

# RAF COLLEGE CRANWELL

## College Journal Extracts



1972

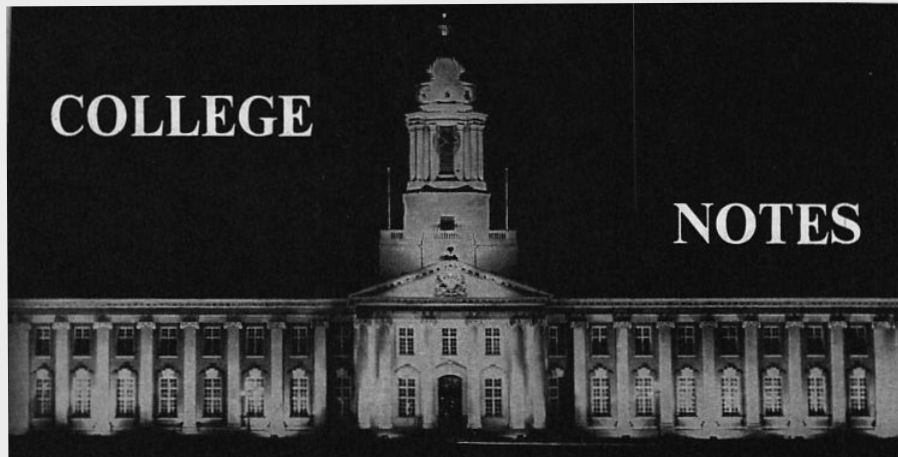
# 1972 - Lead Photo



*Air Vice-Marshal R. D. Austen-Smith, DFC, RAF*



# 1972 - College Notes (1)



Air Vice-Marshal Roy Austen-Smith was born in Melbourne, Australia in 1924. Ten years later he came to England where his parents made their home at Swanley in Kent. He was educated at Hurstpierpoint College and in 1943 joined the Royal Air Force after a short course at St Andrews University.

At the end of his training, he was posted to No 41 Squadron and served with that squadron for the last few months of the war, flying Spitfires. In 1946 the squadron re-formed as No 26 Squadron with Tempests and he began a new tour. He then had 2 years on the ground in a staff appointment before going out to the Far East to join No 33 Squadron, flying Tempests and Hornets. In 1951, he married his wife, Ann, at St Andrew's Cathedral, Singapore, and they came back to England in 1953, when he was posted to Cranwell, as the 'A' Squadron Commander in the then Department of Cadets.

His next appointment was in Cyprus on Canberras, commanding No 73 Squadron, after which he spent 3 years at the Air Ministry. In 1964, he moved to the Victor base at Honington to command No 57 Squadron.

More recently, he was Assistant Chief of Staff (Plans) in the Second Allied Tactical Air Force, Station Commander at Royal Air Force Wattisham, Director of Personnel (Air) in the Ministry of Defence and, for the last 6 months he has been the Director of a Study Group examining certain aspects of the United Kingdom Air Defence System.

A keen rugby player, he gained a 'blue' at university, played for the Harlequins from 1948 to 1950, and represented the Royal Air Force and Combined Services in 1949/50.

Air Marshal and Mrs Austen-Smith have two sons, David and Jeremy. We welcome them most warmly back to Cranwell.

## AIR VICE-MARSHAL F. D. HUGHES CB CBE DSO DFC AFC MA

The first University Graduate to become Commandant, Air Vice-Marshal Hughes leaves Cranwell in September, having successfully introduced the Graduate Entry Scheme at Cranwell, and so guided the College safely through a particularly important chapter in its history.

The transition from the era of the flight cadet to that of the graduate entrant has taken place with far less turbulence than many of us had feared, the inevitable changes occurring with the minimum disruption to the working routine, and a healthy rivalry has grown up between the two groups in every aspect of College life. The present happy situation has certainly not come about just by chance; it reflects Air Marshal Hughes' own personal influence on events during the past 2½ years, and is a direct result of his most enviable knack of being able to get the very best out of people at all times.

In a tour highlighted, perhaps, by the 50th Anniversary celebrations and His Royal Highness Prince Charles' flying training here, his one regret is that he has not had sufficient time to retain his chosen close involvement with all the College training activities, since his 'parish' expanded to include the 16 University Air Squadrons.

The Air Marshal's next appointment is Senior Air Staff Officer of the Near East Air Force. He and Mrs Hughes leave behind them, temporarily at least, a great number of friends at Cranwell and in the local area, and we would like to wish them both a very enjoyable tour in Cyprus.

## AIR VICE-MARSHAL C. S. BETTS CBE MA

Air Commodore Betts was appointed Assistant Commandant (Engineering) at the College on 13th February 1971. After less than a year he was promoted to the rank of Air Vice-Marshal and left to take over as AOC No 24 Group.

In his short tour at Cranwell Air Vice-Marshal Betts made a powerful impact on the work of his department and he and his wife Doreen were very active in all the social and welfare work of the College.

The *Journal* wishes them both all possible success and happiness in their new sphere at Rudloe Manor.

## AIR COMMODORE W. S. C. WATKINS BSc CEng AFRAeS RAF

Air Commodore Watkins arrived at Cranwell on 22 July 1968 in the rank of Group Captain to fill the appointment of Assistant Director of Studies (Sciences and Humanities). He remained in this post until 2 November 1970 when he moved to the Department of Engineering as Assistant Director of Studies (Engineering). In November 1971 he was posted on promotion to Headquarters, Training Command, as Command Education Officer.

His period of duty at the Royal Air Force College coincided with two major events in its history — the inception of the Graduate Entry Scheme and the cessation of the Cranwell Cadetship Scheme which, in its train, implied the ending of the CNAA degree course for Engineering Flight Cadets. This inevitably generated a measure of re-organisation within the College, considerable turbulence and many problems. He guided the academic implications of all this with a cheerful equanimity and sound judgement.

Air Commodore Watkins and his charming wife enthusiastically supported College functions and local welfare work. They leave with our best wishes for success and happiness in their new environment of Headquarters, Training Command.



# 1972 - College Notes (2)

## AIR COMMODORE W. C. TAYLOR OBE

Air Commodore W. C. Taylor, OBE, was appointed Assistant Commandant (Engineering) of the Royal Air Force College on 8th January 1972.

Air Commodore Taylor joined the Royal Air Force in February 1936 at Royal Air Force Halton as an aircraft apprentice. In 1942 he was commissioned into the Technical Branch following an HNC course in London and officer cadet training at Cosford.

His first appointment was as Engineer Officer, No 140 PR Squadron based at Mount Farm in Oxfordshire which operated Spitfires, Venturas and Mosquitos. In 1943 he was transferred to No 115(F) Squadron, one of the Spitfire Squadrons operating from Hornchurch. This unit later moved to Selsey Bill, in the South of England, to form, with other squadrons, No 135 Wing for the support of the invasion forces. The Wing moved to France in mid-1944, and as a mobile wing continued to support the ground forces through Belgium, Holland and Germany until the end of hostilities.

On returning to this country late in 1948 Air Commodore Taylor joined the Marine Aircraft Experimental Establishment at Felixstowe where the wide range of experimental work included the flight testing of all new types of flying boat and amphibious aircraft.

In 1952 he completed the Engineer Senior Specialist Course at the Royal Air Force Technical College, Henlow, and this was followed by a brief posting to the staff of HQ No 43 Group at Hucknall. On promotion to Squadron Leader he was posted as Engineer Plans to HQ Maintenance Command at Ampthorp House, Andover. After three years at HQ MC he was posted overseas to fill various engineering appointments in the Canal Zone, Iraq and finally Aden.

On his return to the UK in 1957 he went to Royal Air Force Cottesmore where the first Victor squadrons were being formed, and on promotion to Wing Commander in 1960 he was appointed as OC Engineering Wing of the 'V' Bomber OCU at Gaydon.

The Chinese incursion into Northern India in 1962 resulted in a sudden posting to the British High Commission Staff in New Delhi, India, as an Assistant Air Attache to work on the Programme of Military Aid to India provided under the Bermuda Agreement.

On return to this country in 1964 he occupied an MOD engineer staff appointment which was followed on promotion by appointment to the post of C Mech Eng at HQ Maintenance Command. On completion of this tour he took up his second C Mech Eng post, this time in HQ NEAF in Cyprus, and it was from this post that he joined the Royal Air Force College.

The *Journal* wishes Air Commodore Taylor and Mrs Taylor (Sigrid) a very successful and happy tour at Cranwell.

## GROUP CAPTAIN F. A. COLEMAN MA AFRAeS

Group Captain F. A. Coleman, MA, AFRAeS, took up appointment as Assistant Director of Studies (Engineering) on 8th November 1971. Group Captain Coleman was educated in Canterbury and at Oxford University and was appointed as a permanent member of the Royal Air Force Education Service in July 1937. After receiving armament training he entered the Royal Air Force Technical Branch when it was formed, and later served in the Empire Air Training Scheme in South Africa. From there he was sent to the Middle East, and after training in parachuting joined No 148 (Special Duties) Squadron in North Africa and Italy.

Before returning home in 1945 he attended the Royal Air Force Staff College, Haifa. After the war he was appointed to the Royal Air Force Education Branch, and held various appointments at home and overseas. In 1961 he completed the Advanced Weapons Course at the Royal Air Force Technical College, Henlow and since then has served as Senior Education Officer, No 9 School of Technical Training Newton, Director of Studies (Education), Royal Air Force CAW Manby, and Principal Education Officer, No 1 School of Technical Training Halton.

The *Journal* welcomes Group Captain and Mrs (Pat) Coleman to Cranwell.

## HONOURS AND COMMENDATIONS

The *Journal* offers its congratulations to the following personnel of the College who have been awarded honours and commendations.

Air Vice-Marshal F. D. Hughes was made a Companion of the Order of the Bath.

Flight Sergeants D. Kennedy and D. J. Thomas were awarded the British Empire Medal.

The Air Officer Commanding-in-Chief has commended the following for meritorious service:

Flight Lieutenant C. S. Masterman.  
Corporal R. Sayer.

The Air Officer Commanding and Commandant has commended the following for meritorious service:

Flight Sergeant W. B. Nadin, Sergeant D. W. Mapletoft, Senior Aircraftsman M. R. Philcox and Mr J. A. Dingle.

## IMPERIAL SERVICE MEDALS

Since the last issue of the *Journal* went to press Imperial Service Medals have been presented to the following members of the civilian staff.

Messrs W. A. Howard, G. W. Fisher, A. E. Toddington, C. Bembridge and G. W. Lawson.

The *Journal* offers its congratulations.

## PROMOTIONS — No 101 ENTRY

The following promotions were made in No 101 Entry in February 1972:

Flight Cadet Senior Under Officer A. D. Maddox; Flight Cadet Under Officers: P. Grimson (Deputy to SUO), M. S. Flemmings, A. J. Malcolm, T. J. Watson.

## RETIREMENTS

The following long-serving members of the civilian staff have retired:

Messrs J. J. Start (35 years service), L. Brummett (34), H. Hencher (34), G. W. Fisher (33), G. W. Lawson (33), R. A. Bradshaw (24), A. H. Smith (19), W. H. Bylett (17), S. Godson (16), W. V. Snowden (16), F. A. Wilson (16), G. H. Berry (12) and T. J. Gittins (12).

The *Journal* wishes to record the College's appreciation of the devoted service rendered by the above personnel, and wishes them a long and happy retirement.

## DEATH

It is with deep regret that the *Journal* records the death of the following long-serving member of the civilian staff.

Mr L. R. Garland.

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# 1972 - College Notes (3)

## WARRANT OFFICER J. GARBET



*Senior Under Officer A. D. Maddox on behalf of all Flight Cadets, presenting Warrant Officer J. Garbet with a tankard to mark his retirement from the Royal Air Force.*

'Permission to dismiss the parade, Sir' asked College Warrant Officer John Garbet and was shattered to be told 'Certainly not.' Thereafter he became the centre of attention when the whole parade gave three cheers to start the various events marking his retirement. He was then presented with a tankard by the flight cadets still at the College and subsequently marched up the front steps to the strains of 'Auld Lang Syne.'

Later he was presented with a gift from many officers and others with whom he worked, and a salver from the Sergeants'

Mess. Parties in pub and mess were the order of the day — in fact several days.

The final event was a trip round the parade ground on a mobile saluting dais escorted by flight cadets and graduate officers and with a kilted piper Flight Lieutenant Don Dale to supply 'Scotland the Brave' and 'Amazing Grace.'

Warrant Officer Garbet retires after 25 years and now intends to train as a teacher. He will continue to live at Leasingham.

# 1972 - Passing Out 100 Entry (1)



*The Reviewing Officer presenting Senior Under Officer M. Prissick with the Sword of Honour.*

## THE GRADUATION OF No 100 ENTRY

The Graduation Parade of No 100 Entry took place on the morning of 25 February 1972. The Reviewing Officer was Admiral of the Fleet Sir Peter Hill-Norton, GCB, Chief of the Defence Staff. The parade was commanded by Senior Under Officer M. Prissick and the Parade Adjutant was Under Officer C. C. Burwell. The Sovereign's Squadron was commanded by Under Officer R. D. H. Pine.

After the Advance in Review Order, the Reviewing Officer presented the Sword of Honour and the Queen's Medal to Senior Under Officer M. Prissick and the R. M. Groves Memorial Prize and Kinkead Trophy to Senior Flight Cadet P. A. Hopkins. He then gave the following address :

Although this ceremony today marks such an important milestone in the comparatively short, but quite glorious history of the Royal Air Force, I know only too well that a ceremonial parade is no time for a lengthy speech. I do not therefore intend to do more than remind you of a few things that apply to all of us in the Services today, and particularly those like you who have the future before them, and to say a special word to those who have graduated today.

No one should let their 100th Graduation Parade pass unheralded — least of all Cranwell, because in the short space of 52 years it has given this country a tradition which found its ultimate expression in the words of Sir Winston Churchill — although even he confessed that what he said was inadequate to describe the achievements of some of your predecessors.

You all have a great deal to live up to — and I want to start by telling you that when I stood in relatively the same position as you stand today (but at a place rather nearer the water) I was a very lucky young man. I had had put on my plate a heritage forged by earlier generations of officers — an accepted and established tradition of courage, integrity, skill and enterprise which had become synonymous with my own Service, in the same way that it has become synonymous with yours.

Keep this in mind — because so far you are only at the beginning of the road, and now it is up to you to make sure that in 52 years time someone is going to say these same things about you.

You are all members of the profession of arms — not quite the oldest profession, but certainly the most honourable, difficult and worthwhile, and the one to which I hope you are all proud to belong.

I do not want to hark back too much to the past, but the very nature of this occasion calls for it, and as according to the *Times* newspaper I am just a bit older than Cranwell, perhaps I have a good reason for doing so.

In the span of the half century covered by these 100 courses the international, technological, and social scene in every sense of the words, has changed at a faster pace than ever before. No longer is the serving officer an officer of right, but of achievement ; the men he commands are no longer the soldiers of fortune or circumstance, but of conviction and ability. This is what I mean when I say that you, if you are to maintain the standards that have been set for you in the quite recent past, must have, in addition to the qualities of your predecessors, the mastery of all the new skills that this changing scene demands.

A great deal will be asked of you by your Service — but perhaps one of the most important qualities that we all expect from an officer is integrity. Some of you may have heard the story of the Valentine cards — lavishly embossed with the sentiment 'You are my only love' — but with a little notice in the shop window saying that if you bought six you got them at half price. That sort of thing might serve you very well in your love life but as time goes on I suspect that you will discover that neither your colleagues nor your men are quite as gullible as some young women.



# 1972 - Passing Out 100 Entry (2)

I have mentioned the changing scene and the rapid developments of the last half century and the demands they have made and will continue to make on all of us. The next course at Cranwell as you know marks the end of another era in the history of the Royal Air Force because it will be the last of the Flight Cadet entries.

Many people find these changes hard to take — often in the belief that much that is admirable and worthwhile will be lost — whereas the advantages can never be substantiated without experience. This view is understandable, but taken to its logical conclusion it reflects a reluctance to face up to the facts of life or to the realities of our day and age.

In deciding on changes, and especially those which concern the entry, training and conditions of service of officers and men, the Chiefs of Staff have the heavy, difficult and far reaching responsibility of ensuring that in a

determination to live for today, and plan for tomorrow, we lose nothing of the lessons of history nor of the benefits of our traditions.

I make no apology for picking up that Nelsonian quote about living for today and planning for tomorrow, and even if you failed to recognise it I trust you will appreciate how significantly it applies to your own Service, and how desperate would have been the plight of this country if this had not been the maxim of men like Trenchard, Portal and Dowding.

I congratulate you all on your graduation and I am in no doubt that you have all had to work much harder at it than did the young men of past years. But if it is any consolation I have no doubt that your successors will have to work twice as hard and that one day a few of you will be standing where I am now.

Finally, I also wish to congratulate everyone concerned on the excellence of this parade and on the precision with which it has been conducted. The turnout and the very justifiable pride which you have all shown in making it such a success and such a memorable occasion will I know have been a heart-warming experience for your Commandant and his staff, your families and friends, and for those like me who have been privileged to play a part in it.

The best of luck to you all in the future.



The Reviewing Officer signing the Visitors' Book in College Hall.

## THE WINGS AND PRIZES CEREMONY

Presentations of Wings and Prizes to No 100 Entry were made by the Commandant, Air Vice-Marshal F. D. Hughes, CB, CBE, DSO, DFC, AFC, MA, in the Whittle Hall on 24 February, 1972.

After making the presentations, Air Vice-Marshal Hughes addressed his audience :

Ladies and Gentlemen : I am delighted that we have a ' full house ' here this evening, and I am particularly pleased to see so many parents, relatives and friends of the graduating entry ; we all very greatly appreciate your coming here at this time. In a very few hours, these young men will become commissioned officers, and the Parade tomorrow marks the end of their training at this, the oldest Air Academy in the world. My own son graduated with No 84 Entry, and I attended this ceremony and the parade tomorrow as a parent, and I know that, as these young men slow march off the Parade Ground to the strains of ' Auld Lang Syne, ' you will be very proud of them, and agree with me that you would not have missed it for the world !

Coming back to the present, I would like to congratulate all the members of the entry for completing their course successfully, and of course to compliment the prizewinners on truly earning their trophies. Traditionally, the three major prizes are presented on the Graduation Parade tomorrow, but undoubtedly the winners deserve a special mention this evening !

The R. M. Groves Memorial Prize and Kinkead Trophy for Flying has been won by Senior Flight Cadet Paul Hopkins.

The Queen's Medal and the Sword of Honour and R. S. May Memorial Prize has been won by Senior Under Officer Malcolm Prissick.

It is obviously quite a milestone in the history of the Royal Air Force College when No 100 Entry passes out, and so it is most appropriate that, on this occasion, we should have as our Reviewing Officer no less a person than the Chief of the Defence Staff, Admiral of the Fleet, Sir Peter Hill-Norton.

Sir Peter began his military education at Dartmouth in 1928, and took up his first appointment at sea, in *HMS London*, 4 years later. During the early part of his career, he became something of a gunnery specialist and at the end of World War II was serving in the Far East and Pacific Fleets as Gunnery Officer in the great battleship *Howe*.

He was promoted to Captain in 1952 and appointed as Naval Attache, Buenos Aires, Montevideo and Ascuncion. In 1956 he took Command of the destroyer *Decoy*, covering the landing at Suez, and later served on the Defence Research Policy staff, before taking Command of *HMS Ark Royal* in 1959.

His next appointment, on promotion, was Assistant Chief of Naval Staff. He then became Flag Officer second-in-command of the Far East Fleet, where he flew his flag in some 8 different ships, including 4 aircraft carriers. He was promoted to Vice-Admiral in August 1965, and returned to the United Kingdom the following year to become Deputy Chief of the Defence Staff (Personnel and Logistics). In January 1967, he was appointed to that marvellous title Lord Commissioner of the Admiralty and Second Sea Lord and, later that year, had the unusual distinction of holding 2 appointments on the Admiralty Board at the same time ; he became Vice-Chief of the Naval Staff in July, before relinquishing his appointment as Second Sea Lord at the end of August — so that must have been quite fun for two staffs !

He was promoted to Admiral in October 1968, and in March 1969 became Commander-in-Chief Far East. From July 1970 until March last year, he was First Sea Lord, and then, with promotion to his present rank, became Chief of the Defence Staff last April.



# 1972 - Passing Out 100 Entry (3)

We are indeed honoured that such a distinguished sailor should be our Reviewing Officer, and it will give me very great pleasure indeed to welcome him to the Royal Air Force College for the first time, when he flies in tomorrow morning.

It is now time I said something about the departing Entry. As they leave us, I believe they are well up to the standard of their predecessors; their morale is at least as high; and, in my view, their loyalty to the College could not be bettered. At the same time, I would be the first to acknowledge that, in many ways, 100 Entry has had a fairly turbulent passage through Cranwell and, I underline, *through no fault of their own.*

For the past 52 years, apart from a break during the war, the College has been geared to meet the requirements of flight cadets and the introduction of the Graduate Entry Scheme has inevitably caused changes. To begin with, the flight cadets lack the officer status, not to say wealth, of their colleagues, the most recently arrived of whom is, by the nature of things, senior to the most senior flight cadet. The flight cadets are now outnumbered by the graduate entrants, and College Hall Mess has tended to become a full Officers' Mess, rather than the Senior Flight Cadets' Mess. The reduced flight cadet population has led to the amalgamation of the last 2 flight cadet entries into one squadron — 'D' Squadron — (Sovereign's) Squadron; and without the presence of new, junior entries, the flight cadet hierarchy is clearly not the vehicle for developing leadership and organising ability that it used to be. Nevertheless, 100 has maintained the initiative in the very healthy rivalry that exists between the two groups of trainees, and has never lost an opportunity to persuade us that the flight cadets are still 'top dogs' at the Royal Air Force College!

Having touched on the rivalry that exists between flight cadets and graduate entrants, I must also add that there is a very good rapport as well. I know that the graduates have a very high opinion of the flight cadets and I know also that the flight cadets are not slow to acknowledge that the graduates have introduced a great deal of new life into the Mess, particularly since the arrival of the Womens' Royal Air Force officers!

One of the high spots for the entry was when Her Majesty The Queen visited Cranwell during our 50th Anniversary Celebrations. 100 obviously pulled out all the stops, and one distinguished Old Cranwellian who has admitted to seeing more than 40 graduations said that the flight cadets had never paraded better! I quote him: 'Their arms drill and marching were excellent, and they carried themselves with a pride that matched the occasion.' Praise indeed!

They have now had another 18 months' experience and practice of parading and you will be able to make your own judgment tomorrow as you watch them command and lead the Graduation Parade.

Another high spot was, undoubtedly, the presence of Prince Charles here during the early part of last year. The flight cadets would often meet him around the College, and they found him very approachable — and I know one of them is extremely proud of the only time he spoke to the Prince — which happened to be in the toilet at the corner of 2 Sqn hangar! And I know the Prince will never forget 100 Entry because, when he finally went to bed at the end of his Final Guest Night, he had not only his two stripes on his sleeve but white flight cadet patches as well!

I would like now to spend a few minutes taking a look at the Entry's progress across the board through the College. 100 was the second Entry to be offered a choice of going to university or following the standard Cranwell course. In the event, 10 flight cadets decided to go to university, but it was a reasonably fair swop really; because 6 of the ex-99 flight cadets joined the Entry, having been away at university for just over a year. The Entry graduates 54 strong, and the number includes Senior Flight Cadet Anis Idriss, from the Royal Jordanian Air Force. I am sure he will not mind my saying that, when he first came here, he *was* rather quiet. In fact for several months one of my staff was quite convinced he was a Welshman! I can assure you he is a little less quiet now, and we wish him very much the best of good luck.

On the academic side, the tutors in the Basic Sciences Wing were very concerned, they say, about the difference in the motivation of

those flight cadets with Scientific 'A' levels and those without. The 'A' stream — those with 'A' levels in Mathematics and Physics — seemed surprisingly unmotivated towards their studies, whilst the other two streams have been 'keen, hard-working, and have displayed admirable curiosity.' As the course developed, the 'A' stream showed some improvement when they met the challenge of the Applied Sciences, whilst the same challenge tended to dismay some of the weaker members of the other 2 streams. This unusual contrast seems to have persisted throughout the course, but the results overall have been much the same as 99's.

The Entry was thought to be rather more interested in the Humanities than their predecessors, however the 'A' stream once again came in for some criticism because of its apparent indifference during the early stages. Nevertheless, the Entry as a whole seems to have done as well as they needed to, although quite a number of individuals did not really do as well as they could have done! But then, I suppose it's a fairly natural thing when we see aeroplanes flying around that the Academic Year can be something of a cross to bear! However, they got through it and I am sure that the benefits of that Academic Year, although not apparent to them now, are something that they will value as they progress through the Royal Air Force and draw on whatever they have managed to absorb.

Now for the specialist training. 29 pilots began their flying training last April but, sadly, 4 of them have fallen by the wayside since then. One of the main features of this course has been the quite extraordinary number of disruptions in the continuity of their training; sporting accidents, general sickness, and the Lincolnshire weather have all taken their toll. The aerobatic motor-car has also featured, being directly responsible for Pembrey and Usher, in particular, not being able to finish on time. 100 Entry have, therefore, done well to achieve 1 'Above Average,' 9 'High Average,' 11 'Average' and only 2 'Low Average' assessments. In the Ground School examinations their results were very similar to the other Flying Training Schools, being identical to 1 FTS and 1% (which is scarcely mathematically significant) higher than 3 FTS.

The Navigators did slightly better in the air than their immediate predecessors, although they *did* see the Orkney and Shetland Islands more often than they were supposed to; so on balance, honours were fairly even! In their ground studies, the results have been on a par with previous entries, although they did achieve the highest Avionics mark. Well done.

Sadly, this is the last Entry to complete officer and navigator training at Cranwell. In future, the navigators will go to Finningley for their specialist training, and so tomorrow marks the end of a small but significant chapter in our College history. I noticed an advertisement for this event a week or so ago on the Parade Ground in front of my office, neatly executed in size 10 boots in the virgin snow and — rest assured — the point was not lost!

The Engineers have another 2 years here before they finish their studies but they are at least getting a change of status, and a pay rise to go with it — which should certainly help the time to pass more easily! However, I would add a word of caution; they will need to work really hard if they are to achieve the very high standards set by their predecessors.

The Supply and Secretarial flight cadets have followed a new specialist training pattern, and will go straight into productive employment when they leave here, whereas their predecessors have had to spend a further six months at Cranwell after commissioning. Progress throughout their course has been steady and the cadets are well up to the standard that the Service expects and requires.

The 3 Royal Air Force Regiment cadets leave us to join their squadrons at Wittering and Catterick. Although these units are based in the UK, they spend 4 months of the year on duty in Northern Ireland; so we wish them, in particular, good fortune in their first operational appointments.

100 has an excellent sporting record, and this can best be measured by the fact that no fewer than 49 sports colours were awarded to the 54 flight cadets of the Entry. They have been the backbone of the under-24 teams, and have also made sure that the Sovereign's Squadron retained the Prince of Wales



# 1972 - Passing Out 100 Entry (4)



*The Commandant presenting Senior Under Officer M. Prissick with the R. S. May Memorial Prize.*

Trophy for another six months. The Entry obviously had its stars and can actually boast 3 Royal Air Force champions, plus another 4 who have represented the Royal Air Force, in addition to a further 3 who have represented Training Command. A remarkable achievement for 54 chaps. Well . . . Well done !

Although our sports record against Sandhurst and Dartmouth has not been particularly distinguished, it is perhaps worth recording that neither College has beaten our Basketball team for the last 8 years ! And I well remember that, at the last Winter meeting, the General Commanding at Sandhurst went off in high dudgeon because we beat his boys at riding horses !

The Entry was obviously — and naturally — disappointed to miss the visit to Colorado Springs, but they take away with them, as a

small compensation, many happy memories of a visit to NATO in Europe and of a very picturesque part of Germany ! Exercise ' King Rock 70 ' was most successful, and I would like to take this opportunity to dispel any rumours that the people of Brilon used to take their annual holidays to coincide with the arrival of the flight cadets from Cranwell.

Before I start a little gentle advice, I have just received this telegram : ' Please convey to 100 Entry my congratulations to them all and my very best wishes for their future careers.' The signature is ' JOHN BAZALGETTE '.

Gentlemen, we hear a great deal these days about what we call ' backlash ' — a highly descriptive term ! We have the ' white backlash ' in the United States, and the ' Protestant backlash ' in Ulster, and so on. Another example, which rears its unattractive head

occasionally, is what I might describe as the ' post-cadet backlash.' This manifests itself in many ways — haircuts become shaggy and lack style ; chaps slouch about the place and their clothes become scruffy ; their manners deteriorate, and they give the impression that they ' know it all ' ; they spend far too much time in the bar, and far too little perhaps with their books. This ' backlash ' is not just a Commandant's bad dream ; it really does happen — and we see it spelled out only too clearly in review and suspension reports from later stages of training. So, to every one of you, I would say : ' Do *not* rest on your laurels — it's very obvious when you do ! '

My second point is about men. Military aircraft and ground equipment today have become intensely complex. When I was a fighter pilot in 1940, the pre-take off check list was very little more than ' Fuel and noise — Off we go ! ' Now, it takes a considerable time to launch even a Jet Provost into the ' luft ' and many operational aircraft tote about their private electronic computers with them. But don't get so dazzled by the machinery that you forget the chaps who make it work. Even before you are given command of

men — and this may take quite a while for some of you — go out of your way to get to know the chaps most closely concerned with helping you in your job. Take an interest in their problems, listen to their views — make them feel they are important. You can learn a great deal this way about dealing with people ; if you stand aloof and treat men as cyphers, you'll never make a good commander when the welfare, work and maybe even the lives — of airmen are placed in your hands.

Gentlemen, when you go out on parade tomorrow, as the last but one Entry of a long and honourable line of flight cadets stretching back to 1920, hold your heads high in the knowledge that you are worthy successors of the 3,300 young men who have gone before you. Those who graduated in the '20s and '30s formed the priceless nucleus of the huge Royal Air Force that grew in World War II. Need you never have to face such a conflict ; but, if you do, I know that — like the flight cadets of the past — you will not be found wanting !

God love ye . . . and God speed !

## BATES

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# 1972 - Passing Out 100 Entry (5)

## COMMISSIONING LIST

### No 100 ENTRY

- M. PRISSICK, *Senior Under Officer (Pilot)* ; *The Sword of Honour and the R. S. May Memorial Prize* ; *The Queen's Medal* ; *The Alasdair Black Memorial Trophy for General Service Training* ; *The Ministry of Defence (Royal Air Force) Prize for War Studies and Humanities and the Royal New Zealand Air Force Trophy.*
- C. C. N. BURWELL, *Under Officer (Pilot)* ; *The Battle of Britain Trophy for Aerobatics.*
- R. J. LAWLEY, *Under Officer (Pilot)* ; *The Ecole de l'Air Trophy for French Studies.*
- W. W. MORGAN, *Under Officer (Pilot).*
- R. D. H. PINE, *Under Officer (Supply)* ; *The Philip Sassoon Memorial Prize.*
- A. W. J. STEWART, *Under Officer (Navigator)* ; *The Institute of Navigation Trophy and the Ministry of Defence (Royal Air Force) Prize for Navigators.*
- P. E. ASHMORE, *Senior Flight Cadet (Engineer).*
- L. J. F. BARNES, *Senior Flight Cadet (Royal Air Force Regiment).*
- D. G. BISHOP, *Senior Flight Cadet (Supply).*
- G. J. BLOW, *Senior Flight Cadet (Pilot)* ; *The Abdy Gerrard Fellowes Memorial Prize for Maths and Science.*
- R. S. BOOTH, *Senior Flight Cadet (Royal Air Force Regiment).*
- C. J. BROOK, *Senior Flight Cadet (Pilot).*
- H. C. BURGOYNE, *Senior Flight Cadet (Pilot).*
- G. F. CLIFFORD, *Senior Flight Cadet (Pilot).*
- G. J. COPSEY, *Senior Flight Cadet (Engineer).*
- I. A. CROUCH, *Senior Flight Cadet (Supply).*
- S. T. DEANE, *Senior Flight Cadet (Engineer)* ; *The Ministry of Defence (Royal Air Force) Prize for the BSc Course in Electrical/Mechanical Engineering.*
- N. C. EDEN, *Senior Flight Cadet (Pilot).*
- M. H. EWER, *Senior Flight Cadet (Pilot).*
- T. J. FINNERON, *Senior Flight Cadet (Pilot).*
- E. A. FORD, *Senior Flight Cadet (Engineer)* ; *The Chicksands Cup for BSc (Hons) Course in Electrical/Mechanical Engineering.*
- I. M. FROST, *Senior Flight Cadet (Pilot).*
- C. A. GASH, *Senior Flight Cadet (Navigator).*
- D. J. GOODING, *Senior Flight Cadet (Pilot).*
- G. B. GRAY, *Senior Flight Cadet (Pilot).*
- S. P. HAMILTON, *Senior Flight Cadet (Pilot).*
- D. D. HARLE, *Senior Flight Cadet (Pilot).*
- A. P. HAYES, *Senior Flight Cadet (Engineer).*
- D. A. HOBART, *Senior Flight Cadet (Engineer).*
- P. A. HOPKINS, *Senior Flight Cadet (Pilot)* ; *The Dickson Trophy and Michael Hill Memorial Prize for Applied Flying* ; *The R. M. Groves Memorial Prize and Kinkead Trophy for Flying.*
- M. D. HOWELL, *Senior Flight Cadet (Pilot).*
- R. M. IDRIS, *Senior Flight Cadet (Royal Jordanian Air Force).*
- N. Z. R. JASINSKI, *Senior Flight Cadet (Royal Air Force Regiment).*
- S. JOHNSON, *Senior Flight Cadet (Secretarial).*
- G. B. JONES, *Senior Flight Cadet (Engineer).*
- T. P. MARSH, *Senior Flight Cadet (Pilot).*
- K. J. MIDDLETON, *Senior Flight Cadet (Pilot).*
- P. W. MEDHURST, *Senior Flight Cadet (Pilot).*
- G. P. NASH, *Senior Flight Cadet (Pilot).*
- P. I. A. NEIL, *Senior Flight Cadet (Pilot).*
- J. S. PARKER, *Senior Flight Cadet (Engineer)*
- T. E. C. PEMBREY, *Senior Flight Cadet (Pilot).*
- P. A. B. ROBERTS, *Senior Flight Cadet (Engineer).*
- P. A. RUSHMERE, *Senior Flight Cadet (Engineer).*
- D. R. SKINNER, *Senior Flight Cadet (Navigator).*
- S. STANTON, *Senior Flight Cadet (Pilot)* ; *The Hicks Memorial Trophy for Ground School Subjects.*
- D. J. TAYLOR, *Senior Flight Cadet (Supply).*
- R. V. THOMPSON, *Senior Flight Cadet (Supply)* ; *The Ministry of Defence (Royal Air Force) Prize for Supply Flight Cadets.*
- B. D. UPRICHARD, *Senior Flight Cadet (Navigator).*
- G. USHER, *Senior Flight Cadet (Pilot).*
- P. N. VALE, *Senior Flight Cadet (Engineer).*
- J. W. WITNEY, *Senior Flight Cadet (Engineer).*
- M. J. WRIGLEY, *Senior Flight Cadet (Engineer).*
- A. V. M. YOUNG, *Senior Flight Cadet (Secretarial)* ; *The Ministry of Defence (Royal Air Force) Prize for Secretarial Flight Cadets.*

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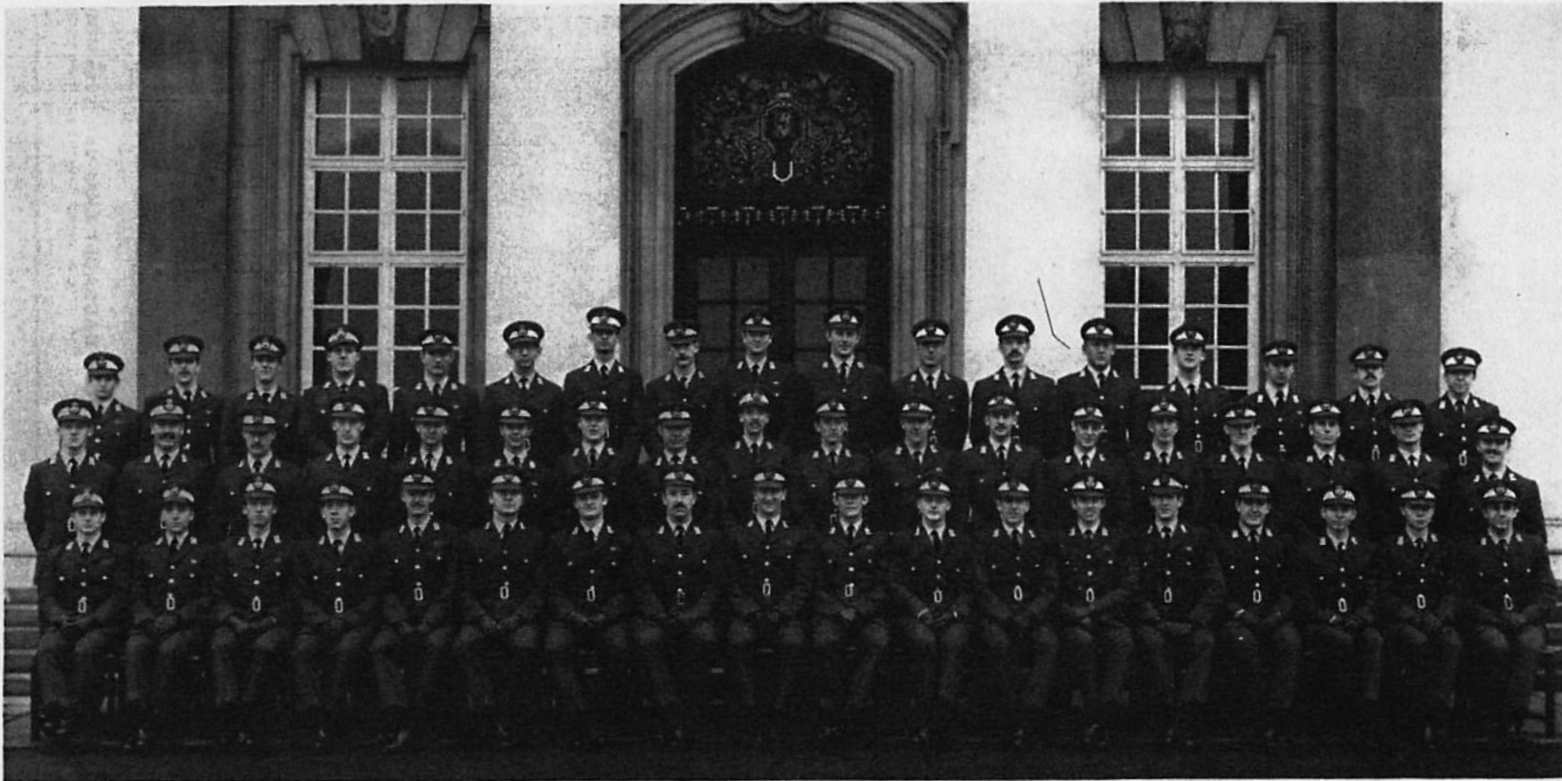
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# 1972 - 100 Entry (Feb 72)

Photo 26



NO 100 ENTRY SOVEREIGN'S SQUADRON SENIOR ENTRY FEBRUARY 1972

- Back Row :** *Senior Flight Cadets : C. J. Brook, T. P. Marsh, G. B. Gray, G. Usher, M. H. Ewer, P. E. Ashmore, P. A. Rushmere, P. A. B. Roberts, M. D. Howell, T. J. Finneron, I. M. Frost, G. F. Clifford, N. Z. R. Jasinski, T. E. C. Pembrey, C. A. Gash, G. B. Jones, K. J. Middleton.*
- Centre Row :** *Senior Flight Cadets : D. J. Gooding, R. S. Booth, S. Johnson, J. S. Parker, M. J. Wrigley, S. P. Hamilton, D. A. Hobart, A. M. Idriss, D. G. Bishop, D. R. Skinner, G. P. Nash, L. J. F. Barnes, I. A. Crouch, D. J. Taylor, G. J. Copey, J. W. Witney, P. N. Vale, H. C. Burgoyne.*
- Front Row :** *Senior Flight Cadets : S. Stanton, P. W. Medhurst, B. D. Uprichard, R. V. Thompson, G. J. Blow, A. P. Hayes. Under Officers : R. J. Lawley, R. D. H. Pine. Senior Under Officer M. Prissick. Under Officers : W. W. Morgan, A. W. J. Stewart, C. C. N. Burwell. Senior Flight Cadets : P. A. Hopkins, A. C. E. Harle, N. C. Eden, E. A. Ford, S. T. Deane, A. V. M. Young.*

# 1972 - Prize Winners 100 Entry



*The Reviewing Officer with Senior Under Officer M. Prissick and Senior Flight Cadet P. A. Hopkins.*



# 1972 - Passing Out 2 GE (1)



*The Reviewing Officer presents the Sword of Honour to Flight Lieutenant C. J. Jones.*

## PASSING OUT CEREMONY OF No 2 GRADUATE ENTRY

The Passing Out Ceremony for No 2 Graduate Entry took place on 15 October 1971. The Reviewing Officer was Air Chief Marshal Sir Andrew Humphrey, KCB, OBE, DFC, AFC.

After his Inspection of the Parade the Reviewing Officer presented Wings and Prizes to the officers of No 2 Graduate Entry. He then gave the following address :

Let me first congratulate you on the commissions which you already hold. I know that you have had them for some time, but it is only now that you will first accept the privileges and the responsibilities that go with them. These cannot easily be listed but they are very real. They amount to a way of life, a pattern of Service if you like and they cannot be ignored if your careers that you are to have in the Air Force are to be meaningful.

I would like also to congratulate you on the prizes which you have won, and the qualifications, and the wings which you have earned. I know that these have not been gained without a great deal of hard work and effort.

And I would like to congratulate both you and the College on the quality and form of this parade. It has been very good, and up to the high standards which always have — and always will be — maintained by Cranwell. I am extremely glad that this graduation ceremony has in fact been done in this way rather than as an indoor function, not only because a parade symbolises those qualities of smartness and discipline which are so essential to any fighting Service, but also and more particularly because it can be (as it has been) accompanied by a fly-past, and we are a flying Service — our quality can be better shown by the way in which we operate aircraft than in any other way. In fact our quality can really only be measured by the expertise with which we operate aircraft in air operations, and this applies equally if with varying degrees of directness, to every branch and every part of our Service.

Now you will be going on to advanced professional studies in squadrons, in units and on courses, and you will enjoy this ; but

while you are doing so, I would just ask you to remember one thing. Much learned stuff has been written about the qualities of leadership and I daresay you will have read some of it, but I would ask you to remember that the basis of all leadership is professional competence ; the professional expertise that gives you the wisdom to gauge accurately just what can be achieved by the men and the machines at your disposal, that gives you the ability to train for and to achieve that maximum. This is true at all levels of leadership — the lowest as well as the highest. Consider the leadership of a fighter section leader, or Wing Commander Gibson's leadership of the raids on the Mohne and Eder Dams, or Nelson's leadership at the Battle of the Nile when, as you will remember, his swift and total success depended entirely upon his assessment that the men in his ships could do something which the French Admiral had considered to be totally impossible. Now as the years go by you will be playing an ever-increasing part in the leadership of the Air Force and you will find that your predecessors have made many mistakes just as you will do, but they have done something which you have not yet been able to do ; they, and their predecessors before them have successfully defended our freedom. This is the real purpose of the careers which you have chosen ; this is your real responsibility and in the last resort, it will be this that your success or failure will depend upon.

Now let me conclude by congratulating you once again on what you have done so far and by wishing you every success and every enjoyment in the years that lie ahead.

Good luck to you all !



# 1972 - Passing Out 2 GE (2)

## LIST OF PASSING-OUT OFFICERS No 2 GE

G. P. ALDHOUSE, <i>Flight Lieutenant (Engineer)</i> ; <i>Philip Sassoon Memorial Prize.</i>	K. L. CROUCH, <i>Flight Lieutenant (Engineer).</i>
C. F. ASHE, <i>Flying Officer (Pilot).</i>	N. J. DAY, <i>Flight Lieutenant (Pilot)</i> ; <i>The Kinkead Trophy. The Dickson Trophy. The Hicks Memorial Prize. The Battle of Britain Trophy.</i>
D. H. W. BACKHOUSE, <i>Flying Officer (Engineer).</i>	R. J. DUNSFORD, <i>Flying Officer (Pilot).</i>
J. C. BAGNALL, <i>Flight Lieutenant (Pilot).</i>	J. A. DYSON, <i>Flying Officer (Pilot).</i>
C. C. BOSANQUET, <i>Flying Officer (Pilot).</i>	P. M. ECKERT, <i>Flying Officer (Engineer).</i>
B. K. BURRIDGE, <i>Flying Officer (Pilot).</i>	D. B. FARQUHAR, <i>Flying Officer (Pilot).</i>
R. BUTTERWORTH, <i>Flying Officer (Pilot).</i>	A. FOSTER, <i>Flying Officer, (Engineer).</i>
A. C. CASSIDY, <i>Flying Officer (Engineer).</i>	J. P. GOPSILL, <i>Flying Officer (Engineer).</i>



*Flying Officer B. W. Woodcock, Flight Lieutenant N. J. Day, The Reviewing Officer, Flight Lieutenant C. J. Jones and Flight Lieutenant G. P. Aldhouse.*



*The Commandant, The Reviewing Officer, Squadron Leader D. Stephens and the College Band.*

B. A. GREENE, <i>Flying Officer (Pilot).</i>	J. D. PIEREY, <i>Flying Officer (Pilot).</i>
D. HADLEY, <i>Flying Officer (Pilot).</i>	D. W. REES, <i>Flying Officer (Pilot).</i>
A. J. HAIGH, <i>Flying Officer (Engineer).</i>	H. REES, <i>Flying Officer (Engineer).</i>
R. HEAD, <i>Flying Officer (Pilot).</i>	G. B. ROSS, <i>Flying Officer (Pilot).</i>
P. F. HOARE, <i>Flying Officer (Pilot).</i>	N. C. RUSLING, <i>Flying Officer (Pilot).</i>
C. J. JONES, <i>Flight Lieutenant (Pilot)</i> ; <i>The Sword of Honour.</i>	I. F. SCOTT, <i>Flight Lieutenant (Pilot).</i>
J. F. M. KAYE, <i>Flight Lieutenant (Pilot).</i>	T. J. H. SHAW, <i>Flying Officer (Engineer).</i>
R. J. LEWIS, <i>Flying Officer (Engineer).</i>	G. F. R. TRUEMAN, <i>Flight Lieutenant (Engineer).</i>
C. W. MCGIBBON, <i>Flight Lieutenant (Pilot).</i>	C. J. TURNER, <i>Flying Officer (Pilot).</i>
K. J. PARKES, <i>Flying Officer (Pilot).</i>	B. W. WOODCOCK, <i>Flying Officer (Engineer)</i> ; <i>Engineering Studies Prize.</i>
A. F. PHILIP, <i>Flight Lieutenant (Pilot).</i>	



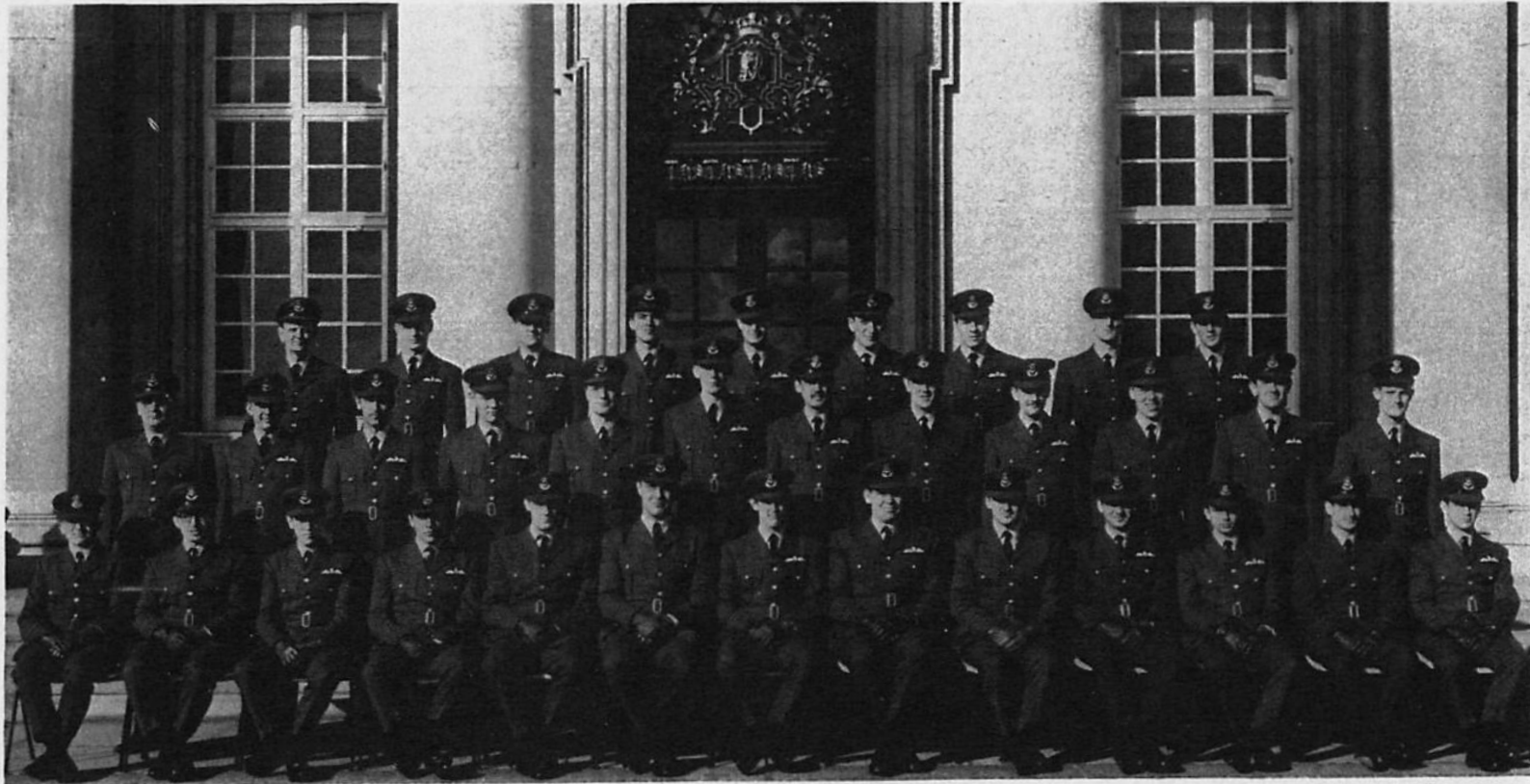
# 1972 - Passing Out 2 GE (3)



*The Commandant, The Reviewing Officer, Squadron Leader D. Stephens and the College Band.*

- |                                                                      |                                                                               |
|----------------------------------------------------------------------|-------------------------------------------------------------------------------|
| B. A. GREENE, <i>Flying Officer (Pilot).</i>                         | J. D. PIEREY, <i>Flying Officer (Pilot).</i>                                  |
| D. HADLEY, <i>Flying Officer (Pilot).</i>                            | D. W. REES, <i>Flying Officer (Pilot).</i>                                    |
| A. J. HAIGH, <i>Flying Officer (Engineer).</i>                       | H. REES, <i>Flying Officer (Engineer).</i>                                    |
| R. HEAD, <i>Flying Officer (Pilot).</i>                              | G. B. ROSS, <i>Flying Officer (Pilot).</i>                                    |
| P. F. HOARE, <i>Flying Officer (Pilot).</i>                          | N. C. RUSLING, <i>Flying Officer (Pilot).</i>                                 |
| C. J. JONES, <i>Flight Lieutenant (Pilot) ; The Sword of Honour.</i> | I. F. SCOTT, <i>Flight Lieutenant (Pilot).</i>                                |
| J. F. M. KAYE, <i>Flight Lieutenant (Pilot).</i>                     | T. J. H. SHAW, <i>Flying Officer (Engineer).</i>                              |
| R. J. LEWIS, <i>Flying Officer (Engineer).</i>                       | G. F. R. TRUEMAN, <i>Flight Lieutenant (Engineer).</i>                        |
| C. W. MCGIBBON, <i>Flight Lieutenant (Pilot).</i>                    | C. J. TURNER, <i>Flying Officer (Pilot).</i>                                  |
| K. J. PARKES, <i>Flying Officer (Pilot).</i>                         | B. W. WOODCOCK, <i>Flying Officer (Engineer) ; Engineering Studies Prize.</i> |
| A. F. PHILIP, <i>Flight Lieutenant (Pilot).</i>                      |                                                                               |

# 1972 - 2 GE (Oct 71)



## NO 2 GRADUATE ENTRY OCTOBER 1971

**Back Row :** *Flight Lieutenants : G. F. R. Trueman, I. F. Shaw, C. W. McGibbon. N. C. Rusling, A. F. Philip. Flying Officers : P. F. Hoare, R. Butterworth, T. J. H. Shaw, C. F. Ashe.*

**Centre Row :** *Flight Lieutenant K. L. Crouch, Flying Officers : B. K. Burridge, B. A. Greene, J. A. Dyson, D. H. W. Backhouse, J. D. Piercy, G. B. Ross, H. Rees. Flight Lieutenant R. Head. Flying Officers : A. J. Haigh, D. Hadley, C. C. Bosanquet.*

**Front Row :** *Flying Officers : P. M. Eckert, A. Foster. Flight Lieutenants : J. F. M. Kaye, R. J. Dunsford. Flying Officer B. N. Woodcock. Flight Lieutenant C. L. P. Aldhouse, C. J. Jones, N. J. Day. Flying Officer A. C. Cassidy, Flight Lieutenant J. C. Bagnall, Flying Officers : C. J. Turner, J. P. Gopsill, D. W. Rees.*

**Absent from Photograph** *Flight Lieutenant K. J. Parkes, Flying Officer D. B. Farquar, Flying Officer R. J. Lewis.*



# 1972 - Passing Out 3 GE (1)



*The Reviewing Officer inspecting the Parade.*

## PASSING OUT CEREMONY OF No 3 GRADUATE ENTRY

The Passing Out Ceremony for No 3 Graduate Entry took place on 18 February 1972. The Reviewing Officer was Marshal of the Royal Air Force Sir Charles Elworthy, GCB, CBE, DSO, MVO, DFC, AFC, MA.

After his Inspection of the Parade the Reviewing Officer presented Wings and Prizes to the Officers of No 3 Graduate Entry. He then gave the following address :

Today is the second time that I have been privileged to take a Passing Out Parade at Cranwell, and on that first time seven years ago I came here with a certain sense of inadequacy because I, myself, had not been through Cranwell. And so it is today, only hopefully today, I at least have in common with you who are passing out today the fact that we are all university entrants.

great honour. These things come more easily perhaps to one when one is still in harness but I can assure you that it is a great privilege to me, particularly having been turned out to grass, to be called back for one day. And perhaps being older than most, I can look back over a wider span of years and make judgments on how things have changed — and believe me they have changed, and thank God they have. I notice many things, but let me first of all particularly refer to the parade. I am well aware that you have been here a far

I am grateful to the Commandant for inviting me to come here today and giving me this



*Flight Lieutenant R. A. Malcolm, Flight Lieutenant R. D. Clements, The Reviewing Officer, Flight Lieutenant C. R. Ward and Flying Officer P. W. Giles.*



# 1972 - Passing Out 3 GE (2)



*The Parade awaiting the arrival of the Reviewing Officer.*

shorter time than most of your predecessors who were flight cadets, and that in that time you have got to learn more and more quickly than your predecessors on parade. So let me finally congratulate you straight away on your steadiness and drill and let me, too, congratulate your instructors whom I am sure you will agree have achieved a great deal in bringing you to this state in so short a time.

But if at least drill they have changed to some extent, what clearly has changed at Cranwell is the academic standards. There was a time when aircrew flew aircraft which were comparatively cheap, and therefore, in the eyes of some of their pilots, comparatively expendable. Nowadays aircrew fly with aircraft of unbelievable cost strapped to their backsides and engineer officers have the enormous responsibility of keeping these aircraft operational. This alone requires far higher professional standards than were achieved in my day. But over and above this, today in the state of the world as we know it being prepared efficiently to undertake war-

like operations is the surest way of preventing war-like operations. And if you are going to be an adequate deterrent, you have got to be efficient, and to be efficient with the weapons and weapons systems with which you are equipped in these days, requires skill and dedication of a very high order. But if I may say it, to those who come here with university degrees let no one be so smug as to think that he has nothing more to learn, you have an immense amount more to learn, and you must do this consciously, as well as unconsciously — consciously you have got to continue to work, to read and to improve your education, and unconsciously you will do so, by the light of experience.

But now let me turn if I may, from your academic work to two aspects of service life and two qualities which are essential in any good serving service officer. I am going to touch very briefly upon two only and they cannot be assessed by examinations as can other academic work. I am merely going to talk with a few words about loyalty and about

leadership. Loyalty is, of course, the very essence of service life. First of all you have that loyalty which as servants of the Crown you swear to the Crown and that is absolute. Secondly you have that loyalty which you will exercise in your daily life throughout your service careers — that loyalty which operates upwards and downwards, loyalty to your superiors and loyalty to your subordinates. There can be no compromising with loyalty, if any one fails he fails utterly and the country, the Queen and country, and all your colleagues have the absolute right to expect absolute loyalty always. You are finished if you fail!

Leadership is somewhat different. Leadership equally is an essential part of your service life. It is something which all of us are endowed by nature with some, to a greater or lesser extent. It is something which cannot in the normal sense be taught; it is something however which can be developed and must be developed and it is developed by precept, by suitable training and by experience. Now I'd say to all of you never ever lose any opportunity that comes your way of developing your powers of leadership. And when the time comes, allow your subordinates their heads so that they can show you and their fellows that they, too, have this essential quality.

Now I am going to say no more, other than changes there will be and have been from generation to generation. What the changes will be during the course of your service lives I simply cannot assess, but of one thing I am confident, that if you start with the right motivation and if you work and follow all traditions of the service you will have a useful and enjoyable life ahead of you.

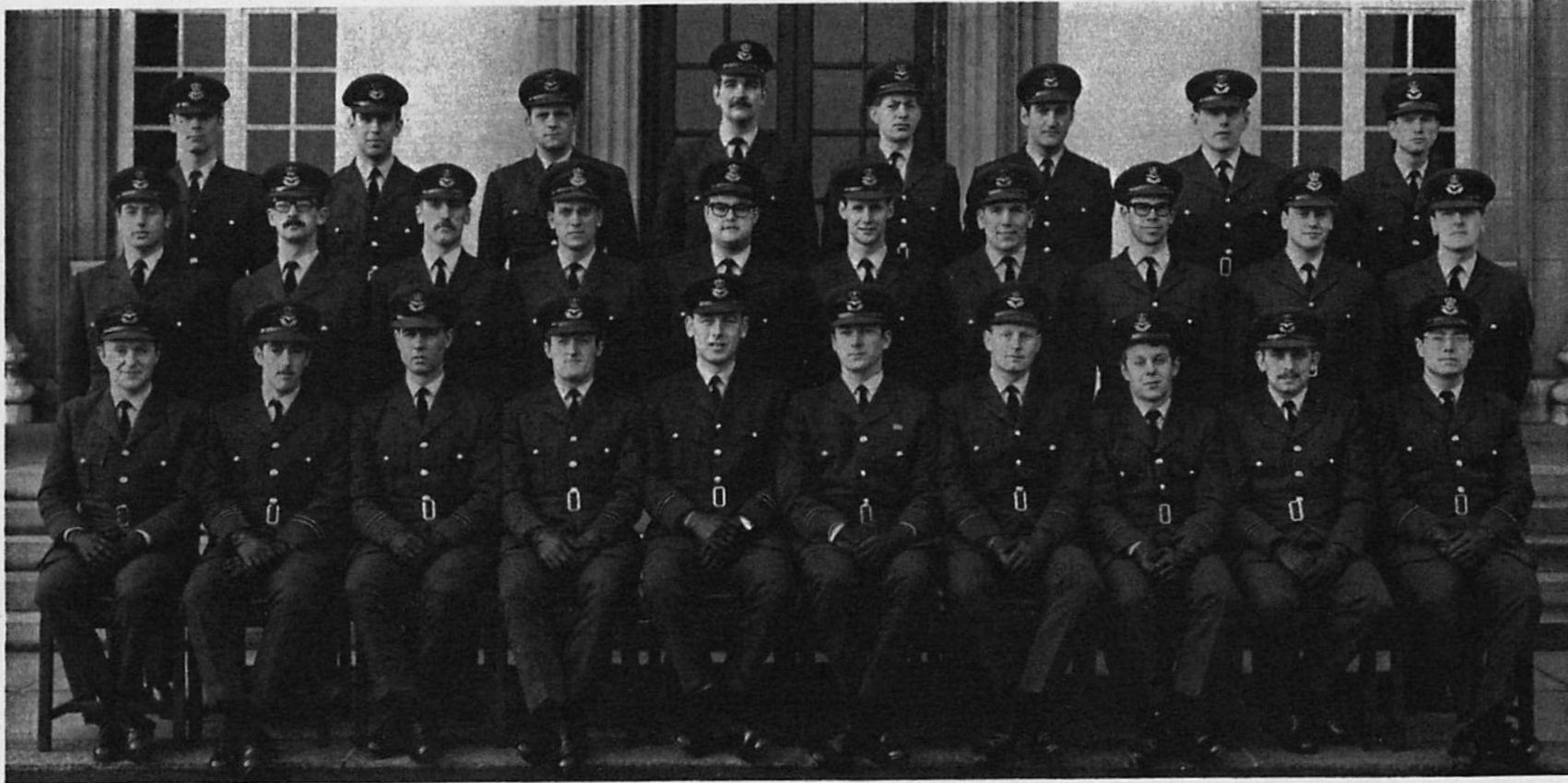
I wish you all the best of good luck, happiness and good fortune.

## LIST OF PASSING-OUT OFFICERS No 3 GE

- |                                                                                                                                                               |                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| S. C. ALLEN, <i>Flying Officer (Engineer)</i> .                                                                                                               | I. JONES, <i>Flight Lieutenant (Engineer)</i> .                                                                |
| R. M. BELLAMY, <i>Flying Officer (Engineer)</i> .                                                                                                             | M. A. KAY, <i>Flying Officer (Pilot)</i> .                                                                     |
| J. P. BLACKMAN, <i>Flying Officer (Engineer)</i> .                                                                                                            | T. A. LEE, <i>Flying Officer (Engineer)</i> .                                                                  |
| D. W. CARPENTER, <i>Flying Officer (Pilot)</i> .                                                                                                              | A. M. LUNDIE, <i>Flying Officer (Engineer)</i> .                                                               |
| R. D. CLEMENTS, <i>Flight Lieutenant (Pilot)</i> ;<br><i>The Sword of Honour. The Kinkead Trophy.</i><br><i>The Dickson Trophy. The Hicks Memorial Prize.</i> | R. A. MALCOLM, <i>Flight Lieutenant (Pilot)</i> ;<br><i>The Battle of Britain Trophy.</i>                      |
| N. A. CLUTTON, <i>Flight Lieutenant (Pilot)</i> .                                                                                                             | J. J. McNAUGHT, <i>Pilot Officer (WRAF)</i><br><i>(Secretarial)</i> .                                          |
| A. COY, <i>Flying Officer (Pilot)</i> .                                                                                                                       | C. I. NOCK, <i>Flying Officer (Engineer)</i> .                                                                 |
| P. E. FITZGERALD, <i>Flight Lieutenant (Pilot)</i> .                                                                                                          | R. J. PICKERING, <i>Flight Lieutenant (Pilot)</i> .                                                            |
| P. W. GILES, <i>Flying Officer (Engineer)</i> ;<br><i>The Engineering Studies Prize.</i>                                                                      | S. REYNOLDS, <i>Flying Officer (WRAF)</i><br><i>(Secretarial)</i> .                                            |
| P. HAIGH, <i>Flying Officer (Supply)</i> ;<br><i>The Supply Studies Prize.</i>                                                                                | A. S. ROWLANDS, <i>Pilot Officer (WRAF)</i><br><i>(Secretarial)</i> ;<br><i>The Secretarial Studies Prize.</i> |
| W. G. F. HARLAND, <i>Flight Lieutenant (Pilot)</i> .                                                                                                          | K. I. SIMKINS, <i>Flight Lieutenant (Pilot)</i> .                                                              |
| C. P. A. HARRIS, <i>Flying Officer (Pilot)</i> .                                                                                                              | G. Mc.D. SMITH, <i>Flying Officer (Engineer)</i> .                                                             |
| J. M. HODGETTS, <i>Pilot Officer (WRAF)</i><br><i>(Supply)</i> .                                                                                              | T. J. SMITH, <i>Flight Lieutenant (Engineer)</i> .                                                             |
| M. J. HOLMES, <i>Pilot Officer (WRAF)</i><br><i>(Secretarial)</i> .                                                                                           | R. SUTCLIFFE, <i>Flying Officer (Pilot)</i> .                                                                  |
| M. F. C. JAMES, <i>Flying Officer (Engineer)</i> .                                                                                                            | P. TOYNE, <i>Flight Lieutenant (Pilot)</i> .                                                                   |
| B. A. JONES, <i>Flying Officer (Engineer)</i> .                                                                                                               | C. R. WARD, <i>Flight Lieutenant (Engineer)</i> ;<br><i>The Philip Sassoon Memorial Prize.</i>                 |
|                                                                                                                                                               | C. J. WATERMAN, <i>Flying Officer (Engineer)</i>                                                               |
|                                                                                                                                                               | M. W. YORK, <i>Flying Officer (Engineer)</i> .                                                                 |



# 1972 - 3 GE (Feb 72)



## 3 GRADUATE ENTRY FEBRUARY 1972

**Back Row :** *Flight Lieutenants : T. J. Smith, N. A. Clutton, P. Toyne. Flying Officers : C. I. Nock, M. W. York. Flight Lieutenant P. E. Fitzgerald. Flying Officer C. J. Waterman. Flight Lieutenant M. I. Kay.*

**Centre Row :** *Flying Officers : T. A. Lee, S. C. Allen, B. A. Jones, D. W. Carpenter, M. F. C. James, J. P. Blackman. Flight Lieutenant I. Jones. Flying Officers : A. M. Lundie, C. P. A. Harris, G. McD. Smith.*

**Front Row :** *Flying Officer A. Coy. Flight Lieutenants : W. G. F. Harland, K. I. Simkins, R. A. Malcolm, C. R. Ward, R. D. Clements. Flying Officers P. W. Giles, R. Sutcliffe. Flight Lieutenant R. J. Pickering. Flying Officer R. M. Bellamy.*

# 1972 - Academic Awards

## THE PRESENTATION OF ACADEMIC AWARDS

A ceremony to mark the award of Bachelor of Science Degrees and Higher National Diplomas in Mechanical and Electrical Engineering to members of Nos 94 and 95 Engineering Degree Courses and No 7 Standard Engineering Diploma Course was held in the Whittle Hall on 8 October 1971. The certificates were presented by Air Marshal Sir John Hunter-Tod, KBE, CB, MA, DCAe, CEng, FIEE, FRAeS. After making the presentations the Guest of Honour gave the following address :

Commandant, Commander-in-Chief, Ladies and Gentlemen : As one grows older one finds one is doing more and more things that one never dreamt about at the outset. I have reviewed newly fledged officers being launched from Henlow, and there are brass plaques on walls to testify to my having launched a gymnasium, an officer's mess and a church ; but never have I awarded degrees before. I must confess that I never considered myself in that class, so that it is a singular pleasure to find myself doing just that today and I do congratulate you all on your achievements, particularly for the high ratings that have been gained in the CNAA degrees. I hope you got as much satisfaction from earning these awards as I have in presenting them.

I would like to thank the Commandant for honouring me in inviting me here. Although I have been here many times, this is the first time that I have ever come to try and make a contribution to the affairs of the College ; in 10 minutes time he will find out whether he was wise to do so.

The last time I came here was six months ago to make shameless use of the magnificent facilities of the College to hold my periodic

Conference of Engineers. After the business of that day was over I was attacked after dinner, when in scant position to defend myself, by a pack of Flying Officers. I noted from my brief that many of you left this nest some time ago, so I wonder whether any of you were present on that occasion, for they all complained that they seemed to be unwanted as they were wasting their first tours in supernumerary posts and were not allowed to do anything on their own account. This point has been well seized and I hope now rectified, but it would be tragic if your first enthusiasms were blunted, and come what may you must never allow that to happen.

You are of course all very much wanted. It would be improper for me to forecast your promotion prospects, but I can say that they will not be as good as they were 30 years ago. I remember while I was stationed in Cairo in about 1944 attending a conference at the Headquarters in the Palace of Caserta near Naples and getting caught up that evening in a party given by a chap celebrating his promotion to acting group captain at the ripe old age of 24 ; next morning recuperating in the very communal showers he exclaimed to the public at large 'Thank goodness promotion comes but once a year.'

However, I know you to be highly educated officers, because I have just given you papers that say so, and you belong to an era, mercifully drawing to a close, of slim harvesting of educated engineers. There were many lean years before your time, so that if you pull out the right stops a successful career must await you. You won't all be DG Eng and you can be thankful for that.

Some young graduate officers feel their knowledge is unwanted. They go from a place of higher learning, bursting with white hot technology, to an Royal Air Force station to find they never have to resort to one of those ugly equations of mathematical physics or solve a problem by matrices. They all want to go into R & D and design space ships, which is all good clean fun, but you can have too much of it ; I know ; I had 9 years at a stretch out of the Air Force proper.

We are all basically maintenance engineers, and maintenance engineering burns up more money than the purchase and operation of the aircraft, weapons and other systems that we use. Apart from the cost of spares and facilities we are the biggest single direct user of manpower, which is ever more expensive, and this in turn invokes a considerable amount of supply and administrative support.

We are the repository of knowledge of in-service engineering. The drive must come from within, from you, towards the better use of resources and a clearer statement to industry of our needs for maintainability. We cannot turn to industry or civilian establishments for these things.

Your immediate function is to run the business at the workface, and as officers to inculcate in those under your command a moral obligation towards the safety of others and rendering value for money.

You have to see that your airmen are properly organised and utilised, for no honest man likes to work in a muddle. To do the

latter you must appreciate the skill levels used and the frequency with which they are used ; what needs supervision and what does not ; what are the areas where most resources are consumed and where improvement would yield the greatest dividends.

As you progress up the tree, you will have your share of backward looking in trying to rectify the mistakes of others, but you will have an increasing responsibility for trying to make things better for the future by improving the system technically and organisationally, and by shaking out of new equipments and design defects that impair engineering efficiency.

Clearly you cannot put things right unless you understand how they work and can perceive where their defects lie. Therefore everyone must learn his trade the hard way.

You might ask why do we need higher education if all we are asked to do is to gain experience with grimy hands.

Firstly, you have to receive the fundamentals, the basic physics of your subject ; you have to undergo the discipline of rigour and to attain the ability to return to fundamentals when the scene is confused and to construct thereon a clear and logical framework. You must be able to distinguish between primary and secondary causes, and to eschew folklore and fallacies that are pitfalls for the under educated ; be prepared to break away from precedent.

You cannot operate without experience and some knowledge of the practicalities, but experience is 10 times more valuable if you can perceive the good and the bad of things around you and their root causes. It is my contention that the real purpose of higher education is to give you that perception that fertilises experience and allows it to expand constructively in middle rank.

If the schooling you have received here has done that for you, your careers are well set, in which I wish you all godspeed.

The following Officers of the Engineer Branch of the Royal Air Force have successfully completed Engineering Courses at the Royal Air Force College and have qualified for the Degree of Bachelor of Science for the Higher National Diploma.

### THE DEGREE OF BACHELOR OF SCIENCE UNDER THE AEGIS OF THE COUNCIL FOR NATIONAL ACADEMIC AWARDS

#### No 94 ENGINEERING DEGREE COURSE (HONOURS - MECHANICAL)

##### FIRST CLASS HONOURS

Flying Officer R. W. HOOPER : Mechanical.

##### SECOND CLASS HONOURS (1ST DIVISION)

Flying Officer D. JAYAKODY-ARACHCHIGE : Mechanical.  
Flying Officer J. R. KEAREY : Mechanical.

##### SECOND CLASS HONOURS (2ND DIVISION)

Flying Officer C. E. C. PILCHER : Mechanical. Flying Officer P. M. WARNER : Mechanical.

##### THIRD CLASS HONOURS

Flying Officer M. W. POTTER : Mechanical.

#### No 95 ENGINEERING DEGREE COURSE (HONOURS - ELECTRICAL AND MECHANICAL)

##### FIRST CLASS HONOURS

Flying Officer M. H. JONES : Electrical. Flying Officer D. S. PECKETT : Electrical.

##### SECOND CLASS HONOURS (1ST DIVISION)

Flying Officer B. D. SWINSCOE : Mechanical.

##### SECOND CLASS HONOURS (2ND DIVISION)

Flying Officer B. WAKELY : Electrical.

##### THIRD CLASS HONOURS

Flying Officer M. J. ABBOTT : Electrical.

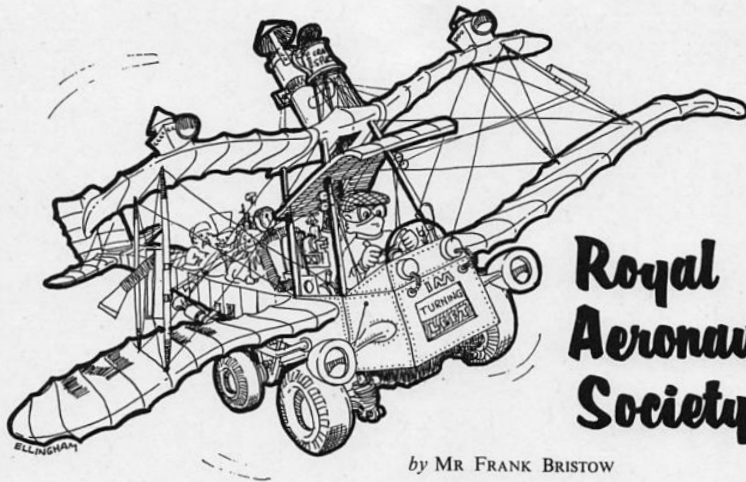
### THE HIGHER NATIONAL DIPLOMA No 7 STANDARD ENGINEERING DIPLOMA COURSE (ELECTRICAL AND MECHANICAL)

Flying Officer P. P. ABELA : Electrical.  
Flying Officer R. W. CLARK : Electrical.  
Flying Officer N. J. B. CRADDOCK : Mechanical.  
Flying Officer P. D. CUTTS : Mechanical.  
Flying Officer M. J. FOZARD : Mechanical.  
Flying Officer P. C. FROST : Electrical.  
Flying Officer D. A. JOHNCOCK : Electrical.

Flying Officer E. LAMB : Mechanical.  
Flying Officer A. C. LANG : Mechanical.  
Flying Officer N. MARSH : Mechanical.  
Flying Officer I. J. MILLARD : Mechanical.  
Flying Officer P. G. STAMP : Electrical.  
Flying Officer M. D. WARD : Mechanical.  
Flying Officer M. C. ST. J. WRIGHT : Electrical.



# 1972 - Lead Article (1)



## Royal Aeronautical Society

by MR FRANK BRISTOW

There has been a flourishing branch of the Royal Aeronautical Society at Cranwell since the merger of the Royal Air Force Technical College with the Royal Air Force College in 1966. Meetings are held in Whittle Hall at monthly intervals throughout the autumn and spring terms in which visiting speakers give presentations on a wide range of aeronautical topics. Film shows are also held from time to time.

The Royal Aeronautical Society is unique among the engineering institutions in that it has a number of branches throughout the country the membership of which is open to all. The only qualification required is an interest in aerospace and the ability to pay a modest annual subscription (25p at Cranwell!). Membership of the Main Society is mainly confined to those with appropriate technical qualifications and many of its members are chartered or technician engineers. The Society is a founder member of the Council of Engineering Institutions and helps to lay down the standards required for official recognition as an engineer. Pilots are also eligible to join the Society and there is a very active Test Pilots' Group which serves as a

forum for the discussion of aircraft handling characteristics. Members of other professions who apply their skills to aerospace can become members and there are a number of mathematicians, physicists, doctors, lawyers and meteorologists in the Society.

As might be guessed from its membership much of the proceedings of the Main Society are conducted at a rather rarified level but Branch activities are much more down to earth. Although the lecturers are acknowledged experts in their field their presentations are intended to appeal to a wide spectrum of air-minded people and not to the narrow specialist. Among the most popular lectures have been descriptions of new aircraft such as Harrier, Concorde, Jaguar and Lynx. These have been given variously by engineers, manufacturers' test pilots and Service pilots. In December Mr N. D. Norman, a former Royal Air Force pilot and co-founder of the Britten-Norman Company, will give a description of the Islander and Defender aircraft together with a potted history of his firm. Perhaps the biggest audience attracted to a Branch meeting was for the lecture and demonstration on explosives by Dr B. D.

Shaw of Nottingham University. This was a resounding success and the committee was immensely relieved to find Whittle Hall still standing and unscathed after a shattering performance.

One of the features of the programme is an annual joint lecture with the East Midlands Panel of the Institution of Mechanical Engineers which is sponsored alternatively by the two organisations. The Society will be the hosts in February when Professor G. A. Tokaty of City University is to give a lecture on the Russian space programme. Professor Tokaty, who is a Russian by birth, has made a special study of this subject and has often appeared on television to comment on the latest Soviet ventures in space.

The 'Father of the Royal Air Force', Lord Trenchard, is commemorated annually by the Trenchard Memorial Lecture which is held in alternate years at Halton and Cranwell. The sixteenth of these lectures will be held at Cranwell in April when Professor D. Keith-Lucas will lecture on 'Design for Safety', a subject on which he is an internationally recognised expert. Professor Keith-Lucas has a very light touch for such a weighty authority and some years ago he gave a fascinating talk with the unlikely title of 'The Chicken and the Egg' which, somewhat surprisingly, dealt with the early development of the aeroplane.

Most of the branch members are of course Service personnel from the Royal Air Force College but there are a number who come from neighbouring Royal Air Force stations and also some very enthusiastic civilian members. There is an agreement with the Society of Licensed Engineers and Technologists by which their members living in Lincolnshire participate fully in Branch activities. A number of the staff of the Grantham firm of Kontak, which makes components for jet engines, belong to the Branch. There is also a group of aviation enthusiasts from Newark who devote a large part of their spare time to renovating historical aircraft. They rescue old crashed aircraft and rebuild them with loving care to put on display in the Newark Air Museum which is situated on an old wartime airfield at Winthorpe. A similar group, known as the Lincolnshire Aviation Enthusiasts who have a museum at Tattershall, also support the

Branch. Several of the events in the forthcoming session should appeal particularly to these groups. In October Lieutenant Colonel A. P. de Jong of the Royal Netherlands Air Force is to give a presentation on the air fighting over Holland during the Second World War and the continuing recovery operation of crashed aircraft from the Dutch polders. Air Commodore H. I. Cozens will visit Cranwell in November to show his film 'Prelude to Victory'. This shows all stages of a Lancaster bombing raid from Hemswell and is completely authentic. In March the distinguished founder and commander of the Pathfinder Force, Air Vice-Marshal D. C. T. Bennett, will give an account of its wartime operations. Pathfinder Force was a highly trained elite force, equipped with the most advanced navigation and bombing aids, and its special task was to mark the targets to guide the main force of bombers. The Branch, however, usually places its emphasis on the present rather than the past and there will also be lectures on Army aviation, electronic instrument displays and the training of test pilots.

The founding of the Cranwell Branch was largely due to the initiative and enthusiasm of Wing Commander (now Group Captain) E. J. Holden who was Senior Tutor Science in Basic Studies Wing at the time of the merger of the Royal Air Force Technical College with the Royal Air Force College. There had been a thriving branch at Henlow which had drawn good support from the Royal Aircraft Establishment and other organisations at Bedford. This became the Bedford Branch and Ted Holden set about organising a new branch at Cranwell. He was chairman of the holding committee which set up the branch and arranged the first programme of lectures. The first annual general meeting was on 4 January 1966 when Wing Commander J. Sandford, who is now an associate professor at the Von Karman Institute in Brussels, was elected chairman. Wing Commander Holden was not available for election because of an impending posting but he continued to serve on the committee and to give the branch the benefit of his experience during the early months of its existence.

Every effort was made to ensure that the committee was fully representative of all



# 1972 - Lead Article (2)

interests. All sections of the College were represented and there were two civilian members from outside Cranwell. The civilians were in fact retired Royal Air Force officers, Wing Commander R. Hollingworth and Squadron Leader E. Cook, and they are the only members of the original holding committee who are on the present committee and continuing to do valuable work. Wing Commander Hollingworth, who served in the Royal Flying Corps, undertakes the difficult task of summarising the lectures and sending, in reports which are published in the local press. Squadron Leader Cook liaises with the local schools and keeps them informed of items of special interest to young people.

The formation of the Branch received every encouragement from the College authorities and the Commandant, Air Vice-Marshal I. D. N. Lawson, became the first president. This tradition has been continued and each succeeding commandant has taken over the office of president. In this capacity the Commandant has presided at the more important Branch functions and entertained some of the lecturers and distinguished visitors at The Lodge.

The inaugural lecture was given by Mr C. H. Gibbs-Smith on 17 January 1966 before a distinguished audience. Mr Gibbs-Smith is a noted aviation historian and, rather unexpectedly, a keeper at the Victoria and Albert Museum, and he lectured on Britain's contribution towards the development of the aeroplane. Incidentally 1966 was a propitious year for starting a new branch as it coincided with the Centenary celebrations of the Royal Aeronautical Society. The newly-fledged Branch Chairman and Secretary were honoured by an invitation to a luncheon presided over by the Honorary President, His Royal Highness The Duke of Edinburgh.

Originally it was intended that the Branch would organise visits to places of aeronautical and general interest. There were successful visits to the Royal Air Force 50th Anniversary flying display at Abingdon and to the Shuttleworth collection of veteran aircraft at Old Warden. Several other visits were arranged but the support for them was not very great and they have gradually faded from the programme. There was one

notorious incident in which a visit to a brewery, of all places, had to be cancelled at the last moment for lack of support. The committee, however, would be willing to consider any suggestion for a visit which would be likely to enjoy popular support. Visits form a very important part of some branch programmes and Swindon, for example, organise trips to such attractions as the Paris Air Show. Some Cranwell Branch members have gone on these visits and thoroughly enjoyed themselves.

A bar is open in Whittle Hall after the lectures to give members an opportunity to meet the lecturers informally and social events are arranged from time to time, the most recent being particularly successful. This took the form of a cocktail party and buffet supper following a most stimulating lecture given by Group Captain T. G. Mahaddie on collecting aircraft for the Battle of Britain film. Hamish Mahaddie was a leading bomber pilot during the war and is a great character and an excellent speaker.

One of the functions of the Society is to provide a forum for young members to present their own papers. There is an annual competition known as the N. E. Rowe Medals Competition which is intended to encourage this. There are two categories, one for those under 21 years old and one for those between 21 and 25 years old inclusive. The competition is initially held in the branches and the best paper in each category is sent up to the Main Society for further assessment. The authors of the winning papers nationally are awarded N. E. Rowe Medals at the Wilbur and Orville Wright Memorial Lecture in London, which is the most important event in the Society's calendar. The winning branches are awarded plaques to hold for one year. The Cranwell Branch has an excellent record in this competition having won medals on three occasions. Under Officer (as he was at the time) K. B. Patrick won the medal in the 21-25 year age group in 1967 for a paper on the prediction of thunderstorms. Senior Under Officer D. A. Ray was successful the following year in the under-21 years age group with a very good presentation on head-up displays. Keith Patrick and Dave Ray were both GD cadets. In 1970 Flight Lieutenant G. L. Perry was a joint winner of the 21-25 age group

with a paper describing an original idea for an aircraft collision warning device. Graham Perry was at that time a lecturer in the Department of Engineering and his lecture was certainly most professional. Unfortunately no entries have been received for the competition in the last two years and it is hoped that there will be a revival of interest. As an inducement the Branch offers a monetary prize for the best paper in each age group by a Cranwell member.

The changing pattern of training at the College has led to some reduction in membership. The Flight Cadets gave strong support to the Branch and the gap left by their departure has not been entirely filled by the Graduate Entry Scheme, perhaps because of their shorter stay at the College. A publicity

drive is to be launched to convince the Graduate Entrants and others that Branch activities are valuable and enjoyable. For the engineers it may be their first introduction to the professional body which they may wish to join as full members to obtain the designation Chartered Engineer. Some pilots may also join the Main Society, particularly those who are interested in test flying. However those who do not aspire to Main Society membership will also find the Branch activities entertaining and useful in extending their background knowledge of aerospace. The Cranwell Branch of the Royal Aeronautical Society, although still the youngest in the country, has reached maturity and will continue its work in spreading information and fostering goodwill amongst air-minded people at the College and in the surrounding area.



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# 1972 - Second Article (1)



## The Elements of a Coat of Arms

The SHIELD or ESCUTCHEON is the most important element of a Coat of Arms, because it displays the 'charges' that constitute the insignia of the bearer. The area within a shield is called a 'field' and its surface is partitioned into areas, which are given specific names which refer to the location of the 'charges' which they bear.

The HELMET appears above the shield, roughly in the position where the bearer's head would be.

The MANTLE or MANTLING was a falling cloth garment worn over helmet and armour to protect the knight from the heat of the sun and his armour from the elements and it usually displays the principle colour and the metal tincture of the shield. It was secured by a TORSLE or WREATH, which was

formed by twisting two ends of the mantle six times and was located at the base of the CREST. The CREST was usually a decorated, personal sign of identity, originally a painted piece of wood or leather.

SUPPORTERS appear on either side of the shield as guardians of the Arms. They are often representations of human beings, animals, birds or imaginary creatures. SUPPORTERS today are reserved solely for titled families and those civic authorities and institutions granted the right to bear them. The right to bear SUPPORTERS is normally granted by Royal approval and issued by the College of Arms under a document called 'Letters Patent'.

The SCROLL or MOTTO is fashioned as a ribbon from the ground upon which the SUPPORTERS stand.



# 1972 - Second Article (2)

## THE FULL ACHIEVEMENT OF ARMS OF THE ROYAL AIR FORCE COLLEGE

Heraldry was originally an indispensable form of communication, a 'language' developed to communicate visually, not only the bearer's identity but also a great deal more relevant information about him. In 1970, in recognition of its Fiftieth Anniversary, the Royal Air Force College was granted the right to bear Supporters on its existing armorial bearings and thus faced the problem of presenting its identity, role, and traditions even more explicitly in heraldic form.

The Senior Illustrator of the College, Mr J. B. Ellingham, was approached to prepare designs for submission to the College of Arms. After careful research various rough drafts were submitted to the then Commandant, Air Vice-Marshal Hughes, who consulted Dr John Tanner, the Director of the Royal Air Force Museum and a leading authority on heraldry, the Cranwell Advisory Board and several senior Old Cranwellians for their views.

The final draft was prepared in full colour by Mr Ellingham showing the full achievement of arms, including the proposed Supporters and the alterations necessary to the existing armorial bearings. This was sent for approval to the College of Arms in January, 1971.

In heraldic terms, the draft showed the following :—

*Arms* — Azure, a chevron argent between three cranes volant proper, the same lions faces or in torteaux.

*Crest* — Daedalus proper.

*Supporters* — On either side an eagle argent with wings adorned and inverted, membered gules, gorged with astral crown or, on the dexter side, charged on the breast a fleur-de-lys or, fimbriated verte, on the sinister side the same fimbriated gules.

The reasons for the choice of eagles argent were that they represented modern birds of the air, silver aircraft. It also seemed fitting to distinguish them by making their beaks and legs red, thus establishing a link with Lord Trenchard whose own arms bore red eagles as Supporters. The astral crowns indicate that the Royal Air Force College was the first air academy in the world. The two fleurs-de-lys are edged with green, to show the College's close association with Lincoln and Kesteven, and red, to indicate the College's ties with Bedfordshire, the home of the Royal Air Force Technical College, Henlow, before the merger which combined the two establishments in 1966.

In designing a full achievement of arms, especially with the addition of Supporters, the design must maintain its balance, without distracting from the original arms, depicted upon the shield. Consideration should also be given to the variations in scale in reproduction to ensure that the shape and form are not lost.

Approval was given in August, 1971, subject to the minor change that the eagles should be turned slightly outwards, so that the fleurs-de-lys could lie in a more central position on the eagles' breasts.

The College of Arms agreed that Mr Ellingham should prepare the registered copy on vellum and allowed him to base his design on the original draft and not on the letters patent. This approval was a unique honour for John Ellingham and he is probably the first artist outside the College of Arms to be granted permission to prepare such a piece of work.

Letters Patent, granting authority for the addition of Supporters to the Arms of the Royal Air Force College Cranwell, were signed and sealed by Garter King of Arms in October, 1971.

The Certified Copy of the Armorial Bearings and Supporters was completed in April, 1972, and was duly registered and signed as a true copy, by the Windsor Herald in May, 1972.



# 1972 - Third Article (1)

## POACHERS '72

by

FLYING OFFICER K. JACKSON

Precision for its own sake is inanity or art. But to a child, reflecting on his chaotic life, precision signifies a mastery of things which he will not achieve in foreseeable time. To a simple man it signifies a mastery of things which he will never achieve.

There are those among us to whom flying will always have an inexplicable fascination ; those who will always watch an aeroplane in flight. They may make light of it, criticising, airing their knowledge, but if there were no-one else there they would still watch.

The Poachers perform throughout the summer at air displays across the country, and two visits to the continent are planned this year. This defines their audience ; comparison with the thoughts above may be interesting.

The purpose of the Poachers must be to provide public relations ; fostering the tolerance of the populace to our expense and our noise, and to encourage recruiting by imprinting an image of glamour and precision on young maids. Success in these tasks is hard to evaluate. No one knows how many more complaints or how many fewer recruits there would be if the Poachers did not perform. Success in the aim of the Poachers to fly a sequence to appeal to the audience is much easier to assess.

I watched their earlier practices with some scorn, and watched no more for a while. Hardly fair of me, but they made a lot of noise early in the morning, and made us short of aeroplanes at all times of the day. All this and then a synchronised lowering of flap and shutting down of engines ! I was forgetting the intended audience. Then the Wing Commander asked me with a big smile if I'd like to write an article on the Poachers. Well, you

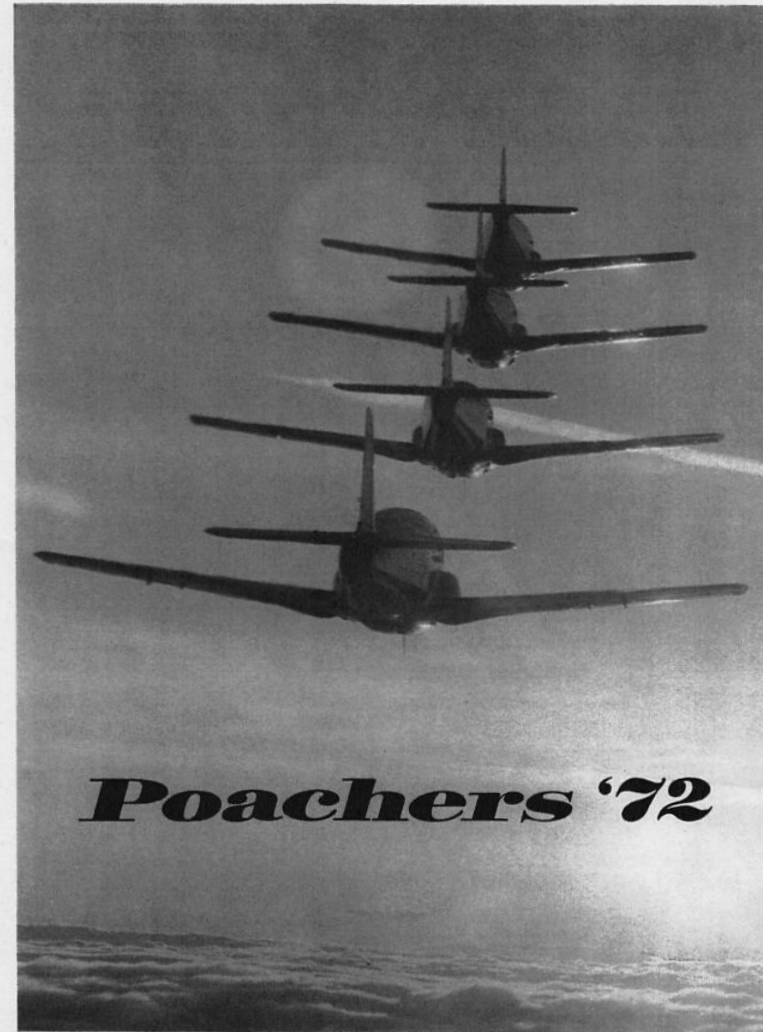
probably know the feeling, of course I said yes. This meant that I had to look at them again, and by this time they were wearing their royal blue flying suits and white polo-necked sweaters ! Is my chip showing ?

I got up far too early one morning and flew with Geoff Roberts, number 4 in the team. They had improved since those earlier practices, and they looked a lot safer from the air. Mind you it was nice to see them sweating a bit, formation flying always looks so effortless from the ground when its done properly, and by this time it was. Yes, I was impressed.

The sequence lasted about 15 minutes but seemed shorter. They've discarded last year's 'twinkle' roll at the start, which is just as well. The JP hardly twinkles, and diverges sloppily. The join-up loop remains, and looked very nice. Its quite exciting in the number four position ; with a little too much overtake Geoff let the aeroplane slide underneath the leader so that we looked up through the canopy at him. ' You can't tell from the ground,' said Geoff.

The first loop is followed by a wingover, a loop and a barrel roll with formation changes through swan, box, card, line astern (quite lively at the back) and back to box. Then they do a loop in line astern which is probably the one thing that looks better from the ground than from the air. After this they loop in wingless, change to card and split for a cross-over and half loop in two pairs, to roll-off the top and join up in line astern. I liked this bit, an ' aidmaker ' call for one pair means ' put them out,' for the other pair means ' put them in,' and they end up in line astern !

A further loop is followed by a barrel roll, wing over and loop through box, swan, tee and card into line abreast for the Prince of



# 1972 - Third Article (2)

Wales bomb-burst, where everyone disappears.

It takes little time or effort to recount the sequence and the formation changes. It is far more impressive to see it than to read about it.

The leader is Squadron Leader John Robertson, for the second year. He used to fly Canberras before a tour as a QFI at Church Fenton. He then had a tour at CFS before coming to Cranwell.

Number two is Colin Woods whose boyish good looks belie his past as a potentially genocidal Vulcan captain.

Number three is Ian MacFadyen who graduated from Cranwell in 1963, and did a tour on Lightnings in Germany followed by a

tour as an ADC before returning to Cranwell as a QFI. He is now a flight commander.

Number four is Geoff Roberts about whom I have probably said enough. He was going bald before he started this formation flying.

The Adjutant and Number five is Mark Micallef-Eynaud who graduated from Cranwell in 1970 and came back a year later as a QFI.

The aeroplane is the Jet Provost T Mk 5. It has similar performance to the Mk 4 but is prettier, quieter (from the inside), and has the feel and handling characteristics of a far more modern aeroplane.

Well done Poachers, you're doing a fine job, but I'm still not sure if its art or inanity.

