.

Cranwell lived up to its reputation for being one of the bleakest spots in the British Isles by providing a bitterly cold and windy day. As a result the parade was held in one of the hangars instead of on the College parade ground. The event lost some of its accustomed glamour, though the spectators, muffled in greatcoats and blankets presented rather less of a distraction to those on parade than the more colourful dress of the guests at a summer parade on the Orange. Despite the rather dull atmosphere outside, despite the natural disappointment felt by the cadets, and in face of the poor acoustics of the hangar, the standard of drill was little lower than might have been expected had the parade been held in the open.

The Cadet Wing arrived outside the hangar in coaches and, after forming up by squadrons inside the hangar, marched on as a Wing. The 'A,' 'B' and 'C' Squadron Commanders were Senior Under Officer G. C. Hubbard, Senior Under Officer P. Carter and Under Officer A. L. Watson respectively. After the Queen's Colour had been marched on, a fanfare of trumpets and the General Salute heralded the arrival of the Reviewing Officer through the central doors of the hangar.

The Parade Commander, Senior Under Officer M. J. Griffiths, accompanied the Reviewing Officer throughout the inspection and then led the march past in slow and quick time. The Cadet Wing re-formed line of squadron to the tune of 'The Dam Busters March' and, after an impressive advance in review order, the Air Marshal presented the Sword of Honour to Senior Under Officer M. J. Griffiths and the Queen's Medal to Senior Under Officer G. C. Hubbard.

After the address, the Queen's Colour, and Senior Entry were marched off parade and the Reviewing Officer was escorted by the Commandant, Air Commodore H. Eeles, to the Flying Wing Parade which was held on the newly completed South Airfield.

Reviewing Officer's Address

After standing the parade easy Air Chief Marshal Sir Francis Fogarty made his address:

I am not going to address you at any great length because I see that the winters of Lincolnshire are very much the same as they were when I used to command a Flight in a rival establishment across the road. I am sure that you must be a little disappointed at not being able to show your full Parade outside, and I am a little disappointed too because I have been reading the latest edition of your *Journal* and I see that hindmost there are some modifications to certain of your Parades and I was wondering if any had been introduced to this Parade, but I would assume that this was too dignified an occasion.

I would like, then, to speak to 66 Entry. First of all if I could just say a word or two to those of you who are going direct to units where your job is to keep aeroplanes flying. I think it has been a very wise move indeed to have the Equipment and Secretarial Branches here at Cranwell because only by learning to speak the same language and growing up together can we understand each other's problems. Your particular problem on the supply side is now so terribly important in this nuclear age. We cannot have instant readiness without a highly efficient equipment and supply organisation. That organisation is entirely in your hands.

Those of you training as pilots will have two other stages to go through before you reach your squadrons. No doubt the entries behind yours are gazing quite fondly at the new advanced aircraft outside on the runway and are looking forward to that stage being done here. No doubt that will come about—I would hope in the next term.

The next stage is your operational conversion unit where you are converted to a particular operational role and then at long last you get into your squadron where you have a very long innings of flying ahead of you, taking you well into your thirties.

Operational techniques take long to acquire—three or four years to become highly efficient in one operational role alone. The high cost of training in that particular role prevents us to some extent from allowing you to change on to



The Reviewing Officer, accompanied by the Commandant, arrives to take the parade



Air Chief Marshal Sir Francis J. Fogarty presents the Sword of Honour to Senior Under Officer M. J. Griffiths



The Cadet Wing marches past in quick time

March 1956 - Passing Out Parade 66 Entry (2)

another role. That does not mean for one moment that you must not know what the other chaps are doing, because in this era we all must know exactly what everyone else has to do.

You must keep abreast of technical developments—not that I would suggest that you want to become boffins and stick your heads into every black box that comes along. But it is absolutely necessary that you are aware of technical developments, particularly in the weapons field. The air-to-air weapon is with us. The ground-to-air weapon should be with us within a few years. They would be complementary to the fighter. I doubt very much if anybody is going to find in his Christmas stocking the complicated drawings for an electronic device that is going to replace the pilot. No doubt that will be with us, perhaps sooner than many other devices which we have doubted in times gone past.

I would like to stress the importance of the Navigator who is an extremely important individual and very much the key man in our Bomber force. I sincerely hope that when Navigator training gets under way next year you will have a really good course.

It remains for me now just to wish you of No. 66 Entry all the best of good luck and fortune in the great life that lies ahead of you. Good luck to you all.

The Presentation of Wings and Prizes

On the eve of the passing-out parade the College lecture hall was filled with the usual large gathering of relatives and friends when the Commandant presented wings, individual prizes and squadron trophies to the Senior Entry. After the last trophy had been awarded, the Commandant delivered an address in which he welcomed the Commander-in-Chief Flying Training Command and the many friends and relations of the flight cadets of No. 66 Entry. He then spoke to No. 66 Entry:

I would ask you for a moment to cast your minds back to your first term at Cranwell when you arrived here as airmen cadets of Junior Entries—and a pretty frightened and uncouth lot you were. But perhaps you will also remember that shortly after your arrival here I made a point of coming to speak to you and I made to you certain points that I wanted you to absorb into your training at Cranwell. First of all I warned you that for two terms at least you were going to have a pretty hard life and in that time we were going to try and teach you the elements of discipline and of loyalty one to

another and of team work. I also said that whatever your personal standards of smartness were when you arrived at Cranwell, you would very rapidly find out that Cranwell's standards were infinitely higher, and I also said to you, if you remember, that you came to Cranwell not on your terms but on our terms and if you were not prepared to accept our terms, we had no use for you.

Well, you served your time in the Junior Entries and then again you may remember that I came and spoke to you once more, in your third term, when you were proved as a result of your work in Junior Entries and you had at last become fully fledged flight cadets of the Royal Air Force College. On that occasion I told you what the further objectives of the Cranwell course were. They were first of all to become really proficient in your professional training, either as pilots or as members of one of the ground branches of the Royal Air Force. You were also expected to broaden your intellect for future responsibilities and I impressed on you that we never intended a flight cadet to become merely a depository for uninteresting facts. Above all we wanted you to learn how to become respected officers as well as leaders of men on the ground and in the air. I expected you to build yourselves up during your training on what I would call the corner stones of enthusiasm, integrity and example. I told you that we would help you here in every possible way to get on with that job but basically the desire and inspiration to do the job well must come from you yourselves and I think I also reminded you again that Cranwell would never accept a second-rate product.

Well now, this is the third time that I am speaking to you collectively as members of 66 Entry and this time it is in public, in front of your C.-in-C., an Old Cranwellian, and I am proud to say the first one to hold the present high position of C.-in-C. Flying Training Command, and in front of the staff and your families and friends. I am going to put your minds at rest straight away by saying that I am not going to have a post-mortem on your results either collectively or individually. I always think post-mortems are rather embarrassing to the victim and certainly a messy job for the surgeon. I think you know well enough yourselves what you have personally achieved at Cranwell and I leave it entirely to your own conscience to decide whether you have really done your best in extracting everything you could from the training here, and also whether



The Reviewing Officer in blustery conditions inspects the men and aircraft of No. 3 Squadron on the South Airfield

you have really put your heart and soul into your development as the sort of officer that the R.A.F. needs.

Now I think that everybody here this evening realises with increasing awareness the tremendously vital part that air power has to play in the maintenance of peace throughout the western world, and in the safeguarding of our normal way of life. At no time in the history of the R.A.F. have higher demands been made on the skill of our aircrews or our ground personnel, or on the quality and calibre of thought for staff officers in their planning requirements and in the need to assess technical progress. Skill, leadership and brains are required in the very highest possible degree today if the R.A.F. is to carry out its tremendous responsibilities in the future. There are many ways of entering the R.A.F. and high standards are required from all methods of entry, but what I want you to realise, gentlemen, is that the service as a whole has the right to expect the Cranwell-trained officer to set the highest standards of all and the College is very jealous of that particular responsibility, and the way it tries to carry it out. If the Cranwell man does not do this and set the highest standard, either we in the staff have failed in our job, or you gentlemen have not taken advantage of the

opportunities given you here. I have no intention tonight of criticising or slanging my staff who have done a magnificent job of work and have striven devotedly in your interests throughout the whole of your training.

And neither of course can I possibly slang you yourselves. I mentioned a moment ago that I was not having a post-mortem—in any case you are as yet completely unproved and untried in the responsibilities and the tasks that you will undertake from the moment that you are commissioned officers tomorrow morning. Your testing time has yet to come so, to help you on your way and to enable you to justify the confidence that we are placing in you, I would like you all to remember just three things:

Firstly, never forget that this country will rely on you more and more in its efforts for survival in the future; never betray that trust. Secondly, never forget that as a Cranwell-trained officer you have greater opportunities and greater responsibilities than any of your contemporaries in the Service; do not let yourselves be overtaken by them. Thirdly, remember that the reputation of this College stands or falls on your personal achievements; not your achievements as flight cadets but your achievements as officers of Her Majesty's Royal Air

March 1956 - Passing Out Parade 66 Entry (3)



Pilot Officer Griffiths with the Sword of Honour talking to Pilot Officer Hubbard who won the Queen's Medal

Force; do not be the cause for the tarnishing of that reputation in the future.

That is all I wish to say to you except to bid you Goodbye, to wish you every success in your careers, and last, but not least, a very Happy Christmas.

Order of Merit

No. 66 ENTRY

General Duties Branch

- G. C. HUBBARD, Senior Under Officer: Queen's Medal; R. M. Groves Memorial Prize; J. A. Chance Memorial Prize; Dickson Trophy; Michael Hill Memorial Prize; Hick's Memorial Trophy; Shooting (Full Colours); Parachuting; Film Section.
- P. CARTER, Senior Under Officer: Phillip Sassoon Memorial Prize; Tennis (Full Colours); Fencing (Half Colours); Association Football (Full Colours); Cricket; Canoeing; Fine Arts; Chess.
- J. ARMSTRONG, Under Officer: L'Ecole de l'Air Trophy for French Studies; *Journal*; Fiction Librarian; Canoeing; Choral; Fine Arts; Engineering.

T. J. BURNS, Under Officer: Abdy Gerrard Fellowes Memorial Prize; Athletics; Association Football; Cricket; Canoeing; Sailing; Wild-Fowling.

M. J. GRIFFITHS, Senior Under Officer: Sword of Honour; Athletics (Captain, Full Colours); Cross-Country (Captain, Full Colours); Hockey; Debating; Sailing.

S. J. G. CARD, Under Officer: Association Football (Full Colours); Athletics (Full Colours); Rugby; Judo; Canoeing (Secretary); Speleology; Gliding; Choral; Parachuting.

N. M. J. FRASER, Under Officer: Royal United Services Institute Award; Athletics (Full Colours); Association Football; *Journal*; Canoeing.

P. D. RAEBURN, Under Officer: Alasdair Black Memorial Trophy; Hockey; Ski-ing (Captain and Secretary); Canoeing.

P. J. SAWYER, Under Officer: Athletics; Printing; Canoeing (Captain and Secretary).

C. J. WILMOT, Senior Flight Cadet: Association Football; Speleology; Dancing; Scottish Country Dancing.

N. P. MAY, Senior Flight Cadet: Hockey (Full Colours); Rugby (Half Colours); Cricket (Half Colours); Gliding (Secretary); Film Section; Choral; Music.

B. W. SCHOOLING, Senior Flight Cadet: Rowing (Half Colours); Boxing (Half Colours); Association Football; Sailing; Photography.

J. L. NORMAN, Senior Flight Cadet: Rugby; Gliding; Fine Arts; Radio; Aeromodelling.

I. D. BULLOCH, Senior Flight Cadet: Rugby (Half Colours); Jazz; Gliding; Mountaineering; Engineering.

G. C. DERBY, Senior Flight Cadet: Shooting (Full Colours); Rugby; Mountaineering; *Journal*.

Equipment Branch

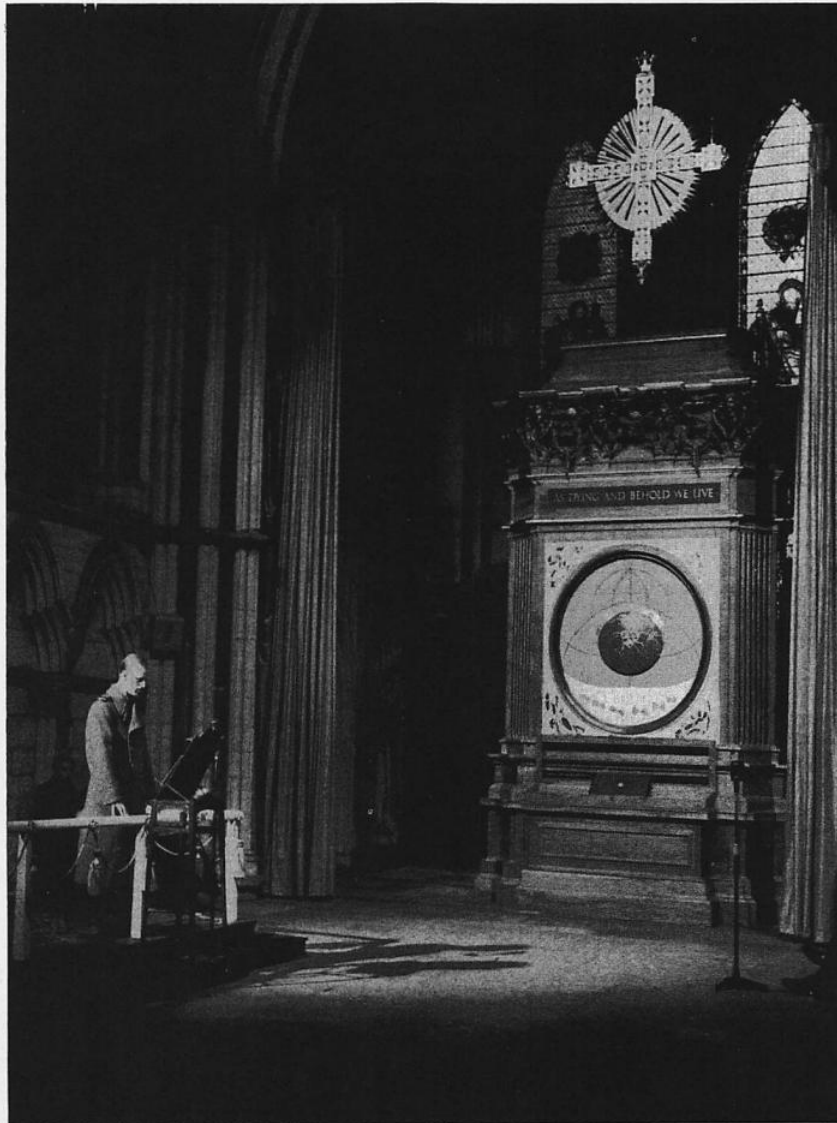
A. L. WATSON, Under Officer: Air Ministry Prize for Imperial and War Studies; Association Football (Half Colours); Athletics (Half Colours); Sailing; Speleology; Photography; Film Section.

J. I. BARROW, Under Officer: Air Ministry Prize for Equipment Studies; Shooting (Full Colours); Speleology; Jazz; Choral; Sailing; Gliding; Engineering.

M. OSBORNE, Under Officer: Athletics (Half Colours); Association Football; Sailing; Music; Speleology.

M. J. HAYDN-WALKER, Senior Flight Cadet: Swimming (Full Colours); Rugby (Half Colours); Dramatic; Speleology; Sailing; Riding.

March 1956 - Second Article (1)



His Royal Highness the Duke of Edinburgh delivering the funeral oration by the Memorial

The Unveiling of a Memorial to Fallen Airmen, 1939 to 1945

Cranwell at York Minster

ON Tuesday, 1st November, 1955, His Royal Highness the Duke of Edinburgh visited York Minster where he unveiled a memorial to 18,000 airmen of many nationalities, who, while operating from bases in Yorkshire, Durham and Northumberland, were killed in the Second World War. Forty-eight flight cadets and cadets were privileged to act as ushers to three thousand people from many parts of the world.

The previous day, Monday, 31st October, we, the forty-eight cadets, assembled in the Navigation room to be briefed on our duties. The problems involved in seating 3,300 people in one and a half hours seemed immense.

The next day, after an early breakfast and a long journey, we arrived at York Minster at a quarter past ten. We were shown our areas of responsibility and were then addressed by the Dean who thanked us for our help and reassured us about our duties. On all sides the finishing touches were being put to the preparations. Scaffolding still stood about the memorial; people were quietly and systematically laying seat names on the chairs in the nave for the distinguished visitors; the organ echoed round the vaulted roof as it accompanied the choir in practice; at the High Altar, the colour party, bearing the Royal Air Force Ensign, rehearsed in slow time.

We left this breathless scene to return at a quarter past one, having had a quick lunch at Royal Air Force, Church Fenton. As soon as we had taken up our positions the doors were thrown open and the queues started to file in.

The service which followed was touching in its simplicity. The music rising to the roof and swelling throughout the beautiful old Minster. The first lesson, from Ecclesiasticus, was read by the Chaplain-in-Chief, the Reverend Canon A. S. Giles:

'Let us now praise famous men and our fathers that begat us. The Lord hath wrought great glory by them through his great power from the beginning. . . .'

After the Magnificat, to Noble, Marshal of the Royal Air Force The Lord Tedder read the second lesson from Revelations:

'After this I beheld, and to a great multitude

which no man could number of all nations, and kindreds, and people, and rogues, stood before the throne, and before the lamb, clothed with white robes and palms in their hands.'

In his tribute to those whom the memorial commemorates the Duke of Edinburgh recalled some sentences spoken by Pericles of Athens in 430 B.C. in a funeral oration for the young Athenians who had fallen in action during the first year of the Peloponnesian War:

' . . . and they, by their courage and their virtues, have handed on to us a country that is free. They certainly deserve our praise. For it was not without blood and toil that they handed it down to us of the present generation. . . . We are capable at the same time of taking risks, and of estimating them beforehand. The man who can most truly be counted brave is he who best knows the meaning of what is sweet in life, and then goes out undeterred to meet what is to come. It is for you to be like them.'

While the choir sang an anthem specially composed for the occasion by Mr Francis Jackson, His Royal Highness moved over to inspect the memorial. It stands some fifteen feet high and is in the form of an astronomical clock: its walnut cabinet blends well with its mature surroundings: its futuristic face, depicting the planets surrounding the earth, pays fitting tribute to the deeds and ideals of the airmen whom it commemorates.

The service concluded, the Duke headed the procession down the nave towards the west door, stopping frequently to talk to relatives of the men who had died. When he, the civilian dignitaries and senior Service officers had left, the congregation formed a long line stretching right round the Minster and out into the road, waiting to file past the memorial. They moved slowly, some placing wreaths and flowers on the dais, others pausing at the foot of the memorial, to stand, for a moment, in silence before moving slowly on.

So our duty in the Minster was finished and as the last of that long file departed we left the Minster, and York, to return to Cranwell. It had been a memorable day.

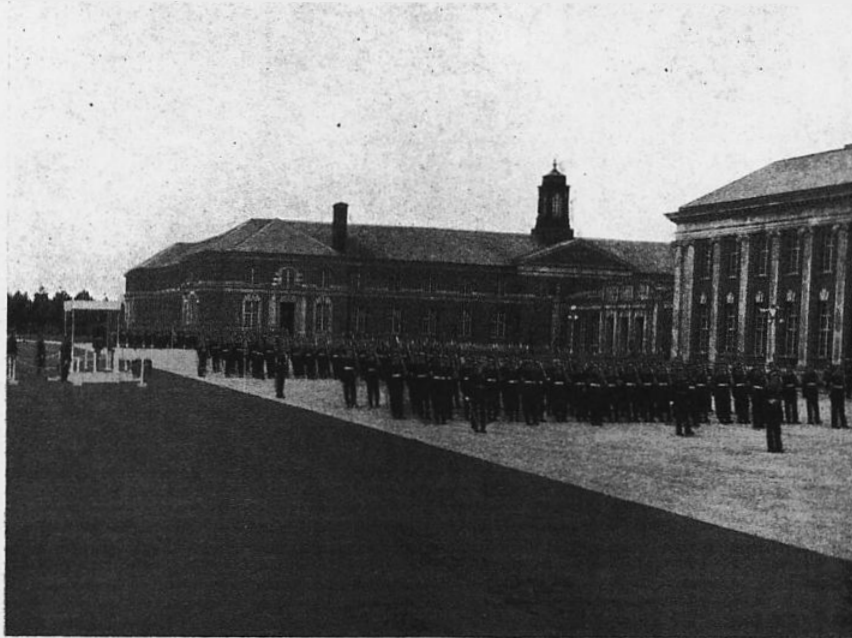
June 1956 - Lead Photo



AIR COMMODORE T. A. B. PARSELLE, C.B.E.

Commandant Royal Air Force College

June 1956 - Passing Out Parade 67 Entry (1)



The Reviewing Officer taking the salute at the March Past of the Cadet Wing

Now, of course, being an ex-cadet, there is a serious temptation to try and compare the present with the past, to say how well you are doing compared to the way we did, but I am not going to do that—out loud anyway—partially because comparisons are odious, partially because if I told you what I think it might be bad for discipline. Instead I am going to tell you a story. Some five or six years ago I was sitting watching one of these Graduation parades. Sitting just behind me was the person who was the Cadet Wing Sergeant Major; we used to call him a lot of other things as well—but his official title was Cadet Wing Sergeant Major. When on this parade the Cadet Wing performed some manoeuvre, I turned round to him and I said: 'Almost as good as in our day.' He said: 'Much better, sir.' I said: 'You old traitor,' to which he replied: 'Well, wouldn't you expect them to be better? I trained the Commandant.' I am sorry that he

is not with us today. He would probably expect to be viewing a still higher standard of parade having trained the Commandant, your C.-in-C. and your Reviewing Officer.

There are two things I want to say to you this morning. The first relates to rumours which keep reaching me that young G.D. officers are anxious about their future in the Service when 'push-button warfare' becomes the order of the day. The answer to this sort of anxiety is to say that push-button warfare is a long way off. Now there are two implications which flow from that answer. One is that it may be a long way off, but when it does come your anxieties are fully justified. The other is the implication that for that very reason the R.A.F. is not anxious to modernize itself and to substitute these weapons for aircraft. I just want to let you know that nothing could be further from the truth. We want these weapons and we are

pressing for them. We want them as soon as we can get them provided that they can do the job better than the aircraft. That is the first point.

The second point is this. Even when we do get them to the maximum extent they cannot, even in the roles for which they are useful, replace the aircraft altogether. And for most roles they cannot replace the aircraft at all. I think you should know that. Consequently the amount of flying which you and your successors are going to do will be the same as has been the case in the past. Any reduction in flying which takes place in the R.A.F. will be a reduction in the amount of flying done by those officers who are not on the full strength of the R.A.F. You will have the same privilege of displaying in the air the enterprise, the gallantry and devotion to your country which has been the privilege of your predecessors. There is only one real difference between now and those past years and that is that in those days only very few people, Lord Trenchard and perhaps one or two others, foresaw the potential of air power. Now this is recognized by the world at large.

Secondly, a word of advice, which I am told is customary at this stage in the proceedings—even though your heads must be bulging with good advice, and I hope also with good intentions. What should those intentions be? Always to be a credit to this College, to your Service and to your commission. Yes, of course. Again we expect that of you, but that does not mean that it is easy. At your age I think you want something a little more practical and more immediate to encourage you to the highest efforts at each stage of your career. The advice I would give you is simple. At least it is simple advice to give; I do not say it is simple advice to follow. I merely say to you, fill every appointment you are given with all your energies, loyalty and efficiency. Do not worry about the appointments you might have had. Do not worry about the appointments your friends have got. Do not worry about how your current appointment is going to affect your future career. Remember there is often much more benefit to be derived from doing an unpleasant job than from doing a pleasant one. Success in an unpleasant job is much more rewarding than it is in a pleasant one, and we expect officers to be able to do unpleasant jobs efficiently, willingly and with their whole hearts.

You are now passing out into a service that has already saved this country from disaster once in its relatively short life. In our business things do not stand still. They move very fast, literally and metaphorically. You must see that you keep your minds alert, flexible and always looking ahead. It is only so that the R.A.F., this great service in which you will exert an ever increasing influence, can carry the load which now rests so firmly on its shoulders.

It now remains for me to wish each and every one of you in No. 67 Entry every success in the Service which is your choice, and I do so on three counts. I wish you success as graduates from this College; I wish you success as members of the R.A.F., and, above all, I wish you success as officers holding Her Majesty the Queen's Commission with all the responsibility and trust that that implies.

God bless you all.

Wings' Ceremony

On the eve of the Passing-out parade, many relatives and friends of No. 67 Entry, as well as College and Station officers, attended the Presentation of Wings and individual prizes and Squadron trophies in the College Lecture Hall.

The presentations were made by Air Commodore H. Eeles, for whom it was both an important and sad occasion—his last Wings' Ceremony. In his speech he imparted to his audience some of the emotions he was feeling. The Ceremony ended on an unusual note with a speech from Under Officer Daley, on behalf of the Cadet Wing, in appreciation of Air Commodore and Mrs Eeles' service to the College.

In his speech Air Commodore Eeles said:

Ladies and Gentlemen.

This day, Monday, 9th April, 1956, is a day that I shall remember for a long time because it is the last occasion on which I shall preside at one of these family occasions of the College; and on this last occasion when I carry out these duties it pleases me particularly to see so many friends and relations of the passing-out entry present with us tonight. Without their presence this ceremony would not have nearly the same spirit or pleasure for those taking part, and we are most pleased to see you all here with us.

Each term I find myself presenting the same prizes and a large number of wings to the qualifying flight cadets and it is a task that never palls so far as I am concerned, because the prizes denote the recognition of another term's hard work on the part of the flight

June 1956 - Passing Out Parade 67 Entry (2)

cadets and the award of the wings is indicative of the apprenticeship which has been well and truly served by the G.D. flight cadets. The R.A.F. Wings are a pilot's passport throughout the world of flight, and I for one, will never tire of welcoming new members into that highly individual but very closely knit community of pilots who fly aeroplanes. I extend also my congratulations to all the Equipment and Secretarial flight cadets who have qualified in their training, but particularly to you G.D. flight cadets, and I only hope that you will prove worthy of that most jealously guarded symbol of a pilot's expertness that is the R.A.F. flying badge.

I would like to make three further comments on the term's work because it has been a somewhat exceptional term so far as the R.A.F. College has been concerned. The first point of interest is the fact that in our Order of Merit, which includes all types of training at the College, the first eight places in it have been filled by our Under Officers. Now that, to my knowledge, has never happened before and I have been wondering ever since what it signifies. Have the Under Officers worked

harder than usual or have they been lazy in their Under Officer duties in preference to their work! I have yet to find out what the right answer to that is, but it is most gratifying to have our Under Officers, who have many additional tasks to perform, filling not less than the first eight places in the Order of Merit of No. 67 Entry. Then again, the spread of the prizes themselves has been significant; we have had a number of flight cadets coming up to receive their prizes this evening, and in my opinion the fact that so many flight cadets have received prizes in No. 67 Entry denotes a first class entry. I am always suspicious of the entry that leaves Cranwell with just one flight cadet carrying away all the prizes; either he has had no competition or else there is something unhealthy about the rest of the entry.

Thirdly, the fact that I have awarded the cup for the Sovereign's Squadron to 'C' Squadron this evening for the third time running is, I think worthy of note. This has never happened in my time at the College—it has happened before when 'B' Squadron in the dim distant ages achieved that distinction,

and my only words on this occasion are that while I hope 'C' Squadron will continue to keep it, I wish the best of luck to 'B' Squadron to recapture that distinctive record in the future.

I also want to place on record my appreciation of the way in which last term's problems at the College have been surmounted. In addition to a major reorganization in the life of the College and a recasting of the syllabus and our programme of work we have introduced jet training to the senior year flight cadets of the College. This has been a gigantic task so far as the College is concerned, affecting both the staff and the flight cadet wing, and the fact that these many innovations have worked so well during the current term in spite of very difficult conditions reflects the greatest credit on everybody who works at Cranwell. The changes that we have had to introduce involved more than a year's hard preparatory work on the part of the staff, and all that work had to be in addition to the normal routine of the College. I am most grateful to the whole of my staff for the way that they have shouldered that additional burden and for the way they have carried it out. I am sure that no one here would begrudge me if I make mention of one particular officer in that respect and that is our late C.F.I., Wing Commander MacDougall. To him fell the responsibility of planning and introducing jet training for the R.A.F. College, and it was very much due to his care, thoroughness and foresight during last term and this that we have been so successful in our Vampire training today; I think some small recognition of his hard work is due tonight.

Now for you gentlemen of No. 67 Entry Cranwell's worries and tribulations are over, and I hope from now on you will have many pleasant memories of the College, but at the same time I do not think that you ought always to look back on the pleasant times that you have had at Cranwell. You must also face the future and prove yourselves to the R.A.F. to whom you will now owe your allegiance rather than to the R.A.F. College itself. I believe that Cranwell has taught you the right way to do that and your minds will be full of good intentions to do the right thing. However good these intentions are, I feel that they will have to be backed up with certain other qualities of which I would suggest to you the qualities of AMBITION and INSPIRATION are probably the foremost. What about ambition? In addition to the normal definition of the word

which is the personal desire to do well, ambition indicates as well a desire to find fresh fields to conquer. Now the R.A.F. is a fighting service both in peace and in war. In war we fight the Queen's enemies; in peace-time we fight other things as well. We fight the elements we fight the unknown mysteries of science and we also have to fight on frequent occasions the prejudices of other people; this has given the R.A.F. its manhood and it is this that has made the R.A.F. what it is. It has been made to become enterprising, stouthearted and resolute because it knows how to fight in peace and in war. You can see that by the achievements of the R.A.F. from year to year. Every year as you look back and read of what the R.A.F. has done throughout the world it is easy to see that this fighting spirit is alive today. I therefore ask you gentlemen of No. 67 Entry always to remember to be ambitious and to keep your mind and your body in full fighting trim, both in peace and in war; otherwise these good intentions with which you are leaving Cranwell will evaporate, and as a result the service to which you belong will wither away.

Now what about the problem of INSPIRATION? I feel that the opening of this year and the beginning of this term saw the close of the first chapter of Cranwell's history. In February our great founder died. He was full of years and full of honour at that time but, still more important, he was full of fight for the things in which he believed. He himself lived long enough to see the College which he created justified both in peace and in war, and what is more, when peace came again he had the great satisfaction of seeing the destiny of the great Service he created handed over to one of your predecessors at the College.

In the pages of this history of Cranwell are recorded countless exploits of gallantry and skill and high endeavour which have culminated in the vindication of Lord Trenchard's creed and belief in the College. Don't you think that that first chapter of Cranwell history might well have been titled after our own motto 'Superna Petimus' to 'seek the heights'? We started in that first chapter from very small beginnings and now we have become established in the face of the world. If this is the close of the first chapter, the next chapter has still to be written, and come what may, it is bound to be written somehow or in some way and in it your exploits will be recorded for



The Chief of the Air Staff with his son, Senior Under Officer A. A. Boyle, after the parade

June 1956 - Passing Out Parade 67 Entry (3)



The Chief of the Air Staff talking to Under Officer A. R. Pollock, 'A' Squadron Senior Entry

The Reviewing Officer presents the Sword of Honour to Senior Under Officer A. A. Boyle

better or for worse and the ultimate title of that second chapter will become your responsibility to draft and inscribe. What better inspiration, therefore, can you have for writing the next chapter of Cranwell's history than to think back and read the record contained in the first.

And so at the close of this first chapter both you and I are leaving the College. It is a great moment for you, a sad one for me, but undoubtedly tomorrow's occasion when you pass into the Service as commissioned officers will be an inspiration to us all.

May I wish that that inspiration which you will receive tomorrow will remain with you throughout the whole of your careers and may success and victory in your fights attend you wherever you may be.

Order of Merit

No. 67 ENTRY

General Duties Branch

- T. W. TURNILL, Under Officer: Queen's Medal; R. M. Groves Memorial Prize; J. A. Chance Memorial Prize; Hockey (Half Colours); Dramatics; Angling (Captain); Photography.
- J. McVIE, Senior Under Officer: Abdy Gerrard Fellowes Memorial Prize; Shooting (Captain, Full Colours); Dancing.
- A. A. BOYLE, Senior Under Officer: Sword of Honour; Hockey; Gliding (Captain); *Journal* (Editor); Debating (Secretary).
- F. W. DALEY, Under Officer: Phillip Sassoon Memorial Prize; Royal United Service Institute Award; Rugby (Captain, Full Colours); Mountaineering.
- A. R. POLLOCK, Under Officer: Boxing (Full Colours); Pot-holing; Mountaineering; Riding; Canoeing; Ski-ing; *Journal* (Deputy Editor).
- T. N. KING, Under Officer: Air Ministry Prize for Imperial and War Studies; Rugby; Cricket; Dramatics (President); Canoeing; Ski-ing.
- G. A. TALBOT, Under Officer: Field Shooting (Captain); Ski-ing; Riding.
- P. P. CROWTHER, Under Officer: Debating; Canoeing; Dramatics; Dancing; Gliding.

P. J. FAID, Senior Flight Cadet: Dickson Trophy; Michael Hill Memorial Prize; Rowing; *Journal*; Sailing (Captain); Riding; Ski-ing; Pot-holing; Photography.

J. C. EMTAGE, Senior Flight Cadet: Rowing (Full Colours); Beagling; Ski-ing; Dramatics; Choral.

M. D. PORTER, Under Officer: Cricket (Captain, Full Colours); Rugby (Full Colours); Soccer.

W. R. THOMAS, Senior Flight Cadet: Rugby (Half Colours); Fine Arts; *Journal*; Aero-modelling; Photography.

H. W. J. RIGG, Under Officer: Pentathlon (Captain, Full Colours); Rugby (Full Colours); Fencing (Half Colours); Mountaineering; Canoeing.

D. A. CHRISTIAN, Senior Flight Cadet: Canoeing; Aeromodelling.

C. W. BRUCE, Senior Flight Cadet: Hockey (Captain, Full Colours); Mountaineering; Canoeing; Photography.

J. R. HALL, Senior Flight Cadet: Beagling; Field Shooting.

R. G. FORBES, Senior Flight Cadet: Swimming (Half Colours); Mountaineering.

R. I. STUART-PAUL, Senior Flight Cadet: Boxing (Half Colours); Pot-holing (Secretary).

Q. M. B. OSWELL, Under Officer: Rowing; Beagling (Captain); Dramatics; Jazz; Choral; Riding.

C. COOMBS, Senior Flight Cadet: Aeromodelling; Dancing; Canoeing; Gliding.

M. J. B. LAWRENCE, Senior Flight Cadet: Athletics (Full Colours); Cross-Country (Half Colours); Mountaineering; Canoeing.

Equipment Branch

M. G. BLINMAN, Senior Flight Cadet: Air Ministry Prize for Equipment Studies; Beagling; Canoeing.

T. DURNFORD, Senior Under Officer: Hockey (Full Colours); Sailing; Jazz; Debating; Fine Arts; Choral.

D. M. M. PERERA, Senior Flight Cadet: Cricket (Full Colours); Boxing; Photography.

Secretarial Branch

J. E. ABRAHAM, Senior Flight Cadet: Air Ministry Prize for Secretarial Studies; L'Ecole de l'Air Trophy for French Studies; Debating; Chess; Pot-holing; Canoeing.

June 1956 - Lead Article

Three Ages of Cranwell

IT was spring, and the Lincolnshire countryside was beginning to grow green again, when a young lad journeyed to Cranwell Lodge farm where Mr Usher Banks lived. With a carpet bag filled with his possessions slung over one shoulder he made his way slowly towards Cranwell village. The first part of his journey was by carrier's cart, a four-wheeler with seats along the sides and back, covered over by a large tarpaulin sheet. It could hold about twenty people and their luggage and was pulled by a horse which on this occasion was encouraged to forsake its lazy walk for a quick trot.

When the cart arrived at Cranwell the passengers dismounted and proceeded further on foot for the road ended there. The young lad saw a few cottages, two or three farmsteads, and a pond near the small church. Realizing that he was a little lost, the carrier came over to him and said:

'Yours Cran'el Lodge? There—in the middle of yon wood. You'll see it better when you turn that bend. Good luck to you, boy—you'll find him a good boss.'

He reached the top of the hill and turned the bend, and there before him lay Cranwell, acres and acres of fine farmland encompassed by stone walls that ran like ribbons across the countryside to make a beautiful green and brown jigsaw puzzle, broken here and there by the darker green of clumps of trees. There was no road, only a cart track. He set off stumbling a little over the rough surface. At the edge of a wood he came to three stone cottages occupied by some farmhands.

On the left a little further up the track stood Cranwell Lodge, and under the tree at the entrance to the farmyard was a group of farmhands singing:

'The sun went down behind yon hill,
across yon dreary moor.

When weary and lame a lad there came,
up to a farmhouse door.

Can you tell me if any there be
that will give to me employ.

For to plough and to sow, to reap and to mow
And to be a farmer's boy.'

As he drew nearer the song grew clearer, and he wondered if they knew of his coming. When he reached the group the bearded foreman left his kitchen to welcome him and to invite him in to eat. Afterwards he was introduced to the group who had been singing, and taken on a tour of the farm buildings. The grey sombre stone of the

high walls guarding the fields made a deep impression on him, and that night he dreamed of them.

The next morning he rose early to go to work in the paddock. To his dismay what he thought to be a small enclosure was a field of 100 acres! He was happy with his work, learned much about farming, and time flew by. But after a while he found that the stone walls oppressed him. He longed for an uninterrupted view. So he left and enlisted in the Royal Lincolnshire Regiment and the walls became a memory.



But his peace did not last for long for war was declared in 1914 and he went abroad with his regiment to see service in France, where he won the Military Medal, and in Gallipoli. While in France and on one of his leaves from the front line trenches he visited one of the headquarters of the Royal Flying Corps. There he was introduced to aeroplanes and learnt to identify enemy and Allied aircraft. Later he went for his first flight in one of the R.E.8's. During another of his leaves he returned home to England and to Lincolnshire. While he was resting from the rigours of trench warfare he met an officer from the Royal Naval Air Service at Cranwell who invited him to visit the station. Mr Banks' farm had become H.M.S. Daedalus.

He caught the 'Liberty Boat' from Slea River Station, and as that 'puffing billy' of a train gathered speed, he thought how much more comfortable travel was by train than by carrier's cart, even though they dismounted several times to allow the train with its heavy load of carriages to puff up the many steep inclines. Eventually he arrived at Cranwell to be met by the officer.

He was shown round the station and marvelled at the transformation. Dominating the scene, high on stilts stood a big water tank near the old farmyard. Hundreds of long low huts spread out in all directions, and in the distance he could see the huge hangars housing the airships. He was shown round the Lighter-than-Air Sheds standing near Bristol Wood and inside he saw the silver

cigar of a large airship, and several smaller ones, used to patrol the North Sea.

Emerging from the hangar, he looked eastwards towards Cranwell village and saw green grass stretching away into the distance. Gone were the acres of arable land and with them the walls which had so dominated his existence. As he walked back towards the station with the conducting officer many thoughts passed through his mind, in particular he thought about walls and trenches and the war in France.

Thanking the officer for the interesting visit he returned thoughtfully to Sleaford, pulled by the puffing billy. When his leave expired he went back to those trenches stretching like furrows from the North Sea to Switzerland.



The declaration of peace in 1918 brought home our soldiers and, after a period in Ireland, he left the Army after seven years of adventurous service, returned to his native Lincolnshire, and entered Air Ministry employment at the new Royal Air Force Cadet College at Cranwell.

Cranwell had changed yet again. The Lodge was occupied by the Commandant, the stone cottages by the Air Ministry Directorate General of Works, and the farmyard by the mechanical transport section. The Lighter-than-Air sheds had disappeared, leaving behind the concrete stumps of their foundations. The long low huts were now occupied by young cadets, the future leaders of the Royal Air Force. Amidst all this change, the tree in the farmyard beneath which the farmhands had sung on his first visit still stood a little older, and a little more gnarled.

The next few years were chequered with incident as the young Royal Air Force College grew up. Many pioneer flights such as those to Karachi and Capetown started from the airfields of Cranwell. Aircraft improved in design and performance—the days of the Avros and Bristols were soon over. He watched this progress with deep interest, and followed the careers of the Cranwellians, who, passing through the College entered commissioned service and ultimately achieved high rank. When Cranwell was visited by royalty on many occasions he had the privilege of meeting them.



Mr Albert Clay, M.M.

He is still at Cranwell. The agricultural scene of many years ago has been displaced by the fine new buildings which house the cadet wing. The cart track has been made into a metalled road; the steep gradients of the railway line have been levelled; both improvements perhaps using the grey stones from those sombre walls. And now, as the Vampires scream in take-off from the concreted south airfield, and as a former cadet takes up his appointment as Chief of Air Staff, we leave him, sitting in his little office, thinking back on a life full of service, and of Cranwell in three ages.



November 1956 - Lead Photo



THE ARRIVAL OF FIELD-MARSHAL THE VISCOUNT MONTGOMERY OF ALAMEIN
Cranwell, 31st July, 1956

November 1956 - Passing Out Parade 68 Entry (1)

Passing-Out Parade of No. 68 Entry

*Speeches by Field-Marshal the Viscount Montgomery
of Alamein and the Commandant*

THE College welcomed Field-Marshal the Viscount Montgomery of Alamein, K.G., G.C.B., D.S.O., as the Reviewing Officer at the passing-out parade of 21 Flight Cadets of No. 68 Entry on 31st July 1956.

The weather as usual acted contrarily. The final practice fair-weather parade had to be abandoned due to torrential rain. The final practice wet-weather parade was carried out in a hangar while outside the sun shone down from a cloudless sky. It was therefore assumed that the worse the weather seemed, the less chance there was of rain—an assumption which is causing disquiet in the meteorological office. However, on the day, in spite of overcast skies, the rain held off until the final moments, allowing the parade to run with its accustomed smoothness and precision.

The Cadet Wing marched on parade by squadrons; 'A' Squadron led, followed by the Sovereign Squadron, while 'B' Squadron brought up the rear. The squadrons were commanded by Senior Under Officer D. C. G. Brook, Senior Under Officer J. E. Nevill and Under Officer D. J. H. Collins, respectively.

A beautifully timed flypast by a formation of 16 Vampires of the Advanced Flying Wing heralded the approach to the dais of the reviewing officer.

After the advance in Review Order, the Field-Marshal, after inspecting it thoroughly, presented the Sword of Honour to Senior Under Officer J. H. Constable and the Queen's Medal to Under Officer J. L. Blackford.

In his address to the Cadet Wing the Field-Marshal said:

The Reviewing Officer's Address

I would like to say how very honoured I am to have come here today to see you at the College. I have been to most places in the world but I have never been here before—so I suppose I can now say I have been everywhere in the world and that is a great thing to be able to say!

I would like, first of all, to congratulate you on this Parade. I think the standard of turnout and the drill and the manoeuvres and movements that you have been doing are quite first class.

I have seen a great many parades in my time in the Army but I have no hesitation in saying that what you have put on this morning is quite first class and I think I am not a bad person to tell you that, being a soldier and not belonging to the Royal Air Force. Possibly if an Air Marshal told you, you would not believe him, but if I tell you, you know it is true and I would be delighted if you would tell anybody you like that I said so. I think that the fact that you have paraded in a splendid way today reflects very great credit on those who are responsible for your instruction in such matters. I was particularly honoured that the Band played my regimental march—of course, that would be quite enough to ensure a first-class parade.

Now you are of the R.A.F. and I am a soldier, but I would like to tell you that although I am a soldier I am a tremendous believer in Air Power and in centralizing command and control of Air Forces so that they can be wielded as one mighty weapon. The greatest asset of Air Power is its flexibility and you destroy that once you split up Air Forces and place them under the command of soldiers or sailors. I hold the view that command and control of Air Forces must be centralized under Air Force command. I am a soldier and you will find that some armies today want to have their own air force. They should not be allowed to do so and you can tell anybody you like that I said this.

I would like to deal with another subject. I have been a long time serving in the armed forces of the Crown as a soldier and I have learned many things in my time, and I would like to pass on to you something that might possibly be of use to you in your future career, and what I have to say has to deal with the subject of leadership. When you leave this College the first thing you have got to do is to fight a battle, and it will be rather different to some of the battles that you have been studying. The battle will be for the hearts of your men. Rather a different sort of battle. The hearts of your men. But if you win that battle and subsequent similar battles as you go forward in your career then your future in the R.A.F.



The Reviewing Officer presents the Sword of Honour to Senior Under Officer J. H. Constable and The Queen's Medal to Under Officer J. L. Blackford

can be very bright. If you lose that battle you will have a difficult time. How are you going to win the battle for the hearts of your men? How will you do it? Well let me try to help you. I think the first thing you have to remember is that bottled up inside men are great emotional forces, and I use the expression "bottled up" because it means that they are inside a bottle and they cannot get out. Now when you are dealing with men you have got to remember that this emotional force must have an outlet, and that outlet has got to be one which is positive and constructive and which warms the heart. You have got to warm the hearts of your men and if your approach to this problem of human relationship is cold and impersonal, then you cannot win. But if you can prove to your men that their best interests are safe in your keeping—in peace or in war—then you gain their trust and their confidence and there is nothing you cannot do.

I think you have got to remember that leadership is based on truth and on confidence. Always speak the truth to those under you. Once you fail to speak the truth to your men you lose their confidence and then you cease to be of value as a leader. In the late war I did not always tell *all* the truth to the

soldiers under my command. It was not necessary to do so and it might well have compromised security. I told them enough for their needs but what I did tell them was always true and they knew it and that established a sort of bond and confidence between us.

You will find that when the battle is fierce and hard and conditions are almost unendurable, the British fighting man goes tranquilly on his course. Some people think that he does that because of the cause for which he is fighting. I very much doubt that myself. When conditions are almost unendurable and the battle is fierce and hard I do not think that it is some abstract reason or cause that keeps the soldier in the battle. I think it is because he knows he can rely on his leaders to dominate the events that surround him and it is because he gains strength and courage from his comrades. And these two factors of leadership and comradeship, closely linked to discipline, keep the fighting man firm in the battle, and I would recommend you to study leadership and comradeship.

Now some of you are passing out and going on your way and I would like to wish happiness and success to all of you who leave Cranwell today. It may well be that some of you think

November 1956 - Passing Out Parade 68 Entry (2)

that during your time here you have not received the promotion or the reward that you ought to have received here. If you do, I can tell you that I felt exactly the same when I left Sandhurst. I felt that I had not been appreciated. I started very well by being made a Corporal, I was very pleased. But I was very soon reduced to the ranks. I thought it was most unjust. All I had done was to go to the room of a cadet whom I did not like and when he was preparing for bed I set fire to the tail of his shirt. The plan was extremely good and very well carried out. He was sent to hospital and had some difficulty in sitting down for some time. I was reduced to the ranks. I always felt I did not deserve such a shattering blow, but if that should have happened to any of you, let me tell you that your life is in front of you, there is plenty of time and there is no great hurry.

Now you who are passing out and you who remain can be proud, very proud, that you belong to the Royal Air Force. I have seen a great deal of the R.A.F. in war time and I can tell you it is a magnificent fighting force, and if you ever have to lead British airmen in battle you will find that they are staunch and tenacious when times are bad; they are quiet and gentle in victory and they are loyal to their leaders and their comrades at all times. And that is what I have always observed. You will find that British fighting men, whether they are soldiers or sailors or airmen, are second to none in the communities of fighting men and my last word to you would be to see that you prove yourself worthy to command such men.

Thank you very much.

Presentation of Wings and Prizes

On the eve of the passing-out parade, at a Ceremony in the College Lecture Hall, the Commandant presented wings and individual prizes to members of the senior entry. In his address the Commandant said:

I have been wondering recently what it feels like to be a new headmaster at an old and famous school on speech day and now I think I know. Many of the ingredients are similar—the parents, the masters, the prizes and the speech. However, one standard ingredient is missing. Nowadays no headmaster can open his mouth without, by some sort of reflex action, announcing that the fees have gone up, and here at least I am on firm and popular

ground because I can announce that it is the pay and not the fees that have gone up.

Although this evening is only a prelude to what we are going to see and take part in tomorrow morning, that is, the Passing-Out Parade, it has a very special and intimate place in our College affairs. We have come to regard it as a family affair, rather less formal and ceremonial than the Parade and an occasion when we on the staff can welcome the parents, friends and relatives of the Passing-Out Entry and when we can all join collectively together in wishing success to these young officers in our midst who are on the point of beginning their careers in the Royal Air Force.

This is primarily their day and I must first congratulate the General Duties cadets who have just won their wings and the Equipment and Secretarial cadets who have achieved their particular aim with no less effort and distinction than their three-dimensional colleagues. Next I would like to extend these congratulations to all the prize winners who have been up here this evening, and to the squadrons who have either recovered or retained the various Squadron trophies. During the short time I have been with you I have been as much impressed by the keen rivalry between the squadrons and the sensible manner in which it is fostered as by anything else I have found here. They manage to combine the greatest courtesy with the utmost ruthlessness in cutting each other's throats. I think everybody here will be with me in applauding 'B' Squadron's achievement in becoming Sovereign's Squadron after four and a half years of frustration and I do most warmly congratulate them for a very fine and sustained effort.

Now everybody likes giving advice and particularly Commandants and so I would like to take this opportunity of saying something which may be useful to you later. There must have been many occasions in the past three years when you have been told what is expected of you in the service. But today is different. You are sitting in the three-guinea seats and the day after tomorrow you will have to start putting into practice the things you have learnt, in conditions which are very different in some ways to those you have become accustomed to here.

For one thing you will find that you are a much freer agent. You won't be regimented. You will stop thinking about syllabuses and terms. You will have a lot of spare time. You

will have a wonderful feeling of independence and freedom and I am being very sincere when I say that I hope you enjoy every minute of it. But when you have got acclimatised and used to the feeling you will remember that you have a purpose to fulfil—a purpose which both directly and indirectly has been fostered by everything you have done at Cranwell and by everything you have been taught. Your purpose is a reflection of the aim of the College which is to produce a body of officers who, in their time and turn, will control and administer this great service of ours. I hope that when your time and turn comes, and it will come much quicker than you would now be prepared to believe, that 68 Entry will be there in strength. Whether you have consciously thought about this or not, when you came to Cranwell you were dedicated not to a means of earning a comfortable and pleasant living—although it will certainly be pleasant, and I hope continue to be comfortable—but to a life of positive achievement with a clearly defined goal. That goal I have just defined for you.

You have all had a significant advantage in being trained here and when you get to your squadrons, and indeed throughout your careers, people will be looking to you to set the standard among your contemporaries and you yourselves will be judged in the Service by an even higher standard than those who have not had the same service background. Now this question of standards is worth thinking about from time to time; the standard you set is a yardstick against which you can judge the form. You will find that the standard varies considerably between units and between the people you meet. It is reflected in everything from a man's moral outlook to the way he wears his uniform, to the way he tackles a job, even to the way he writes a simple letter. You will meet people who are not reliable, who make all sorts of excuses for not doing their stuff. You will meet people who are most enthusiastic—about flying for instance—but start drooping at the thought of doing anything else. You will find a lot of people with the 40-hour week mentality who, outside what they call normal working hours, take no part in and make no contribution whatsoever towards the corporate life of their stations. You never see them and they might as well be working in a factory.

Now, in a way, all these types are very useful to you because they will be a constant reminder about how not to do things and

a constant reminder of your standard. Your duty and obligation do not begin and end with the job in hand and the job in hand is not the only thing for which you reserve your enthusiasm. Although for you G.D. cadets flying is, and I hope will remain, your absorbing interest, there are a great number of other jobs to be done—some of which may seem dull by comparison—and a great number of things to be learnt. If you play a full part in service life, which is very different to civilian life, and acquire a reputation for enthusiasm and reliability you will prove a credit to the College. Not everybody can be a great leader but anyone with the training you have had can be a first-class officer. And so I come back to what I said earlier. You will have plenty of spare time—enjoy it, but also use it profitably and to the interest of yourself and the Service.

This is a very important year for you because it is the year you leave Cranwell and the year you get your commission. You are not likely to forget it and there is another reason why you will remember it and why it is important, because it is a significant year in the history of the College. It marks a milestone in our affairs. In February the founder of the College and indeed the founder of the Royal Air Force, Lord Trenchard, died. Throughout his life he had taken the closest interest in our affairs and when he was Chief of the Air Staff he said to Sir Charles Longcroft, the first Commandant, that he would not rest content until he saw a Cranwell product sitting in his chair. Well, he lived to see this ambition fulfilled when Sir Dermot Boyle was appointed Chief of the Air Staff in January.

So we can say that with the death of Lord Trenchard and the appointment of C. A. S. the first cycle in the life of the College has been completed and I mention this to you because I hope that whenever you have occasion, as you often will, to fill in a space in a document or report which says "Date of Commission" you will remember that you were commissioned in an historic year in the annals of the Service and the College and I hope that the thought will give you renewed faith, enthusiasm and determination to press on and a renewed awareness of your purpose.

Well, tomorrow you will be passed out of this College and into the Royal Air Force by Field-Marshal Montgomery, who perhaps more than any other distinguished soldier will appreciate your potential value as the airmen and leaders of the future. I am sure the

November 1956 - Passing Out Parade 68 Entry (3)

occasion will be a memorable one. On behalf of the College I wish you every success and a life of achievement and satisfaction and, as an Old Cranwellian, I welcome you into our ranks in the confidence that though your numbers are small your influence will be great and equal to the standard expected of you.

Order of Merit

No. 68 ENTRY

General Duties Branch

- J. L. BLACKFORD, Under Officer: Queen's Medal; Athletics; Fencing; Rugby; Wild-Fowling; Canoeing; Music; Photography; Engineering; Film Section.
- D. C. G. BROOK, Senior Under Officer: Phillip Sassoon Memorial Prize; J. A. Chance Memorial Prize; Royal United Service Institution Award; Ski-ing (Captain); Squash (Captain, Full Colours); Gliding; Choral.
- M. C. GINN, Senior Flight Cadet: Abdy Gerrard Fellowes Memorial Prize; Air Ministry Prize for Imperial and War Studies; Tennis; Gliding (Captain); Photography (Secretary); Dramatic; Ski-ing.
- R. G. FOX, Under Officer: R. M. Groves Memorial Prize; Dickson Trophy; Rugby; Tennis; Gliding; Ski-ing.
- J. R. WALKER, Under Officer: Swimming (Captain, Full Colours).
- G. G. JONES, Under Officer: Fencing (Full Colours); Mountaineering; Gliding.
- H. RAJAPAKSHA, Senior Flight Cadet: Hockey; Gliding.
- J. W. CANNING, Under Officer: Soccer (Half Colours); Aeromodelling; Canoeing; Wild-Fowling; Engineering; Film Section.
- E. J. E. SMITH, Senior Flight Cadet: Shooting (Captain); Gliding; Aeromodelling; Dramatics; Wild-Fowling; Fine Arts.
- D. J. H. COLLINS, Under Officer: L'Ecole de l'Air Trophy for French Studies; Rugby; Mountaineering (Captain); Dramatic; Engineering; Parachuting; *Journal*.
- J. E. NEVILL, Senior Under Officer: Rugby (Half Colours); Gliding.
- G. L. AYLETT, Under Officer: Rugby (Full Colours); Cricket (Half Colours); Photography.
- J. B. V. COLLINS, Senior Flight Cadet: Cricket (Captain, Full Colours); Hockey (Captain, Full Colours); Soccer (Captain, Full Colours); Music; Film Section.
- S. E. HEMSLEY, Senior Flight Cadet: Rowing (Half Colours); Hockey; Gliding; Speleology; Photography; Film Section.
- W. A. EDWARDS, Senior Flight Cadet: Swimming; Gliding; Music; Jazz.
- R. P. KHAREGAT, Senior Flight Cadet: Swimming; Ski-ing; Canoeing; Wild-Fowling; Angling (Captain); Aeromodelling; Engineering; Film Section.
- M. P. WALTERS, Under Officer: Cricket (Half Colours); Soccer; Canoeing.

Equipment Branch

- B. T. MITCHELL, Senior Flight Cadet: Air Ministry Prize for Equipment Studies; Soccer; Cricket; Speleology (Captain); Dancing; Film Section.

- N. A. FOX, Senior Flight Cadet: Dramatic; Gliding; Engineering; Choral; Fine Arts; Film Section.

Secretarial Branch

- J. H. CONSTABLE, Senior Under Officer: Sword of Honour; Air Ministry Prize for Secretarial Studies; Arnold Barlow Memorial Prize; Hockey; Rowing; Dramatics (President); Debating (President); *Journal* (Editor); Riding (Captain); Sailing; Mountaineering.
- R. G. MORGAN, Under Officer: Fencing (Full Colours); Rugby; Sailing.

CADET WING LISTS PROMOTIONS

No. 75 ENTRY

'A' Squadron: Flight Cadet Senior Under Officer J. R. Lees. Flight Cadet Under Officers K. W. Hayr, A. Mumford, S. A. Edwards.

'B' Squadron: Flight Cadet Senior Under Officer B. T. Sills. Flight Cadet Under Officers C. M. Quaipe, M. Hicks, R. J. Bennett.

'C' Squadron: Flight Cadet Senior Under Officer P. C. Little. Flight Cadet Under Officers J. Baerselman, B. D. Beggs, P. R. Trump.

'A' Squadron: N. C. Adamson, St. Edward's School, Oxford. I. G. Barlow, Lancaster Royal Grammar School. B. J. Cheater, Pinner County Grammar School. R. B. Crowder, Royal Grammar School, Guildford. P. N. Cullen, Cotton College, North Staffordshire. M. Freeman, Winchester College. M. J. D. Fuller, King Edward VII Grammar School, King's Lynn. D. Haller, Hymers' College, Hull. J. Laycock, Reigate Grammar School. W. R. C. Longfield, Clifton College. J. J. McMahon, Halton. J. R. Morgan, Christ's Hospital. J. F. North, Herbert Strutt School. C. J. Parker, Bedford School. M. J. Porter, Birkenhead School. M. H. Smith, Prince Edward School, Salisbury, Southern Rhodesia. I. W. Strachan, King Edward VII Grammar School, Sheffield. H. N. Stroud, Wellington College. P. D. Stuart, Reed's School. I. T. Tavender, Eastbourne Grammar School. N. C. N. Thompson, Maldon Grammar School.

'B' Squadron: D. W. Ballands, Wirral County Grammar School. R. J. Barratt, Carre's Grammar School, Sleaford. P. G. Blake, Wolverhampton Grammar School. P. J. Blewitt, Peter Symonds School, Winchester. R. Cloke, Bude Grammar School. R. J. Cossens, Taunton School. D. A. Cunliffe, Royal Grammar School, Newcastle. T. C. Elworthy, Radley College. J. Graham, King Edward VI School, Morpeth. K. L. Jones, Milford Haven Grammar School. D. Lee, Queen Elizabeth Grammar School, Gainsborough. J. B. S. Meek, Queen's Park Grammar School. F. W. Mitchell, Eastbourne College. D. Packman, Royal Grammar School, Worcester. T. V. Radford, Doncaster Grammar School. D. H. Smith, Kettering Grammar School. C. E. Starey, Hereford Cathedral School. P. C. Tame, Sherborne School. M. S. Thomas, Hamond's Grammar School (Swaffham). P. J. Veal, Whitgift School. J. R. Waters, Bedford School.

'C' Squadron: James J. Bedford, Royal Grammar School, High Wycombe. J. Butler, Eastbourne College. D. H. J. Daines, Portsmouth Northern Grammar School. M. Dickenson, St. Edward's School, Oxford. W. Donaldson, Palmerston North Boys' School. J. Geldhart, Cedars, Leighton Buzzard. R. Gunning, Chard School. A. Langmead, Haberdashers' Aske's Hampstead School. D. Loveridge, Brokenhurst County High School. R. Meredith, The Paston School. T. Mermagen, Sherborne School. P. D. Oulton, Haileybury and I.S.C. J. R. Owen, Bedford School. J. E. S. Patrick, Drax Grammar School. C. A. Rainbow, Salesian College. M. J. F. Shaw, Sandbach School. W. H. Smith, Birkenhead School. C. J. Sturt, Canford School. K. S. Turner, Cardiff High School. J. F. Volkers, Stonyhurst College. M. E. Williamson, Solihull School. A. Woodford, Haberdashers' Aske's Hampstead School.

November 1956 - 68 Entry (Jun 56)



THE SENIOR TERM: JUNE 1956

Back Row. Left to right: S.F.C. S. E. Hemsley, S.F.C. J. B. V. Collins, S.F.C. R. P. Kharegat, S.F.C. B. T. Mitchell, S.F.C. E. J. E. Smith, S.F.C. N. A. Fox, S.F.C. W. A. Edwards
Centre row. Left to right: S.F.C. M. C. Ginn, S.F.C. H. Rajapaksha, U.O. J. R. Walker, U.O. J. W. Canning, U.O. M. P. Walters, U.O. R. G. Morgan, U.O. G. L. Aylett
Front Row. Left to right: U.O. D. J. H. Collins, U.O. R. G. Fox, S.U.O. D. C. G. Brook, S.U.O. J. H. Constable, S.U.O. J. E. Nevill, U.O. J. L. Blackford, U.O. G. G. Jones

November 1956 - Lead Article

N.A.T.O. Unclassified

Members of R.A.F. College visit S.H.A.P.E.

THIRTY cadets of No. 69 Entry applied hopefully to make the tour of N.A.T.O. formations in Europe. Twenty-five were unlucky. However, the five who were lucky represented by happy chance a true cross-section of the College; three New Zealanders and two others, one S.U.O., two S.J.U.Os, and two S.F.Cs for comic relief. The party, under the command of Squadron Leader Wood (of 'The Hub,' West Site, Lincs) left Thorney Island for Melun, south of Paris, after lunch on 7th August.

We were taken by coach to the H.Q. Allied Air Forces Central Europe at Fontainebleau, where an American sergeant, who was to prove most helpful throughout our stay, issued us with security passes. Thence to the end of the day's journey to, aptly, Hotel Terminus. Later that evening the temperature of an adjacent swimming pool helped us doubly to appreciate its comfort and warm, friendly atmosphere.

On Wednesday the 8th the daily ritual of breakfast was set when the S.J.U.O. arrived early for breakfast—continental style (spread the croissant then race the wasps for it)—politely awaited the rest of the party before starting, then had no time to finish it. At 0730 the party hurtled away to Supreme Headquarters at Versailles, 35 miles distant, in two Citroens. The enjoyment of the drive was only surpassed by the surprise at arriving safely. The party were met by Group Captain Jefferson who later entertained us to lunch, and he introduced us to Commandant Hays, a French officer of wide experience, who acted as our escort at S.H.A.P.E. The very interesting morning's programme consisted of briefings on S.H.A.P.E., its job and problems, and the problems facing SACEUR. The lectures were summed up by Air Marshal Constantine, who again stressed the international nature of this Headquarters and staff. An official report then might read: After lunch the party toured Paris in the Citroens and returned to Fontainebleau; more or less correct. Touring of Paris included the inevitable ascent of the Eiffel Tower for all except one, nameless and blameless, who, having achieved the half-way stage where a change of lift is necessary, was ushered into one up-going lift, and then into another—which sent him smartly back to earth and there turned him out. The morning and afternoon had been thirsty work, and the party were lucky enough to know of a restaurant which provided wine with the meal

and undertook to replenish the empty bottles of the thirsty; a most agreeable and suitable arrangement, which made a great impression.

On Thursday the 9th the polite S.J.U.O. again missed half his breakfast, having had but one hour's sleep, because others were late, not from their rooms but off the train from Paris. However the party reported on time to H.Q., A.A.F.C.E., for a morning of very interesting lectures on the organization and mission of AIRCENT, its operations and exercises, reconnaissance, intelligence and the enemy threat. Air Commodore Dickens and Group Captain Mitchell very kindly invited the party to lunch. In the afternoon the party were conducted round Chateau Fontainebleau, the former residence of Napoleon, by a very well informed Flight Sergeant Collins of the support unit. That evening we were again very kindly entertained by Group Captain Mitchell at the Officers' Club.

On Friday the 10th the polite S.J.U.O. had just time for his by now customary longing glance for breakfast before the party left for H.Q., Allied Land Forces Central Europe, arriving early. They were escorted that day by a Belgian officer, being first introduced by him to General Servais of the Belgian Army, Chief of Staff, A.L.F.C.E. There followed very interesting lectures on the problems and mission of LANDCENT by officers of several nationalities. The party were very kindly entertained to lunch by Air Vice-Marshal Sir Thomas McEvoy. The afternoon was spent back at AIRCENT, making the most of our last day at Fontainebleau. The policy was continued into the evening, when French steaks and wine made a great impression; as did also a surfeit of mushroom rooms.

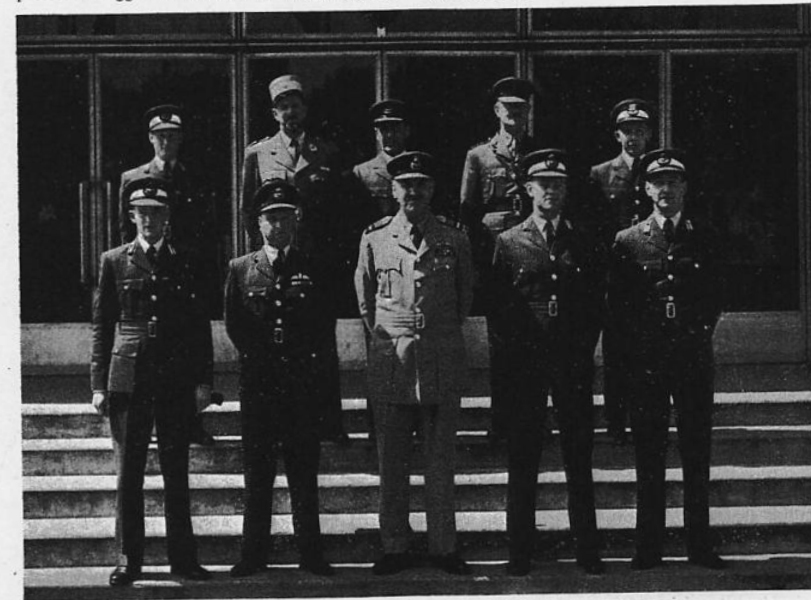
Saturday morning the 11th found the S.J.U.O. polite no longer. He dug his heels—and his teeth—well in. This was just as well, for on arrival at Melun airfield in anticipation of flying to Wahn, the party found the Ansons just arriving, to be grounded for the next eight hours by I.F.R. in the Paris Control Zone without the necessary radio frequency. A late landing was made at Wahn; but not too late to enjoy Saturday night in the Mess which also included Belgian, Dutch and Danish members, and international understanding reached dizzy new heights during the evening.

After church on Sunday we were entertained at a cocktail party given by the Station Commander, Group Captain Lapsley. Thanks to Squadron Leader Long, the party were able to spend the afternoon touring the Rhine valley to the north of Cologne, which also included a visit to Bonn. The Mess also proved lively on Sunday night.

After the weekend rest-cure, which proved to be neither, the party were shown over 83 Group H.Q. This included an interesting glimpse at the new communications system and several different centres which had previously been merely letters on a chart in War Studies. The party were then dispatched by road to R.A.F. Bruggen, arriving in time to discover that some Messes are also lively on Monday nights. The hospitality of that evening was extended into the Tuesday when the party were divided amongst the four squadrons of Hunters at Bruggen. During the Tuesday and the Wednesday morning we learnt a great deal from the pilots of life on the squadrons. And we were most impressed. Bruggen seemed a very happy station.

On the Monday night an attached pilot of the Fleet Air Arm, who seemed to be ready for anything, laid on a most impressive crash on take-off at night. The Mess recognized the occasion for a party, and could long be heard extolling the virtues of Martin Baker that night. Besides creating renewed interest in drinks, the crash dispelled the impression that Hunters are beautiful from all angles. We finally left Bruggen on Wednesday by Valetta after a most enjoyable and interesting stay.

Besides providing the greatest enjoyment and interest, and also being largely our first sight of the 'other' service, this tour enabled the party to follow the chain of command from the Supreme Headquarters through Group to unit level with all the lessons that that involved at each stage. Also at each stage we were able to meet and talk with Old Cranwellians ranging from 66 entry right up to the highest ranks. Without a doubt it confirmed in each one of the party the desire to pass out and get on with the job—before there is another general or private extension of the course!



The Cranwell Party outside N.A.T.O. Headquarters. From Left to Right. Front row: Under Officer K. W. Hayr, Squadron Leader W. G. Wood, Air Marshal H. A. Constantine, S.U.O. P. C. Little, U.O. C. M. Quaise. Back row: S.F.C. M. J. White, Commandant P. A. E. Hays, Group Captain W. P. Sutcliffe, Lt.-Col. Linden-Kelly, S.F.C. P. Bevan

November 1956 - Second Article (1)

THE AIR FORCE IN IRAQ

By

MARSHAL OF THE ROYAL AIR FORCE SIR JOHN M. SALMOND
G.C.B., C.M.G., C.V.O., D.S.O., D.C.L., LL.D.

This article first appeared in our Spring issue of 1926, reprinted by the courtesy of the R.U.S.I. Journal. Today, thirty years later, Sir John's article describes vividly two aspects of the background still vital to an understanding of the situation in the Middle East. Part II of 'The Air Force in Iraq' will be published in our next issue.

YOU will recollect we wrested Mesopotamia from the Turks during the Great War. Our essential interests at the head of the Persian Gulf and the Turco-German power to organize a Jihad extending from Arabia to the Indus compelled us to embark on this campaign.

The brilliant victories of General Townshend led to the tragedy of Kut. The tragedy of Kut engendered the determination to wipe out the effects of this setback and proceed to Baghdad. The fall of Baghdad and our operations round Mosul concluded the campaign and left us with the responsibility of that vast trackless desert region.

A manifesto by General Maude on entering Baghdad sets forth the undertaking of our responsibility towards the Arab natives of Mesopotamia, whom we had freed from the yoke of Turkish misrule after close upon 300 years.

During the course of the war, our Chairman, Sir Percy Cox, was Chief Political Officer to the Army Commander in Mesopotamia, and Civil Commissioner for internal affairs. As the personnel of the existing Turkish Administration always retired with the Turkish Army, it became his duty to establish Civil government under British Officers *pari passu* with our advance, whenever and wherever the military position had been sufficiently consolidated to admit of it.

On Sir Percy's deputation to Teheran in the autumn of 1918, the process was continued by his *locum tenens*, Sir A. T. Wilson, and developed after the Armistice. In 1920 a tribal rebellion having occurred which it cost a good deal of money to repress, His Majesty's Government and the British public began to think seriously of cutting their losses. In the result Sir Percy Cox was recalled from Persia to endeavour to set up national Arab Government under British guidance, as the only possible alternative to evacuation. On arrival in October, 1920, he established native government by a Council of Ministers under his own direction, and in 1921

the policy was further developed by the election of a King—in the person of Feisal, the third son of King Hussein, ex-ruler of the Hejaz.

The following year, Great Britain entered into Treaty relations with Iraq whereby we undertook to have the frontiers quickly delimited and to use our good offices to secure for Iraq membership of the League of Nations. On their side they bound themselves to abide by the advice of the High Commissioner in all matters international and financial, and, as a condition for membership of the League, to carry into effect the "Organic Law," which provides for a limited monarchy consisting of the King, a nominated senate of "elder statesmen," and an elected Legislative Assembly.

By a protocol of 1923 it was agreed that this Treaty should come to an end upon Iraq becoming a member of the League, and in any case not later than four years after the ratification of peace with Turkey. The Treaty of Lausanne was concluded in 1923, but this did not decide the northern frontier of Iraq, which was left to the decision of the League of Nations.

It seems to have always been, up to a few months ago, an expensive country to run, even in normal times. Under Turkish sovereignty before the war, no less than 40,000, all arms, were kept as a permanent garrison. After the war, in the normal period of 1921, it cost 21 millions for the garrison of Imperial Forces and Levies. But now, with Air Force in control, it costs 3-4 millions. It was primarily the expense entailed to the British taxpayer in keeping large garrisons on a depleted exchequer that led this country into consideration of means whereby these burdens might be lightened.

It was advanced that the Army garrison could not be further reduced without grave risk, and yet it was obvious that, unless we were going to relinquish our Mandate, a very substantial decrease in the garrison must be made.

On the horns of this dilemma, the then Colonial Secretary, with characteristic imagination, conceived the idea of controlling this vast

trackless area by aircraft, and summoned, in March, 1921, a conference at Cairo to discuss his proposal.

It was there decided that the Military Control of Iraq should be in the hands of an Air Officer who would have command of all Military and Air Forces, including Levies; that the garrison should consist of:

4 Battalions, 1 Pack Battery, 8 Squadrons R.A.F., 4 A.C. Coys., and 15,000 Irregulars.

The conditions under which it was considered that a garrison of this size could function were as follows:

- (a) The country should be free from organized rebellion, but liable to ordinary spasmodic disturbances.
- (b) That there should be no imminence of danger from external attack.

In October, 1922, the control passed from the Military authorities, in whose hands it had been for several years, to the Air Force.

Now the country for which the R.A.F. were taking responsibility is for the most part a vast alluvial plain, flat and completely stoneless, watered by the Euphrates and Tigris. The slope on this plain is so gradual that between Basra and Baghdad, a distance of 350 miles, the ground only rises about 100 feet. To the N. and N.E. it becomes more undulating till Kurdistan is reached, when it transforms to a country of high peaks and deep ravines similar to Switzerland or the N.W. Frontier.

There are no roads, only tracks which become impassable in wet weather. The most important of these are Baghdad to Basra along the Tigris, and Baghdad to Mosul and Baghdad to Ramadi on the outskirts of the Arabian Desert.

The two great rivers, Tigris and Euphrates, are navigable only for very shallow draught, and for ocean-going steamers to Basra, seventy miles up the Shatt-el-Arab.

The railway systems are Baghdad—Basra, metre gauge; Baghdad—Shergat, standard gauge; and Baghdad—Kifri, metre gauge. This latter is connected to the other metre gauge by waggon ferry. The Constantinople railway runs to within 200 miles of Mosul and Nisbin. You will notice how great the distances are:

Baghdad to Mosul	250 miles
Baghdad to Rowunduz via Mosul	350 miles
Baghdad to Rowunduz via Kifri	300 miles

and you must add on 350 miles to these distances, namely, the distance of Baghdad from its base Basra, whereas the total area of the country is 207,000 square miles, or four-fifths the size of France.

On my arrival to take over command I found a very different situation had arisen to that which had been anticipated for the Air Control of Iraq at the Cairo Conference.

Our relations with Turkey and their victory over the Greeks had brought us to the verge of war, and they were casting covetous eyes on their lost province of Mosul.

We had very definite indications that, should war break out, Mosul was most definitely one of their objectives. We calculated that within five weeks of the outbreak the Turks could bring 18,000, all arms, across the Mosul frontier.

There was a very distinct feeling throughout the country that we were not going to defend the vilayet, and this had encouraged the large number of pro-Turk agitators in Baghdad and throughout Iraq.

It was difficult to ascertain what the policy of H.B.M.'s Government was in this matter, but I could find no operational plan or any indication that it was intended to do otherwise than leave the enemy a free passage to his objective.

At what point that free passage would stop was a matter of conjecture, but one thing was quite clear—that, should the Mosul vilayet fall, the whole country would be against us and we should have had the utmost difficulty, if it were possible at all, to clear out to Basra.

In Kurdistan the situation had been deteriorating since 1919. For two years the Turks had been in occupation of Rowunduz, a place of great strategic importance by reason of its being the bottleneck through which roads from Turkey and Persia pass to this part of Kurdistan.

The upshot of various efforts by means of small Levy column to restore our prestige was that in September—the month previous to my taking control—a column consisting of Indian Infantry and a Pack Battery and a mixed force of Levies had suffered a reverse at Rania, followed by our evacuation of Sulimania and the surrounding district.

Consequently, Turkish prestige was very much in the ascendant in Kurdistan, and in Iraq Turkish intrigue was busy on this account and in anticipation of our relinquishing the vilayet of Mosul under pressure of Turkish victories on the Anatolian front.

November 1956 - Second Article (2)

It is clear that the situation on the borders of Iraq was far from that anticipated at the Cairo Conference.

In order to stem this rising tide of hostility which, breaking on our borders, was already lapping at the heart of Iraq, I felt that a forceful movement of some sort was necessary.

At hand I had an extremely mobile force in the shape of 8 Squadrons of R.A.F., whose power to show the flag, and if necessary something more drastic, had up till now never been fully tested.

It was obviously impossible to deal with the Turks over their border beyond Mosul, but in Kurdistan it was another matter. There they had encroached on our country to such an extent that during the month of my arrival they had reached and occupied Koisanjak, a town seventy miles within our border and only thirty miles from the line Erbil—Kirkuk, both of which were Administrative Headquarters of Government.

As their penetration into Kurdistan progressed it was the signal for all tribesmen to rally to their cause and openly to defy both British and Iraqi. It was admitted that, with Koi in hostile hands, government at Erbil and Kirkuk was impossible. Koisanjak, therefore, was heavily bombed from Mosul and Kirkuk for five days. The Turks retired and our Police Forces entered on their heels and have been there ever since.

This was followed by air action wherever Turkish posts were located and was kept up throughout the winter on a front of 100 miles.

Coincident with this, three small Levy columns were organized from Amadia, Akra and Bira Kapra. The object in sending out these columns was two-fold:

- (a) To clear the country and show the tribesmen we intended to exert our authority;
- (b) To accustom them to work with and get confidence in the co-operation of aircraft for a greater operation which I was planning for a later date.

They were successful in attaining the limited objects given.

Now, all these places are a very long way from Baghdad, speaking in terms of ground movements; but a few hours' flight kept one in constant touch with the progress of these operations, and, in the precarious state in which Kurdistan was then, that was of vital importance.

In the meanwhile, by December, 1922, relations between Great Britain and Turkey had become very strained and it seemed that war with Turkey

was probable. All detachments of regular troops had by now been drawn in, and only where absolutely necessary were they relieved by Levies, namely, at Erbil, Kirkuk, Khanakin. This line constituted our outpost line against the Turkish-run province of Kurdistan, which was rightfully ours.

The total garrison of the country stood at 10,000 Regulars and Levies (including 8 Squadrons, 4 Armoured Car Companies, 4 Defence Vessels, R.A.F.), and 5,000 Iraq Army.

Of these we had at Mosul—1 Ind. Battalion, 2 Batteries, 1 Squadron R.A.F., 1 A.C. Coy., and a small body of Levies and Arab Army.

The Turkish frontier is ninety miles from Mosul, and we knew that for five months she had been concentrating troops and that within five weeks of the outbreak of war she could concentrate 18 Turkish divisions for an advance on Mosul.

It had become necessary to decide whether, as had been envisaged in the past, we were to take what might appear to be the safe course, namely, retire from Mosul the small garrison we had there, which was obviously incapable of undertaking serious operations against a large force, and to delay the advance with the bulk of the Air Forces which were in the country, or to adopt a forward policy.

In reply to various communications from home, outlining a retirement from Mosul and the close defence of Baghdad, I sent the following cable, which gives all the reasons for adopting a forward policy:

"With reference to your letter No. S.1808/S.6 of November 1st, in this letter it is suggested that H.M. Government views with apprehension the forward offensive policy that is to be adopted in the event of Turkish aggression, and, further, that this policy may have to be considerably modified to one of defence in closer proximity to Baghdad. I wish to make the following remarks:—If, on an advance of Turkish forces, the Mosul area is abandoned, the consequence may prove disastrous to Iraq, as in all probability the whole country will rise against us. The advance of a Turkish Army of two or three divisions could be delayed, but not prevented, by the effect of air action alone from Mosul. The inhabitants would take the sight of troops retiring from Mosul as a sign of defeat; the news of this, magnified a hundred-fold, would at once spread from Mosul to Basra. Air action would cease as the last troops left Mosul until the advancing enemy came within striking distance of an air base further South. Baghdad is the nearest base to Mosul from which any considerable concentration of air action could be effected. Every hostile element, in the meantime, would have raised its banner, around which, at the news of the defeat of the British, all those who are now sitting on the fence would gather. This state of affairs would be aggravated by

the sight of our supply dumps burning at Mosul and the retirement of the existing garrison therefrom. The march of this small force to Baghdad, under these circumstances, which are not overstated, would become an operation of extreme difficulty. Further, the Erbil—Kirkuk—Khanakin line becomes exposed when we retire from Mosul. The abandonment of this line would then follow as a necessary corollary, held, as it is, with the minimum of Levy troops. Kurdistan would, therefore, be left to the Turk, and the reaction of this on the tribes between the above-mentioned line and the Tigris would have an anarchic effect. Baghdad would follow suit, and although the inhabitants of the city would be influenced by a closer defence of strongly defended points, as the enemy's advance drew near only a small proportion of troops could be spared for the city itself; a situation of which full advantage would be taken. Communications would almost entirely cease between Baghdad and Basra, as the railway track would certainly be torn up, leaving the river as the only line.

The following are the advantages of a forward policy as defined:

1. North of Mosul and on the line of probable enemy advance the country on the left bank of the Tigris lends itself to a protracted defence and to counter-offensive against an enemy force equal or slightly superior to the one it is proposed to maintain there.
2. The terrain is eminently suited to rearguard action in case of an advance of greatly superior enemy numbers. Mosul would be one of the bounds in such a rearguard action, which would be continued, if necessary, to Baghdad and Basra. Unless it is the intention of H.M. Government to dispatch reinforcements, it is not proposed that the force should remain at Baghdad to become invested.
3. Owing to the early intelligence provided by the Air Forces, the probability of our forces being cut off is infinitesimal.
4. At intervals, behind a retiring force of these dimensions, a much larger concentration of Air Forces can be made than behind a force, carrying out a similar operation, of the size of the existing garrison at Mosul.
5. Our prestige amongst the tribes will be enhanced and the morale of our troops raised by the initial move North.
6. The germs of success are contained in this policy in that there is every possibility of severely hammering the enemy's advanced *échelon* to such an extent, while his base at Jezireh-Ibn-Omar and the remainder of his body are being dealt with by the Air Forces co-operating, that he might never recover. I would request that the above appreciation be carefully considered before I submit an alternative scheme as required in your letter under discussion, since, with the numbers of forces under my command at present, I see no prospects of success in any other alternative. It is most essential that I should know the approximate numbers of reinforcements, if any, which H.M. Government have in mind, and the date on which the first *échelon* should reach Basra after the outbreak of war, if I am to consider further the close defence indicated. H.E. the High Commissioner is in agreement with this summary of the situation."

The reply received to this was that I must count on no reinforcements. But the forward policy was supported later to the fullest possible extent.

On January 23rd orders were issued for the forward movement, and a fortnight later a force of:

6 Battalions, 2 Batteries—Regular; 1 Battalion, 1 Regiment, 1 Battery—Levies; 2 Cavalry Regiments, 1 Battery—Iraq Army,

was concentrated at Mosul as a mobile striking force under Col.-Comdt. Vincent. This force was accompanied by 5 Squadrons and 1 A.C. Company R.A.F.

The remainder of the Levies, under Col.-Comdt. Dobbin, with the exception of 1 Battalion at Nasaryah, together with 1 Coy. A.C. and 1 Squadron R.A.F., were formed into a Frontier Force to protect the right flank. A tribal force of 2,000 Cavalry and Camelry were formed at El Hadhr, and King Feisal put his entire army under my command.

The effect of this forward move was instantaneous: it settled the doubts of all waverers and dealt a serious blow to Turkish propaganda.

Col. Vincent adopted a policy of great activity, manoeuvring, marching and counter-marching, while Squadrons of R.A.F. swept the frontier daily from end to end.

If reported rumours of our strength may be believed, we had no less than an Army Corps and Air Forces of immense strength ready to receive our enemies. In any event, it effectually put a stop to any idea of a *coup de main* on Mosul.

Now it was fully realized that, should hostilities break out, the forces at Mosul were strategically in a difficult position. As it was not the intention that they should engage greatly superior enemy forces, at the risk of becoming involved, certain factors now to be considered acted to minimize this risk.

Our command of the air, so often relative, was in this case absolute, for the enemy had little chance at the outset of concentrating any aircraft against us.

The nature of the ground did not lend itself in any way to the concealment of moving forces from air observation, and the chance that a force too formidable for us to engage could be concentrated against us without our knowledge was negligible.

(To be concluded)