

# RAF COLLEGE CRANWELL

## College Journal Extracts



March 2006

# Centre-fold Picture





# Lead Article - New Cmdt and DoR

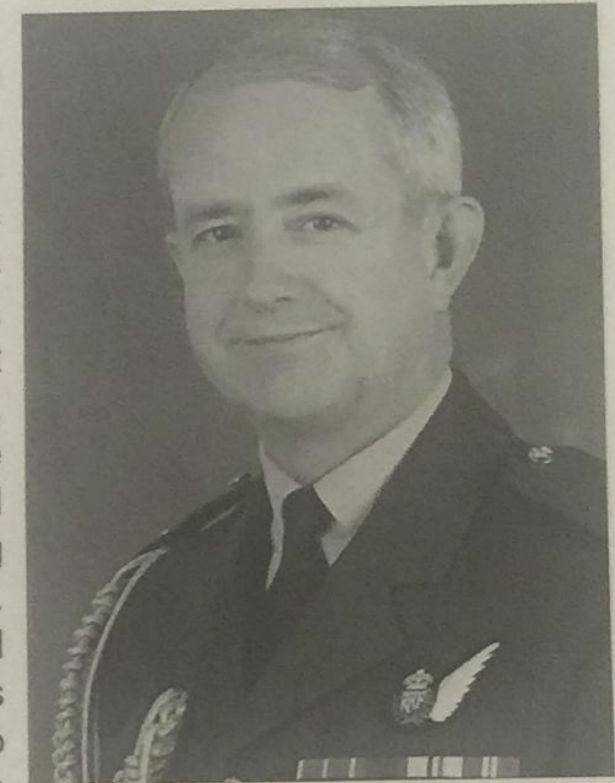
## **AIR COMMODORE R B CUNNINGHAM MBE ADC MA RAF**

**Commandant RAF College Cranwell and Director of Recruitment (RAF)**

Air Commodore Robert Cunningham was born in Croydon in 1957 and educated at Dr Challoner's Grammar School in Buckinghamshire. He joined the Royal Air Force as a University Cadet in 1975 and read Natural Sciences (Physics) at Lincoln College, Oxford.

After Initial Officer Training at the RAF College Cranwell, he qualified as a navigator at No 6 Flying Training School, RAF Finningley, and converted to the Phantom on No 228 Operational Conversion Unit at RAF Coningsby in 1980. Tours in the Air Defence role followed at RAF Leuchars (on No 43 Squadron), RAF Stanley in the Falkland Islands (No 23 Squadron) and RAF Wattisham (No 56 Squadron), latterly as Navigator Radar Leader. After an Air Staff appointment in the Ministry of Defence from 1986 until 1988, he was made an MBE and converted to the Tornado F3 on No 229 Operational Conversion Unit at RAF Coningsby, joining the re-formed No 23 Squadron as a flight commander at RAF Leeming. In 1992, he attended the Royal Australian Air Force Command and Staff College in Canberra. He returned as Military Assistant to the Assistant Chief of the Defence Staff (Policy and Nuclear) in the Ministry of Defence. As a wing commander, he served as a staff officer in the Plans Branch at Headquarters Strike Command from 1995 to 1997 and commanded Operations Wing at RAF Akrotiri until 1999. He then took up the appointment of Group Captain Air Defence (Air) at Head-

quarters No 11/18 Group, subsequently becoming Group Captain Defensive Operations at Headquarters No 1 Group in 2000. As Commander British Forces on Operation RESINATE (SOUTH), he served at Prince Sultan Air Base, Saudi Arabia in 2001. He commanded RAF Cranwell and No 3 Flying Training School from 2002 to 2003. Graduating from the Royal College of Defence Studies in 2004, he was selected to be Deputy Senior British Military Representative-Iraq, serving in Baghdad during the first democratic elections. He returned to Headquarters Strike Command in mid-2005 to lead Project TRENCHARD, the development of expeditionary air force structures. He was appointed Commandant RAF College Cranwell and Director of Recruitment (RAF) in November 2005.



Air Commodore Cunningham is married to Frances; they have sons aged 15 and 12 who are at school in Lincolnshire.



# Second Article - IOTC & SERE (1)

## THE NEW INITIAL OFFICER TRAINING AND SPECIAL ENTRANT AND RE-ENTRANT COURSES

### OFFICER CADET TRAINING REVIEW

The Officer Cadet Training Review (OCTR) was established in April 2003 to identify what would be required of 'Tomorrow's Officer' and recommend the structure and content of an Initial Officer Training Course (IOTC) that will provide the platform for developing Junior Officers (JOs) into the next decade, and thus the senior officers of 2020 and beyond. Today, it is no longer the case of whether JOs will be involved in operations but when; consequently, it is implicit that our future JOs are equipped with the mindset and necessary skills to enable them to support the ethos of war fighter first and specialist second. Thus, the OCTR determined that tomorrow's officer will need to be:

*“military minded and of a courageous and determined fighting spirit; mentally agile and physically robust; politically and globally astute; air minded, technologically competent and able to handle ambiguity; capable of understanding and managing inter-personal relations; flexible, willing to take risks, adaptable and responsive; and able to handle tomorrow's recruit.”*

During their research, the OCTR concluded that there were many good features in the 24-week IOTC which, over many years, had produced officers who were proud of their achievements during the course, were well motivated towards their specialist training and had a high degree of teamwork and camaraderie. However, the research also revealed that the leadership style developed was predominantly control based,

that the course had a strong assessment (as opposed to learning) culture, and that many graduates had an inability to relate to other ranks in general, and SNCOs and WOs in particular. Furthermore, there was minimal use of IT and a lack of realism in some aspects of the training. At the time of producing the Report, it was evident that the current Officer and Aircrew Cadet Training Unit (OACTU) staffs were vigorously addressing many of the issues, but were constrained by the current course length and design. Overall, the OCTR developed over 100 recommendations for change, of which over 90% have been incorporated within the new IOTC. It was recognised that a complete redesign of IOT would have implications for the Special Entrant and Re-Entrant (SERE) Course; this Course is for officers joining the Specialist Branches ie Doctors, Dentists, Nurses, Chaplains, and Lawyers, and also for officers rejoining the Service, or joining the RAF from other Services. The SERE Course dovetails into the main events of the IOTC therefore it was reviewed concurrently. Although many of the conclusions relating to SERE mirrored those highlighted within the IOTC, a number of other key recommendations emerged. For example, the previous SERE Course produces officers who have not completed Initial Ground Defence Training (IGDT), and so have not been authorised to carry weapons. Yet many deploy on operations only a few weeks after leaving Cranwell which moves the problem to their gaining units. Such practical realities of employing specialist personnel in today's expeditionary RAF mean that the lengthened SERE Course, which is more integrated with IOTC, will produce a better trained and more credible specialist officer who is also IGDT trained.



# Second Article - IOTC & SERE (2)

## THE NEW INITIAL OFFICER TRAINING COURSE

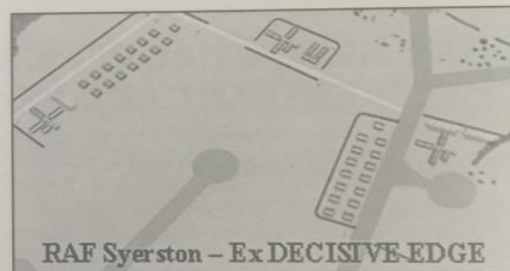
The new IOTC represents considerable change through the development of a new OACTU structure, a refocusing of elements of practical leadership, increased academic study, changes in training methodology/assessment and an impressive new IT/IS base. However, as the previous IOTC already delivered first-class training based on sound and established training principles, the new course builds on these aspects by taking current best practice and developing it to meet the requirements of Tomorrow's Officer. From the outset the challenge has been not to 'throw the baby out with the bathwater'.

The new IOTC has been designed around 3 terms of 10 weeks core training, with a week's leave at the end of the first and second terms; this has increased the course from 24 weeks to 32 weeks. Moreover, the Basic Air Warfare Course (BAWC), delivered by the Air Warfare Centre, has been incorporated into the final term. Recommendation for graduation is made at the end of the second term, subject to satisfactory continuation in performance, to enable the final term to be transformational in nature; this enhances the individual's transition from Officer Cadet to JO. The course has places for up to 120 cadets with a new course starting every 11 weeks. This gives an annual throughput of up to 540 cadets per year.

The new IOTC also incorporates a revision of the Organisational Development (OD) of OACTU. The flight system that traditionally had a JO Flt Cdr responsible for 8-10 cadets has been radically changed. Flt Cdrs are now supported by a Flight Sergeant as the Deputy Flt Cdr, and between them they have responsibility for up to 30 cadets. Specialist Training Teams (STTs) have been established to provide expertise in particular areas of the course, including leadership, military skills, physical education, and academics. Instructors from the STTs join individual flts for large elements of the IOTC, thereby ensuring that the 1:10 ratio, that is so important for experiential training, is retained. Consequently, cadets experience training by officers from a greater variety of branches and they enjoy improved mentoring from their Flt Cdr and SNCO Deputy Flt Cdr. Essentially, the revised OD effectively decouples training and assessment. Independent testing officers, who have not previously trained or assessed a particular cadet, judge final achievement.

In recognition of the need for officers to have a better understanding of airpower and air warfare, an enhanced Academic Department has been formed in partnership with King's College London (KCL). In addition to the existing military Operational Studies staff, 7 lecturers from KCL now lecture to the IOTC, SERE Course and the BAWC students. Each IOTC flt of 30 cadets is allocated a tutor from the Academic Department for the duration of the course.

The concept of empowered leadership, based on the principle of mission command, has been introduced to balance the action centred leadership previously taught. The aspiration is for the cadet to be empowered to think creatively and innovatively and thus develop a personal style of leadership which, in time, will become transformational in nature. During this 'journey', cadets consider not just what they need to do to fulfil the functions of leadership, but who they need to be. The practical exercises throughout the new course have been designed around deployed operations scenarios, with maximum involvement of the wider RAF. The previous Field Leadership Camp, typified by its reliance on pine-poles and ammunition boxes, has been replaced by Exercise MILITARY AID which uses a series of realistic scenarios based around Military Aid to the Civil Authorities. The former final leadership exercise, Exercise PEACEKEEPER, has been replaced by a combined exercise at RAF Syerston, based on 2 Deployed Operating Bases. This involves Term 2 students undertaking a series of Force Protection roles in Exercise DECISIVE EDGE, while Term 3 students are given the opportunity to explore transformational leadership in the Combined Operations Centre (COC) and direct the activity of their junior colleagues.



All aspects of physical education within the new IOTC have been redesigned. Fitlinx-enabled cardiovascular exercise equipment - which allows the PEd staff to monitor cadet physical activity remotely - has been procured so the cadets now take responsibility for some of their own physical fitness training, particularly during the latter stages of the course. Cadets have round the clock access to the RAF Intranet and the Internet in all domestic and training accommodation, which provides graduates with a better understanding of the use of IT. Moreover, all course information, lessons and OACTU internal communications are made available through the Management Information System (MIS) on the OACTU website.



## THE NEW SPECIAL ENTRANT AND RE-ENTRANT COURSE

The new 11-week SERE course has been designed to achieve as many of the key objectives of the IOTC as possible through integration with all 3 IOTC terms and culminates with a combined IOTC/SERE graduation. The training and assessment is conducted in the same manner and to the same standards as the IOTC. Up to 3 SERE courses are run each year.

As previously mentioned, a fundamental change to the output standard of the new course is the inclusion of the full IGDT syllabus. This is achieved by working alongside the Term 1 and Term 2 IOTC cadets, which gives SERE graduates more confidence in their ability to undertake operations and raises their credibility amongst the wider officer corps. The inclusion of a station visit provides firsthand experience of the working environment at the front line, whilst broadening their understanding of the RAF community.

SERE Course students also undertake some of the new building blocks of leadership development within IOT; for example, team building on the low ropes course, and emotional intelli-

gence and awareness training utilising the Strength Deployment Inventory. They participate in some of the basic leadership training, including use of the Officers & Aircrew Selection Centre hangar exercises, as well as more dynamic training on the Cranwell North Airfield. They then join Term 2 IOTC cadets for the planning and execution of Ex DECISIVE EDGE, followed by an opportunity to observe the activities of the Term 3 cadets in the COC. After a positive recommendation for graduation, course members complete their academic studies prior to graduation. Following a week's leave, graduates return to attend the BAWC.



## OACTU STAFF INDUCTION COURSE

The significant changes to IOT, and the drive to develop a more empowered and emotionally intelligent cadet, have necessitated a detailed review of how OACTU staff are developed. Clearly, the officers employed to deliver this considerable step-change in the approach to officer training will need to be operationally experienced, enthusiastic and equipped with the mindset and skills to develop Tomorrow's Officer. Moreover, OACTU induction training is now offered to all staff that have regular contact with cadets undergoing training. Bespoke Ethos Training packages have been designed to provide appropriate training for all of the OACTU staff, including the civilian support staff, and external training providers such as the Force Development Training Centres at Grantown-on-Spey and Fairbourne. The former OACTU Flt Cdrs' Induction Course (FCIC) has been redesigned and modularised to provide tailored induction training across OACTU. The FCIC replacement, the OACTU Staff Induction Course (OSIC), consists of 6 one-week modules and is in addition to the 3 week Defence Instructional Techniques (DIT) Course. The modularised approach provides the flexibility to tailor training to suit individual instructors' needs.

## SUMMARY

The first new IOTC started on 21 November 2005 with 108 cadets. The OACTU staff have risen to the challenge of delivering a course that represents the biggest fundamental change in officer training for decades. IOTC No 1 will graduate on 13 July 2006, and it is then that we will see the first of 'Tomorrow's Officers', who, following their specialist training, will be a battle winning component of Air Power.



Ribbon cutting ceremony for IOTC No 1. (Image kindly supplied by Kamara Photographic Studio, Lincoln)



# Third Article - Air Power Studies

## KING'S COLLEGE LONDON (CRANWELL) AIR POWER STUDIES

*By Christopher Finn*



*Christopher Finn is the Senior Air Power Lecturer (Admin) for King's College at Cranwell and has been instrumental in setting up the KCL(C) department.*

The recent Review of the RAF's initial officer training concluded, amongst other things, that a more interactive teaching methodology was required both to enhance the students' knowledge and to engender an enthusiasm for the further study of air power in the broadest sense. There were also requirements to teach the Service's history in more detail, to expand the teaching of air power across the Service, and to make junior officers more globally and politically aware. As a result, the decision was taken to seek an Academic Partner on the lines of the partnership between the Joint Service Command and Staff College and the King's College London Defence Studies Department (DSD) there.

After a competitive tendering process, King's College London was selected to provide a staff of seven academics, known as KCL(C), at the Royal Air Force College Cranwell. Dr Joel Hayward, an air power specialist from the DSD at Shrivenham, has been appointed as Head of Air Power Studies at Cranwell and Gp Capt (Retd) Chris Finn, a previ-

ous Director Defence Studies (RAF), has been appointed as his deputy. Two lecturers, Dr Nicholas Lloyd and Mr Benjamin Jones, will start at Cranwell in January and recruiting for the other three posts has already started. At OACTU the academic staff will work with the Operational Studies team to teach RAF history and air power. They will lecture on research and study skills, geopolitics, the international system and conflict studies. They will also advise on teaching methodologies, and have tutorial responsibilities for the individual cadets in addition to leading the teaching in 10 student syndicate groups.

At the Air Warfare Centre, the academic staff will lecture to both the Basic and Higher Air Warfare Courses, run syndicate and panel discussions, and run Staff Rides. The KCL(C) staff will also conduct research and writing tasks for the Air Staff. Finally, as is the case with all university departments, the KCL(C) staff will be conducting their own research into air power and associated topics to support publications and conferences.

The airpower academic community is remarkably small and centred mainly upon the USA, the UK and Australia. Whilst in the short term, the air power studies team at Cranwell will concentrate on teaching the new courses, the aspiration is that in the future they will provide the nucleus for air power studies within the United Kingdom and Europe.



# Fourth Article - The New 'E' Sqn

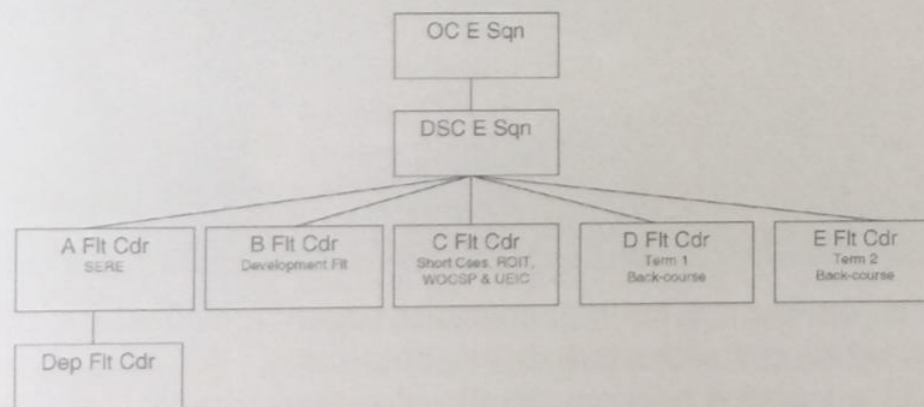
## THE NEW 'E SQUADRON'

By Flt Lt Dave Thompson



Flt Lt Dave Thompson is the E Sqn Deputy Sqn Commander.

It has been well publicized that the new IOTC started on 21 Nov 05; however, perhaps less well publicized was the standing up of the new E Squadron. The new squadron has been formed to complement the new course and give a sense of identity to a wide ranging, but disparate, group of courses and flights at OACTU. Sqn Ldr C R Hartford the current Sqn Ldr Cadets, whilst maintaining his existing commitments, has been selected to become E Squadron's first OC. Under his leadership, a core of experienced flt cdrs has been given the responsibility of facilitating the development of Short Courses, Term 1 & 2 Back-courses and the students on a medical hold on Development Flight. E Squadron's chain of command is demonstrated below.



The set up of the Squadron is such that it can remain flexible, owing to the infrequency of the Short Courses. The C Flt Cdr will supplement the other flt cdrs during periods of high workload such as the SERE Course and elements of Term 1 & 2

training; additionally, this will also allow for the rotation of the back-course flt cdrs. This will become an important factor in the management of the Term 1 and Term 2 back-course flt cdrs who otherwise would have to prepare for and 'flight commander' continuous back-courses. The new system allows for 2 by 10-week periods of high tempo workload for the flt cdr commanding D Flt and subsequently E Flt, followed by 10 weeks of support as the C Flt Cdr. In addition to supporting E Squadron as the C Flt Cdr, this time will also be utilised for continuation training to ensure that the flt cdr remains at the cutting edge of leadership facilitation.

The cadets stand to benefit directly from the new squadron as a result of their flt cdrs' having gained a vast range of experience at OACTU. Each E Squadron flt cdr will have worked on one of the main course squadrons and will have a proven pedigree working with cadets prior to placement on the new squadron. Cadets will also integrate with a more diverse group of individuals than they would normally meet on a main squadron, potentially rubbing shoulders with Special Entrant and Re-entrant, Reserve Officer Induction Training, Non-commissioned Aircrew, Development Flt and Term 1&2 Back-course cadets. The opportunity to have such a wide range of cadet interaction during training will help ensure that the cadets witness at first hand the many different roles and backgrounds that, together, form the officer corps of the Royal Air Force.

Crucially, notwithstanding the many different stages of development the cadets will be at, they will all share a common goal. Together they will be striving to attain, with the guidance of E Squadron Directing Staff, the level of excellence that is required of today's and tomorrow's junior officer.



# Fifth Article - The Future of UAS

## UNIVERSITY AIR SQUADRONS – THE FUTURE

By Wg Cdr S G Peters

### Introduction

A study, tasked by Air Officer Commanding Training Group, has reviewed the provision of light aircraft flying for the RAF. The review examined University Air Squadron (UAS), Elementary Flying Training (EFT) and Air Experience Flight (AEF) operations and the form and function of the UASs. The Study recommendations received Ministerial approval in September 2005.

The principal outcome of the study was that formal EFT will no longer be delivered on the UASs but will be undertaken after Initial Officer Training on 3 new EFT Sqns (RAF Cranwell, RAF Church Fenton & RAF Wyton). Higher Command of the UASs will transfer to Comdt RAF College Cranwell with UAS flying delivered by the embedded AEFs through OC No1 EFTS to Defence Flying Training (DFT).

### The Need for Change

The study was called for 3 reasons:

- Inefficiency in the flying training pipeline leading to long gaps.
- Pressure on undergraduates to complete EFT (including a career directing streaming decision) and a degree at the same time.
- Funding and manpower pressures driven by the drawdown in Defence.

In looking at these issues, the following assumptions were made and reaffirmed:

- The UASs are a valuable asset and should be retained.
- The UASs must remain attractive and provide meaningful flying.

- We must retain the links with universities.
- There should be no reduction in AEF flying for the Air Cadet Organization.
- The future EFT organization should be able to adapt to the Military Flying Training System construct.

### The Outcome

Formal EFT for undergraduates ceased post the Ministerial announcement in September 2005. However, flying remains a major activity for all UAS members who will be allocated 10hrs flying per year. This flying may be used as credit toward a civil licence. The UASs remain an integral part of No1 EFTS. Reporting to 2 Masters, OC No1 EFTS will be responsible for delivering the flying element of the UAS programme to DFT and the ground training syllabus to Comdt RAFC Cranwell. The UAS sqns themselves will be divided into 2 flights, AEF and Force Development (FD). Moreover, a number of the UAS sqn cdr posts have been opened up to officers of any branch. The focus of the UAS will shift to force development (FD), adventurous training (AT), personal development and leadership training (PDLT). This will allow UAS membership, apart from sponsored students, to be branch neutral – thus removing the divide between 'air' and 'ground' members. A new Ground Training programme Scoping Study has just been completed and a Training Needs Analysis is planned to commence in 2006.

### The New UAS Structure

From the outset it was recognised that flying was the major draw for applicants to the UASs and that, if the UASs were to remain an essential contributor to the RAF's officer recruiting, both regular and reserve, they had to be sufficiently attractive to undergraduates. Meaningful flying must still be available to promote air-mindedness and aviation. Moreover, other activi-



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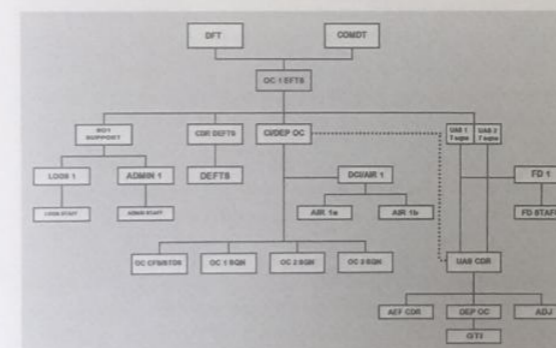
ties have to be sufficiently engaging to attract high calibre under-graduates to the UAS. Above all, the 'fun factor' has to be maintained.

### How will it work?

#### Flying

On 10 of the 14 UASs the sqn cdr will remain a Qualified Flying Instructor (QFI) and he will be supported by a QFI/Dep Sqn Cdr and an AEF Flt Cdr. Where sqn cdrs are Ground Branch officers an extra QFI will be added to the sqn strength. At Wyton and Woodvale, the unit's AEF will support both UASs but will be under the command of OC Cambridge and Manchester and Salford UAS respectively. Every student will be allocated 10 hours of flying per year in which they may choose to follow the 30 hour syllabus or just enjoy gaining air experience – it is their choice. If anyone does not wish to take up their full allowance, their hours may be redistributed across the sqn. To plug the gaps in AEF availability and ensure that flying training can be delivered to the UASs, AEFs are being established at Glasgow Airport and RAF St Athan. In future all AEF cdrs will be QFIs. Former QFIs on AEF strength may be certified to instruct on the UAS syllabus.

The organization of the new No 1 EFTS and UAS is as follows:



### UAS Syllabus

Flying on the UAS will be voluntary and performance will not be formally assessed – other than that necessary to fly solo safely. The core syllabus will comprise 22.10 hrs dual and 7.50 hrs solo and will cover ground handling, basic instrument flying and navigation (including solo). Spinning and aerobatics will not form part of the formal syllabus but may be flown dual. Non-instructional air experience flying (famil, sector recce etc) may be flown with any AEF pilot but all instruction will be given by QFIs.

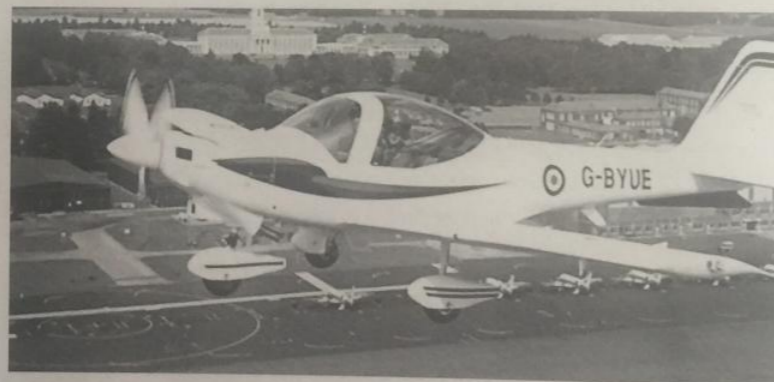
### Ground Training

The UAS sqn cdrs primary output will be the PDLT package. The PDLT package will comprise adventure training, leadership, military and field training. The new ground programme is being developed based around the principal tenets of AP1, The Ethos, Core Values and Standards of the Royal Air Force and aims to develop student personal skills in the following fields: problem solving, teamwork, confidence, oral communications and influence.

New aims for the UASs have been written redefining their raison d'être and to guide development of a balanced curriculum.

### Implementation

An implementation working group has formed at HQ 1EFTS to plan and manage the development of the new UAS programme. The 14 sqns have been divided into 2 regions with a wg cdr commanding 7 sqns on a north/south regional basis. Flying supervision is exercised through the Chief Instructor No 1EFTS and his staffs. Validation of UAS training with recent IOT graduates has already been carried out and the message is already clear that **evolution** and **not revolution** is the order of the day.





# Sixth Article - Bandar Essay 2005

## BANDAR ESSAY PRIZEWINNER 2005 THE PLACE OF THE UAV IN UK MARITIME OPERATIONS OF THE FUTURE

By Fg Off Nick Barratt

### AIM

It is the aim of this essay to explore the potential value of unmanned air platforms in the generation of UK maritime air power, and to identify those areas within the maritime sphere that the author believes would benefit most from the introduction, or further development, of unmanned assets.

### INTRODUCTION

The unmanned air vehicle (UAV) is not a new sight in the battlefield environment of the modern day. As far back as 1979 Israel introduced the Mastiff 1 Remotely Piloted Vehicle (RPV), and earlier that decade the USAF 'Cope' remote drone research, showed that the military interest in the possibilities of unmanned air platforms was obvious. Recently however, the UAV and unmanned combat air vehicle (UCAV) have come very much to the forefront of the public eye. Pitched as a low risk, ultra-efficient alternative to manned aircraft, and catching the imagination with their futuristic shapes, UAVs are very much the 'do all' answer in the public view. Yet these modern remote drones are far from the expendable generation of relatively low cost UAVs such as Phoenix. Packed with the latest technology and constructed from advanced materials, the new generation UAV is costly and demands concerted support from the ground. As a result, it must be left to the USA, as the only remaining superpower, to lead the way with experimenting with a wholly unmanned air force and developing the newest and most radical designs. For the Royal Air Force, the UAV has significance - witness the formation of the new Joint UAV Unit Experimental Programme at RAF Waddington - but there are also severe budget constraints that mean any adoption of UAV technology must be justified both in terms of operational effectiveness and value for money. The sphere which the author feels is most ripe for development in terms of UAVs in the UK is that of maritime operations. In this essay, I shall therefore examine recent developments in UAV capabilities and suggest ways in which the unmanned air vehicle could in the medium term of ten to twenty years, become a fully integrated part of the UK's maritime defence network.

### SECTION 1: COASTAL PATROL

Probably the area with the greatest potential for dramatic benefit from UAV adoption is that of Maritime Operations. By its very nature, the maritime defence and monitoring of the UK's coastlines requires nothing more than an airborne sensor platform with the ability to loiter in an area - a role that the UAV is perfectly placed to perform. In the author's opinion, the massively behind schedule and over budget Nimrod MRA 4 upgrade should not go ahead. Instead, the cash saved should be put towards the adoption of a long endurance UAV. This platform could co-exist alongside the current Nimrod MR 2 until the MOD was satisfied that the UAV option was practicable. There is no reason to suppose it would not be. A UAV equipped with suitable sensor packages and with a real-time secure data link to control stations inland could perform all of the Nimrod's duties: patrol of shipping channels, smuggling prevention, monitoring of SIGINT and ELINT, submarine and surface threat interception, interrogation, pursuit and engagement, vectored and control of rotary Search and Rescue (SAR) assets, deployment of life rafts, dye markers, etc. The ability of UAVs to carry out such activities has been extensively proven in the majority of these cases, and as yet untried



The author being presented with the Prince Bandar Trophy by Air Vice-Marshal Yehya bin Rashheed Al-Jumra, Commander Royal Air Force of Oman, at the Annual Prize Giving, July 2005.

tasks, such as dropping life preserving aids, are sufficiently similar to weapons release procedures for a relatively simple solution to be found. Moreover, a low or medium altitude long endurance UAV would be capable of staying on station far longer than Nimrod, even with the latter's 19 hour loiter time with Air-to-Air Refueling (AAR), and would be less observable. There need not be a single UAV type designated to carry out all of these tasks at once. Nimrod does have an advantage in terms of payload over any current or projected UAV, but if initial trials proved successful, the existing MR2 fleet could easily find buyers abroad and the released capital used to fund a dual maritime UAV force. A smaller medium altitude long endurance (MALE) vehicle could act as the 'eyes and ears', carrying sonobuoys and employing diesel exhaust fume sniffers to locate submarines or shipwrecks, and a second UCAV to take on the mantle of Anti-Submarine Warfare (ASUW) or SAR operations, carrying and deploying weapons such as Stingray or Harpoon, or dropping liferafts.

One of the major constraints of UAVs is that they are currently far slower than conventional aircraft. This is not an issue in the role of information gathering, where the requirement is for constant coverage of a specific threat area, not rapid transition between locations, but in a scenario involving the interception of potentially hostile ships or submarines, or rapid response to a distress signal, a swift transit time is vital. Nimrod uses its four Spey turbofans to 'dash' to the search area and then loiters



Northrop Grumman RQ-8 Fire Scout

on two engines, balancing economy with responsiveness. UAVs satisfy the requirement for sustainability admirably, but achieving responsiveness would be harder. In the longer term, the supersonic UAV/UCAV is on the way, but an alternative solution could be the use of mid-ocean staging posts, similar to oilrigs, from which a skeleton crew could launch, maintain and recover the unit far faster than would be possible for a conventional inland aircraft or land-based UAV.

### SECTION 2: FLEET DEFENCE

The UAV is also, one could argue, of great significance to the future deployment of the fleet's task forces. Currently, British ships are to some degree hamstrung by the difficulties of sufficiently early detection of incoming missiles, air or surface threats. The primary problem arises from the 'curvature shadow' of the Earth, which effectively blinds a ship's sensors beyond 26 miles out. The answer has previously been to deploy forward an AWACS package such as the E3D Sentry to provide over the horizon information. Although hugely competent as a platform, the Sentry is a massively High Value Asset (HVA) and as such cannot be stationed significant distances in front of the fleet without sizeable air backup. This would typically mean that Airborne Early Warning (AEW) provision for a ship would necessitate the use of one Sentry and dozens of support aircraft, including tankers and fighters to provide a Combat Air Patrol (CAP) and escort capability. There is also the consideration that an E3D, although able to endure for over eleven hours with AAR, is severely constrained by dependency on land bases and cannot provide true 24-hour coverage for an expeditionary task force crossing an ocean. The solution would be to enable a fleet to deploy and recover its own AEW assets, and the UAV would seem particularly suited to this role.

The US Navy is already entering Low Rate Initial Production with the Northrop Grumman RQ-8 Fire Scout, a Tactical UAV (TUAV) capable of Vertical Take-off and Landing (VTOL) operations from unprepared land bases and all air-capable ships. It can launch and recover automatically, provide 12 hours on-station continuous coverage, provide EO/IR, laser designation, voice relay and importantly, can switch between Ground Control Systems mid-mission. The launch of a pair of these medium sized, relatively robust UAVs from a picket frigate at staggered intervals would result in constant scanning of the area ahead and provide ships with advanced warning of incoming air threats without the concerns of a HVA. The Fire Scout could do for ships what the Micro-UAV is intended to do for the land soldier:

'With its thermal imaging and laser designators, the hell-robot can provide vital links to give the infantryman eyes above the horizon...and give him the means to designate targets and dispatch his weapons around the corner.'

The targets in the maritime sphere could be hostile ships, air assets or missiles; the 'corner' is the horizon and the blindness it imposes on a surface vessel.

What the idea of a 'picket UAV' does raise however is the question of fragility. Aircraft are by their nature fragile, lacking the heavy armour of their land-based counterparts. The issue is even more acute when one considers the relatively slow airspeeds of projected and extant VTOL UAVs. The early days of UAV technology saw unmanned air assets as expendable, but the levels of sophistication and hardware present in modern designs makes the loss of a Fire Scout for example, a far less comfortable prospect than the loss of the relatively simple Phoenix. There is also the factor that if we were to see the situation previously described come into being, the AEW cover for a whole fleet might rest with a handful of vulnerable UAVs,

placing the ships in a precarious position should those assets be lost. To escort UAVs with manned fighters as one would with a traditional HVA would be to negate the whole thrust of the UAV argument, so other solutions must be found.

The small size and low emissions of Fire Scout make it somewhat low-observable by nature, and the fitment of an accomplished Electronic Counter Measures (ECM)/Electronic Protection Measures (EPM) suite, such as the ALE-50 towed decoy to be used on Northrop Grumman's own RQ-4A Global Hawk, would further increase its chances of survival away from the main fleet. Escort cover by one of the upcoming UCAVs would be a long-term possibility, but the problems being experienced in achieving a competent air-to-air weapons fit on a UAV make it unlikely such an option would be operationally ready as soon as the RQ-8 is expected to be.

In terms of operational launch and recovery at sea, there is an alternative to the Vertical or Short take-off and Landing (VSTOL) option presented by Fire Scout - which comes with the limitation of speed of response and the likelihood of a longer transit time than a conventionally launched aircraft or UAV. The possibility of using MPAVs launched from submarines in the manner of ballistic missiles before converting into high-speed air units should be noted with regard to the above roles. However, the VSTOL UAV, while relatively slow, offers constant presence and sustained sensor cover, while being wholly sustainable as a resource. The difficulty of recovering a conventionally launched and landing UAV, which would require not only sophisticated technology on both the vehicle itself and the parent vessel, but also the presence of a traditional aircraft carrier to provide the requisite runway length, leads us to conclude that vertical takeoff is the most practical option. In addition, the problem of recovering UAVs in the Maritime environment leads to the question of the expendable nature of UAVs. Although the loss of a UAV will always be preferable to that of a manned aircraft, the increasingly complex and expensive nature of these vehicles makes it doubtful that any nation would ever treat the loss of such an advanced asset as a sub-launched Multi-Purpose Air Vehicle (MPAV) as lightly as it would of a relatively cheap and disposable Phoenix unit.

### SECTION 3: EMERGENT TECHNOLOGIES

UAVs in all spheres of military conflict are of great potential as platforms for the newest, often non-conventional weapons systems. In particular, there are two newly developed systems that would be of interest in the prosecution of Maritime UAV operations: the COIL solid state high energy laser, and the high power microwave weapon for use against radar and hardened electronic assets. The latter offers an excellent low collateral damage C2 warfare capability, which could be used to isolate and disrupt the ship-to-ship communications of an opponent without physical attack. This might be of vital



The Future?

on two engines, balancing economy with responsiveness. UAVs satisfy the requirement for sustainability admirably, but achieving responsiveness would be harder. In the longer term, the supersonic UAV/UCAV is on the way, but an alternative solution could be the use of mid-ocean staging posts, similar to oilrigs, from which a skeleton crew could launch, maintain and recover the unit far faster than would be possible for a conventional inland aircraft or land-based UAV.

### SECTION 2: FLEET DEFENCE

The UAV is also, one could argue, of great significance to the future deployment of the fleet's task forces. Currently, British ships are to some degree hamstrung by the difficulties of sufficiently early detection of incoming missiles, air or surface threats. The primary problem arises from the 'curvature shadow' of the Earth, which effectively blinds a ship's sensors beyond 26 miles out. The answer has previously been to deploy forward an AWACS package such as the E3D Sentry to provide over the horizon information. Although hugely competent as a platform, the Sentry is a massively High Value Asset (HVA) and as such cannot be stationed significant distances in front of the fleet without sizeable air backup. This would typically mean that Airborne Early Warning (AEW) provision for a ship would necessitate the use of one Sentry and dozens of support aircraft, including tankers and fighters to provide a Combat Air Patrol (CAP) and escort capability. There is also the consideration that an E3D, although able to endure for over eleven hours with AAR, is severely constrained by dependency on land bases and cannot provide true 24-hour coverage for an expeditionary task force crossing an ocean. The solution would be to enable a fleet to deploy and recover its own AEW assets, and the UAV would seem particularly suited to this role.

The US Navy is already entering Low Rate Initial Production with the Northrop Grumman RQ-8 Fire Scout, a Tactical UAV (TUAV) capable of Vertical Take-off and Landing (VTOL) operations from unprepared land bases and all air-capable ships. It can launch and recover automatically, provide 12 hours on-station continuous coverage, provide EO/IR, laser designation, voice relay and importantly, can switch between Ground Control Systems mid-mission. The launch of a pair of these medium sized, relatively robust UAVs from a picket frigate at staggered intervals would result in constant scanning of the area ahead and provide ships with advanced warning of incoming air threats without the concerns of a HVA. The Fire Scout could do for ships what the Micro-UAV is intended to do for the land soldier:

'With its thermal imaging and laser designators, the hell-robot can provide vital links to give the infantryman eyes above the horizon...and give him the means to designate targets and dispatch his weapons around the corner.'

The targets in the maritime sphere could be hostile ships, air assets or missiles; the 'corner' is the horizon and the blindness it imposes on a surface vessel.

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The Future?



# Seventh Article - ACM Sir Arthur Longmore (1)

## AIR CHIEF MARSHAL SIR ARTHUR LONGMORE AND THE RIDDLE OF THE KEYSTONES

By Gp Capt P J Rodgers RAF Retd



Gp Capt (Retd) P J Rodgers is the College Secretary and a keen historian.

For readers and researchers alike, the name of Arthur Longmore will always be found amongst the first and the favourites of the Royal Naval Air Service, the Royal Air Force, and the Royal Air Force College. In College Hall his photographic portrait is to be found along with other former Commandants, and his countenance suggests that he was content in the knowledge that his College Hall legacy was likely to last longer than the pictures, pastels and paintings of the other leaders and luminaries of the College.

The young Arthur Longmore chose a naval career and in May 1900 he entered Service, through *HMS Britannia*, as a Naval Cadet. He left Dartmouth in 1904 and by the autumn of 1910 he was at Sheerness, on the Isle of Sheppey, in command of *HM Torpedo Boat No 111*.

At nearby Eastchurch, the Royal Aero Club had established an aerodrome, and Messrs Horace and Oswald Short had established an aircraft factory on the adjoining land. In the spring of 1910, Lieutenant G C Colmore had been to the Royal Aero Club, where he paid his own expenses whilst learning to fly on the Short S26. By doing so, he became the first naval officer to qualify as a pilot, and he was awarded RAeC Certificate No 15, on 21 June 1910.

It is not unreasonable to assume that Lieutenant Colmore's achievement acted as a catalyst for the events that followed, because the Royal Aero Club subsequently approached the Admiralty, with an offer to train pilots for the navy, using two Short S27 aircraft that would be on loan from Mr Frank McClean. Living ashore on the Isle of Sheppey and taking a keen interest in the flying activities at Eastchurch was Admiral Sir George Neville, who arranged for a lecture on flying to be given at the Sheerness Naval Sub-Depot, in November 1910; and among those who attended the lecture was Lieutenant Arthur Longmore.

On 6 December 1910, the Commander-in-Chief at Nore issued a General Fleet Order which indicated the navy's intention to accept Mr McLean's offer of flying training facilities at Eastchurch; but by then, Lieutenant Longmore had taken command of *HM Torpedo Boat No 24*, and had joined the 3rd Destroyer Flotilla, which was commanded by Captain Godfrey Paine. In February 1911, Longmore was summoned aboard the light cruiser *HMS Diamond*, where Paine informed him that he was one of four officers who had been selected for the Royal Aero Club flying course. At the same time Captain Paine expressed his displeasure at Longmore's impending departure, and suggested that the appointment should be cancelled.

Undaunted, Longmore proceeded to Eastchurch, and on 1 March 1911 he was joined by Lieutenant E L Gerrard, Lieutenant R Gregory, and Lieutenant C R Samson. Their flying instructor was Mr G B Cockburn, who had been awarded RAeC certificate No 5, on 26 April 1910, having learned to fly a year earlier, at the Farman School in France. Technical instruction was given by Mr H L Short, of Messrs Short Brothers.

All of the training was conducted under the auspices of the Royal Aero Club, and on 25 April 1911 the Club awarded Aviator's Certificate No 71 to Samson and Certificate No 72 to Longmore. Then, on 2 May 1911, Gregory was awarded Certificate No 75 and Gerrard was awarded Certificate No 76. The training of these first four officers continued throughout the spring and summer, during which time they became responsible to the Commander-in-Chief at Nore, through Captain Paine, who by then was the Commanding Officer of *HMS Actaeon*, at Sheerness.

On 17 August 1911, Lieutenant Samson wrote a report in which he recommended that the Board of Admiralty should approve the purchase of naval aircraft, and maintain a permanent establishment at Eastchurch. The proposals were agreed and Samson, Gregory, Gerrard and Longmore, became flying instructors at what was to become the Naval Flying School, Naval Air Station Eastchurch. Their instructional duties were combined with experimental and development work, and Arthur Longmore was to become the first Royal Naval Officer to land a floatplane on water, when he landed a modified Short S27 on the River Medway, on 1 December 1911.

During this period the Prime Minister, Mr H H Asquith, invited the Committee of Imperial Defence to recommend the policies that should be adopted with regard to naval and military aviation, and the problem was being studied by a technical sub-committee, on which the naval members were Samson and Gregory. On 27 February 1912, the sub-committee reported its findings to the Committee for Imperial Defence, which accepted its recommendations on 25 April 1912. The main provision of the sub-committee's report was the formation of a single Service, to be known as the Royal Flying Corps, which should be divided into a naval wing and a military wing, and this came into being on 13 May 1912. The sub-committee also recommended that, under the administration of the War Office, there should be a central flying school which trained pilots from the navy and the army for work with either Service.

Pending the full implementation of the sub-committee's recommendations, the Naval Wing of the Flying Corps was to be established at the Naval Flying School at Eastchurch, where Samson became Commandant, with the rank of commander. Then, together with his Eastchurch colleague Captain E L Gerrard, Arthur Longmore became one of the first instructors at the Central Flying School, which was established at Upavon on 19 June 1912.

The sub-committee had also recommended that the Naval Flying School at Eastchurch should continue to be under the orders of the Captain of *HMS Actaeon*, and that all officers and men should be borne on the books of *Actaeon*. Because *Actaeon* was under the command of Captain Godfrey Paine, it seemed appropriate that he should now be the Admiralty's nominee for the command of the Central Flying School. The appointment was, however, subject to the successful completion of a flying course, and the task of instructing Godfrey Paine was given to Arthur Longmore, who had incurred the Captain's displeasure just over a year earlier, when he had first chosen a flying career.

With the establishment of the Central Flying School it had been agreed that command would alternate between the two Services, and for the purposes of discipline it would be necessary to appoint a deputy from the alternate Service. With a naval lead for the first Commandant, Major Hugh Trenchard was co-opted: first as Adjutant, then as Deputy Commandant. On 18 July 1912, within 7 months of his fortieth birthday, Trenchard had become a pupil of T O M Sopwith's Brooklands flying school, and on 13 August 1912 he was awarded RAeC Certificate No 270. But his appointment as Adjutant of the Central Flying School preceded an assessment of his flying abilities by his flight commander: Lieutenant Arthur Longmore. Of Trenchard, Longmore was to record: "At best an indifferent flyer. His age told against him, though he showed enviable pluck and courage". Notwithstanding Longmore's observations about Trenchard's flying abilities, the two men were to form a close friendship and Trenchard



Air Chief Marshal Sir Arthur Longmore



# Seventh Article - ACM Sir Arthur Longmore (2)

was the best man when Longmore married the niece of Admiral Sir George Neville, on 23 April 1913.

On 7 May 1913, Arthur Longmore was appointed to *HMS Hermes*, and took command of Cromarty Air Station. This was the day on which *Hermes* had been commissioned as the parent ship for all naval aviation, except for those elements that were serving with the Central Flying School. Cromarty Air Station was no more than the proposed site for a seaplane base, and Longmore's first task was to supervise the construction of hangarage, which was completed in time for the first aircraft to arrive by rail and sea, in July 1913. The aircraft were then assembled on site by naval ratings; many of whom had not previously seen an aeroplane. There then followed a summer of construction and development, and among the many senior visitors to the new Naval Air Station at Cromarty was the First Lord of the Admiralty, Mr Winston Churchill, who flew with Longmore in the autumn of 1913.

On 15 January 1914, Longmore took command of an experimental station at Calshot, in Southampton Water, where he was promoted lieutenant-commander on 24 June 1914; just a week before the formal establishment of the Royal Naval Air Service, on 1 July 1914, when he was re-ranked as a squadron-commander. A month later, on 28 July 1914, Longmore made the first successful drop of a torpedo from an aircraft, when he launched a 14 inch weapon from a Short 160 seaplane. The launching equipment had been designed by Lieutenant Douglas H Hyde-Thomson, who was later killed while flying over Dover on 21 May 1918. Douglas Hyde-Thomson is remembered, at Cranwell, by the Memorial Prize that was presented to the College by his father, Mr R D Hyde-Thomson.

With the declaration of war, on 4 August 1914, Squadron-Commander Longmore was summoned to the Admiralty where he and Major Gerrard were ordered to requisition aircraft from civilian flying clubs and private owners. On 25 September 1914, he was given further orders to take all available aircraft to Dunkirk, which was under the command of another of his student colleagues, Wing-Commander C R Samson. Longmore arrived at Dunkirk on 27 September 1918, and he flew his first operational sortie in an RE5, on 30 September 1918, when his observer threw three bombs at the Cambrai railway junction. On 14 October 1914, Longmore was recalled to the Admiralty and was ordered to form No 1 Squadron Royal Naval Air Service, at Fort Grange, Gosport.

On 1 January 1915, Arthur Longmore was promoted to wing-commander and the squadron was moved to Dover, to take part in raids against submarine bases at Zeebrugge. Then, on 26 February 1915, the squadron moved to Dunkirk, St Pol, where its primary task was to prevent airships and aircraft from attacking the United Kingdom. On 6 June 1915, Longmore was informed of a threat from three airships that were in transit, and he despatched two aircraft to intercept. One of the pilots was Lieutenant Rex Warneford who bombed and destroyed one of the airships near Bruges. This was the first Zeppelin to have been brought down, and Warneford was awarded the Victoria Cross. On 21 June 1915, Longmore's appointment was redesignated and he became Officer Commanding No 1 Wing, Royal Naval Air Service.

In January 1916, Arthur Longmore returned to the United Kingdom, reverted to the naval rank of lieutenant-commander, and reported for sea duties aboard *HMS Tiger*, which was moored at Rosyth in the Firth of Fourth. Meanwhile, Godfrey Paine had moved from the Central Flying School, and was in the process of establishing the Royal Naval Air Service Training Establishment, at Cranwell. Within weeks, Longmore was told that he was to return to flying duties; but on 30 May

1916, *HMS Tiger* was underway and would take part in the Battle of Jutland the next day. The battle over, *HMS Tiger* returned to port, arriving at Rosyth on 2 June 1916.

On 15 June 1916, Arthur Longmore took over at Killingholme, in the mouth of the Humber, before returning to Eastchurch, where he took command on 8 September 1916. In the six years since Longmore had learned to fly there, Eastchurch had expanded. It still had a naval flying school; but it also had a gunnery school and a 'war flight' equipped with the night-flying BE2c. With the turn of the year, Longmore was again on the move: this time to London and the Air Board, where he was responsible for aircraft and equipment development.

On promotion to wing-captain, on 31 December 1917, Longmore was posted to Malta, where he joined the staff of the Naval Commander-in-Chief, Mediterranean, and was responsible for air operations throughout the Mediterranean area. On 1 April 1918 the Royal Air Force was formed and Longmore was again re-ranked: this time as a lieutenant-colonel. At the same time he took command of the Adriatic Group in Taranto, where he remained for the rest of the war.

In the post war years Longmore filled several posts for short periods before being posted to Iraq, in 1923, where he was Group Captain Operations on the staff of Air Marshal Sir John Salmond. In 1920 a rebellion in Somalia had been suppressed by a squadron of DH9s, working in conjunction with a small contingent of ground forces. The action in Somalia was so successful that the Cairo Conference of 1921 placed Iraq under Air Control, with air, ground and naval forces coming under the command of the Air Officer Commanding. This gave the Royal Air Force its first opportunity to demonstrate its ability to control large sparsely populated areas of difficult terrain, and as Group Captain Operations, Longmore was given much credit for the success of the Air Policing policies that were to evolve and develop in Iraq. He was promoted to Air Commodore on 1 July 1924; and he returned to the United Kingdom, to become Air Officer Commanding No 7 Group, at Andover, on 1 December 1924.

From 1 April 1925 to 15 March 1928 Longmore was Director of Equipment at the Air Ministry. He then became Chief Staff Officer at Inland Area Headquarters, Bentley Priory, where the Air Officer Commanding was Air Vice-Marshal Charles Longcroft, who had been the first Commandant of the Royal Air Force College, in 1920. Longmore remained at Bentley Priory for only a matter of months; because, on 16 December 1929 he was to become a successor to Longcroft, when he became the Air Officer Commanding and Commandant of the Royal Air Force College; being promoted to air vice-marshal, at the age of 45.

After Cranwell, Longmore was to become Air Officer Commanding Inland Area, Air Officer Commanding Coastal Area, Air Officer Commanding-in-Chief Coastal Command, Air Officer Commanding-in-Chief Training Command, and Air Officer Commanding-in-Chief Middle East

and Middle East Command. He eventually retired on 1 June 1944, with the rank of Air Chief Marshal. But it is at Cranwell that this narrative must conclude; because it is at Cranwell that Arthur Longmore was instrumental in the creation of a lasting testimony to his service and his presence.



Kookaburra Key Stone

The foundation stone of College Hall had been laid on 26 April 1929, and the building was taken over on 1 November 1933, so Longmore was involved in the construction process for the entirety of his tour. During 1931 there was communication with the architect, Mr James Gray West, with regard to carving some of the keystones with squadron badges in the form of birds, animals or animal heads. The choice of emblem was left to the staff at Cranwell, where it would not have been the done thing for the staff to show any bias towards the squadrons with which they had been associated. It may, therefore, have been a coincidence when a seagull appeared on three of the keystones. Even if the seagull was the emblem of No 201 Squadron: a squadron that had been formed by Lieutenant Longmore, in 1914, when it was No 1 Squadron, Royal Naval Air Service.

Arthur Longmore could not similarly be associated with No 33 Squadron, whose emblem in the form of the head of a hind takes pride of place on one of the keystones that flank the College Arms over the main entrance to College Hall. So the fact that No 33 Squadron had taken delivery of the Hind at Eastchurch, where Longmore had learned to fly and had later been in command, might just be another coincidence. But these coincidences seem to be over-extended when consideration is given to the presence of a kookaburra on the other side of the College Arms. In the College archive it is recorded that the emblem was chosen from an illustration in the Air Force Quarterly; but there is no explanation as to why the emblem of No 1 Squadron Royal Australian Air Force should have been chosen to adorn a portico at Cranwell. The most likely explanation is that the kookaburra is also a state emblem for New South Wales, where Arthur Longmore was born on 8 October 1885.

So it is, then, that Arthur Longmore seems to have left a legacy through the cryptic clues in the College Hall keystones: his first Station, his first squadron, and his place of birth. As an Australian, he would no doubt have enjoyed the fact that it has taken 75 years for the Pommies to understand the joke.

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Seagull Key Stone



Hind Key Stone



# Eighth Article - 'Holding'

## 'HOLDING'

By Fg Off Oz Clarke



Fg Off Oz Clarke graduated from 213 IOTC on 26 May 2005. Before commencing his Supply Officer Training at RAF Halton he held at RAF Aldergrove.

Almost every Royal Air Force officer experiences it at some point in their career and with the Royal Air Force continuing to downsize it is likely that holds will become more frequent in occurrence and longer in duration. But what is *holding*, and what does the Royal Air Force aim to get from it? The answers to these questions are difficult to define because there is no set down definition of what holding is and every hold will be used differently dependent on the unit and the individual holding. Indeed, it is even harder to explain, as holding appears to be a phenomenon specific to Royal

Air Force officers and a practice that is much envied by junior officers from the other Services.

With just over a week left before I commissioned from Cranwell I found out that I would be going to RAF Aldergrove. It is hard to describe what I initially felt; I suppose the gut feel was one of uncertainty. I did not know what to expect and everyone is afraid of the unknown, I did not know if I would be of any use to anyone, having had no specialist training? I wasn't even sure exactly where RAF Aldergrove was in Northern Ireland! However the mission statement of the Royal Air Force College Cranwell is,

*"To contribute to the operational effectiveness of the Royal Air Force, by providing competent junior officers capable of undertaking the full range of initial specialist training."*

Was I prepared, was I ready to go out into the wider RAF as a junior officer when I commissioned from Cranwell? The simple answer is yes, I had spent 6 months being taught the skills needed to go forward in my career and progress on to specialist training. I had what is referred to as, 'the tools at my disposal,' to go and get on with the challenges put before me. Cranwell had trained me to a standard where I was competent and confident enough to go out into the wider RAF and survive on my own two feet. However that is the best the training system can hope for, if Cranwell could produce the complete article, the perfect officer, then the course would span an officer's entire career as everyday in the wider RAF I have learnt something new or a better way of doing things.

I soon discovered that this continued development could only be achieved by taking the advice of others around you. Cranwell training, while considered a sound all round instructional package, does lack interaction between student officers and non-commissioned men and women. This deficiency has been recognised and is being addressed in the new course. However, it is the non-commissioned men and women in the RAF who have the know how, the specialist knowledge and a career's worth of personal contacts to get the jobs done. Having said this it is also important to highlight that Cranwell gives junior officers the confidence in their own decision making process which means they are able to tackle problems using their own ideas and solutions.

I am testimony to this as I have just returned from holding to begin specialist training as a Supply Officer after five months.

The first job I was given on arrival at RAF Aldergrove was to co-ordinate the movement schedule of all non-fixed items belonging to 5 Regiment Army Air Corps as part of their relocation to the other side of the airfield. This task presented several challenges; firstly coming to terms with a joint environment and having to work to a set deadline, as I was only a small cog in a much larger machine. Working in a joint environment is more an indoctrination than something you learn.

The Army has a totally different set of working practices and attitudes when compared to the RAF. I can certainly see the benefits of some of their methods and have reservations regarding others, yet watching them work exposed me to them, an opportunity I may never have had if I had not held at Aldergrove. This interaction allowed me to take away practices that I feel may be of help to me later in my career, broadening the range of 'tools' I have available to me and continuing my development as a junior officer.

After the successful completion of my initial task my focus changed to getting to know the workings of a Supply Squadron. If I had spent the entire 5 months working at this I would still only have a basic knowledge, however it did give me a foundation knowledge which will be essential to me in order to complete my specialist training.

The emphasis of any hold is placed on getting to know more about the wider RAF and contributing to the work going on around you. Whilst at Aldergrove I believe I was productive and did add to the output of the Supply Squadron and the more I learnt, the more willing my superiors were to give me more demanding or high profile challenges. These tasks however, always had a definitive answer; in comparison the most difficult aspect of being a junior officer I found was also the one that I associated the most importance with, the welfare issues of subordinates. No amount of training can prepare you for the unexpected, but again Cranwell had provided a general set of 'tools' to deal with most scenarios, the difficulty came in making the judgement call of how to apply them correctly, which can only come with practice.

Holding is an experience I believe every junior officer can benefit from; however, as with everything in life it is what you make of it. I admit that some days I went to work and felt thoroughly inadequate, unable to help or even have an opinion on what was going on. Yet it is during holding that you have the opportunity to ask the obvious questions without feeling embarrassed and this is a real benefit. On reflection, holding has allowed me to develop as a junior officer, given me confidence around my superiors and subordinates alike and provided me with the opportunity to put into practice the lessons learnt at Cranwell.



# Ninth Article - Jack Holt Memorial Award

## THE JACK HOLT MEMORIAL AWARD

*By Sqn Ldr Peter Symes RAF Retd*

In 2005 Flight Sergeant Rick Chapman was judged to meet the criteria for the award of the Jack Holt Memorial Pace Stick and cited as:

"The Senior Non Commissioned Officer engaged in Initial Officer Training who has by instruction and personal example done most to instil in the cadets the qualities needed of an Officer in the Royal Air Force. The nominees are assessed for instructor skills, personal standards, extra-curricular activity directly linked to Initial Officer Training and personal standing and influence with the cadet body".

He is shown being presented with the memorial pace stick at the Church Parade during the Old Cranwellian Association Reunion Weekend by Air Chief Marshal Sir Jock Kennedy of No 46(Flight Cadet) Entry and President of the Association.



The last report was of the inauguration of the Award in 2002 so with this fourth presentation the time is ripe for an update on the progress of the scheme.

In the interests of continuity and security in the longer term the planning committee headed by Air Chief Marshal Sir Michael Graydon of No 76 (Flight Cadet) Entry has handed over to the Old Cranwellian Association Committee the ongoing administration of the award scheme and custody of the fund. That is now a Reserve Account within the Association's assets and on its balance sheet as at 31 December 2004 it stood at £1367: the sum remaining after inauguration and subsequent presentation costs, including the bulk purchase at discount of pace sticks (of which two remain in stock), derived from 132 donations totalling £2466.

Following a reunion of the 76th in 2004 to mark the 45th anniversary of their graduation, Jeremy Price asked the 21 who mustered to subscribe money to the Fund as consideration for his production of copies of a group photograph and with £300 thus induced he went on to suggest a formal record of the Awards. The proposal was enthusiastically endorsed at the Association's AGM and a Jack Holt Memorial Award Book has been produced jointly with the Officer and Aircrew Cadet Training Unit. It will accordingly be on display in the foyer of the Unit's Headquarters day to day but transferred to the Rotunda during the Association's Reunion Weekends.

Such an eponymous record necessitates a photographic preface too but surprisingly an "at camera" picture of Jack

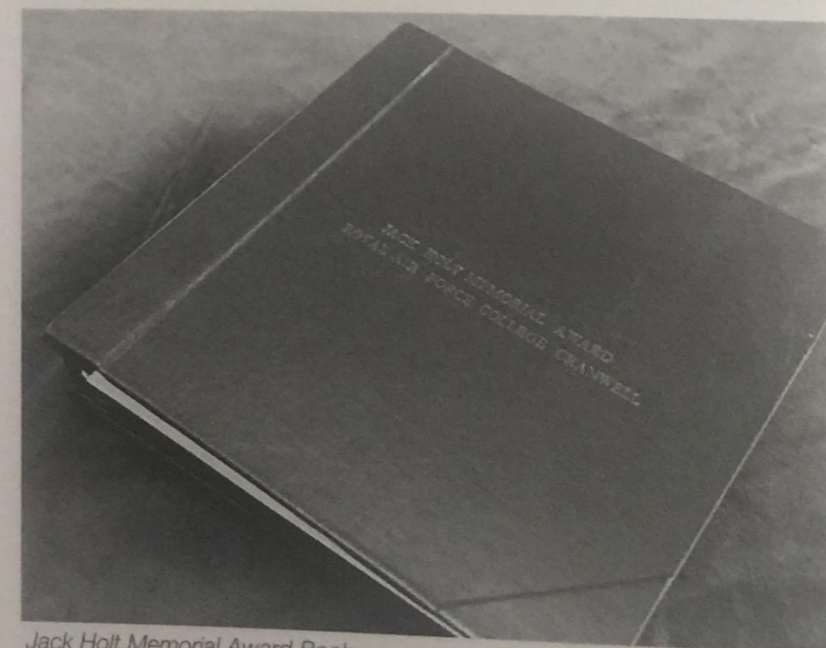
Holt, up close and on his own, has so far been impossible to find. The College archives have been thoroughly searched but surely Mrs Holt has an album many have asked? She does indeed but it was not until some 10 years after his time at the College that they were married and her photographs are of them together in social settings. On all three counts he therefore lacks that lean and hungry look which for so many of was so motivating and so memorable! Therefore the Book opens provisionally on a computerised enhancement, through the invaluable agency of Mary Guy the College Librarian cum Archivist, of a small illustration in the College Journal of him sledge hammering the opening from C into the D Wing extension in May 1960. One would hardly approach The Brush to say "cheese" except perhaps when in the Senior Entry. So if anyone in Nos 56 to 84 (Flight Cadet) Entries in C Squadron in particular, has a fairly close up photograph solely of him, it would be greatly appreciated to evaluate alongside the couple which John Hawtin of No 65 (Flight Cadet) Entry has kindly isolated by computer from informal group shots and sent from Canada.



As to the near future, only Senior Non-Commissioned Officers in the RAF Regiment have been eligible for the Award so far on account of the establishment of OACTU. However, the restructuring of the Flight System to include Flight Sergeants from any trade as Deputy Flight Commanders has opened up the field to the entire spectrum of the RAF. This is an exciting new development and is part of a major reorganisation of how we deliver Initial Officer Training.

Beyond that, the scheme as a whole will be reviewed in 2007, five years after inauguration and, from the point of view of the 76th, in the year of the 50th anniversary of their being introduced to the Royal Air Force by one Flight Sergeant Jack Holt.

(Please send any photographs, or even further donations (payable to the Old Cranwellian Association) to: Peter Symes, 35 Horseshoes Way, Brampton, Huntingdon, Cambridgeshire PE28 4TN. Thank you).



*Jack Holt Memorial Award Book*



# Tenth Article - College Roll of Honour (1)

## ROLL OF HONOUR

In commemoration of all Ex Cadets who lost their lives on active service or as a result of training for active service during the 2nd World War.

Name	IOT Sqn	Date of IOT	Details	Date of Death
D Addenbrooke	B	1929 - 31	W/Cdr Air Operations, Europe	3.4.41
D M Agnew	B	1938 - 39	P/O Air Operations, Europe	18.11.40
J R Aldis (Mention)	A	1936 - 38	F/Lt Air Operations, Middle East	8.6.41
J C Alexander (Mention)	A	1938 - 39	F/Lt Flying Accident, Scotland	21.10.41
L V Andrews	A	1929 - 31	S/Ldr Battle of Britain	9.9.40
J C Archer (Mention)	C	1935 - 37	A/W/C Air Operations, Air-Sea Rescue	27.9.43
H D Atkinson DFC	B	1937 - 39	P/O Battle of Britain	25.8.40
K Ault	B	1935 - 36	S/Ldr Air Operations, Trincomalle	9.4.42
M A Aylmer	B	1931 - 33	S/Ldr Flying Accident, Marden	1.11.39
J V C Badger DFC (Mention)	B	1931 - 33	S/Ldr Battle of Britain	30.6.41
A L H Barber	B	1936 - 37	F/Lt Air Operations, Europe	22.3.41
D M Barbour	C	1938 - 39	P/O Air Operations, Europe	14.5.40
D P Barclay	C	1932 - 33	S/Ldr Air Operations, Middle East (Tobruk)	28.4.41
J S Barnwell	C	1937 - 39	P/O Air Operations, Europe	19.6.40
O J M Barron DFC & Bar	A	1934 - 36	W/Cdr Air Operations, Europe	11.4.44
F V Beamish DSO and Bar, DFC AFC (Two Mentions)	A	1921 - 23	A/G/Capt Air Operations, Europe	28.3.42
H D Beck	A	1932 - 34	S/Ldr Flying Accident near Bicester	7.12.40
L G Belchem	A	1928 - 30	S/Ldr Air Operations, Anti Submarine Patrol	15.7.42
C E Beloe	A	1939 - 40	F/O Flying Accident, north east Piddington Station	5.12.41
A F R Bennett	B	1931 - 33	W/Cdr Flying Accident, Sutton Bridge	1.7.42
L C Bennett	A	1924 - 26	W/Cdr Air Operations, Europe	9.7.40
N J V Benson	B	1938 - 39	P/O Battle of Britain	28.8.40
G C B Bernard-Smith	B	1920 - 21	W/Cdr Flying Accident, Forfar	10.12.41
J T Berryman	B	1938 - 39	P/O Flying Accident, North Coates	7.5.40
A Bilderbeck	C	1939 - 40	P/O Air Operations, Europe	9.12.40
F D Bird	C	1936 - 37	F/O Air Operations, Europe	22.5.40
G O L Bird DFC	C	1936 - 37	F/Lt Air Operations, Europe	15.5.41
V Q Blackden	B	1925 - 26	W/Cdr Air Operations, Europe	10.4.41
A Bouwens	A	1937 - 39	P/O Air Operations, Europe	18.5.40
C Bowen-Davies	C	1936 - 37	F/Lt Flying Accident, Salisbury Plain	22.9.41
J B Boys-Stones	A	1937 - 39	F/O Air Operations, Middle East	7.3.41
R L Bradford	C	1931 - 32	S/Ldr Air Operations, Europe	1.5.40
C H Brandon (Mention)	A	1932 - 33	W/Cdr Died on Active Service	26.7.44
H F D Breese	C	1937 - 38	F/O Air Operations, Europe	21.4.41
J G Brown	C	1940	F/Lt Air Operations, Middle East	16.7.42
P E S F M Browne	B	1935 - 36	A/F/Lt Air Operations, Europe	29.5.40
J W L Bruxner-Randall	A	1939	F/O Flying Accident, Ronaldsway Harbour	2.5.41
A A T Bulloch (Mention)	A	1934 - 36	F/O Air Operations, Europe	24.4.40
C M Burfield	B	1938 - 39	F/Lt Flying Accident, Colerne	28.2.43
W I H Burke	A	1927 - 29	S/Ldr Air Operations, Europe	8.6.40
H F Burton DSO DFC & Bar	B	1935 - 36	A/W/Cdr Air Operations, Europe	3.6.43
P S Butler	C	1935 - 37	F/O Air Operations, Europe	25.5.40
W D Butler (Mention)	B	1925 - 27	A/G/Capt Flying Accident, Italy	18.9.43
J S Cameron	C	1938 - 39	P/O Air Operations, Europe	26.5.40
G M Carmichael MBE	B	1936 - 38	F/Lt Flying Accident, Caistor, Lincolnshire	31.12.44
J W Carmichael DFC (Mention)	C	1937 - 39	A/S/Ldr Air Operations, Anti Submarine patrol	14.6.44
A Chalmers	C	1936 - 37	A/F/Lt Flying Accident, Bicester	10.6.40
P B Chamberlain	B	1934 - 36	S/Ldr Air Operations, Europe	12.10.41
G E Chandler	C	1939 - 40	P/O Air Operations, Europe	12.5.40
C F M Chapman	A	1937 - 38	W/Cdr Flying Accident, Merston	29.9.44
G P Charles OBE	A	1927 - 28	W/Cdr Air Operations, Middle East	13.1.42
C Charlton-Jones	B	1932 - 34	W/Cdr Air Operations, Europe	29.8.42
H W A Chesterman AFC	B	1929 - 31	S/Ldr Air Operations, Europe	11.4.43
A W J Clark	A	1933 - 35	S/Ldr Flying Accident, Mildenhall	17.5.41
B Clegg DFC	A	1939	F/Lt Flying Accident, Nettlebed, Oxfordshire	6.6.43
R H Clifford	B	1939	P/O Air Operations, Europe	19.5.40
F C Cole	B	1927 - 29	W/Cdr Air Operations, Europe	8.4.41
D Cooke (Mention)	B	1925 - 27	S/Ldr Air Operations, Europe	8.7.40
C S Cooper DFC	A	1933 - 35	W/Cdr Air Operations, Europe	25.9.43
L F Cooper	A	1935 - 36	S/Ldr Air Operations, Europe	24.10.43
P B Coote	B	1928 - 30	W/Cdr Air Operations, Middle East	13.4.41
H R Coventry DFC	C	1933 - 34	W/Cdr Air Operations, Europe	14.7.43
R G Coventry	A	1931 - 32	F/Lt Flying Accident, Quedgeley	23.9.40
A R T Cox	A	1938 - 39	P/O Battle of Britain	21.9.40
M I Cox	C	1940	F/Lt Air Operations, Europe	28.4.44
P A N Cox	A	1935 - 37	F/O Battle of Britain	27.7.40
R A Cruikshank DFC & Bar (Mention)	A	1936 - 38	F/Lt Flying Accident, Dry Drayton, Cambridgeshire	3.5.41
E Culverwell	B	1934 - 36	S/Ldr Air Operations, Europe	13.6.41
J C Cunningham	A	1924 - 26	A/W/Cdr Air Operations, Europe	29.9.39
H R Dale	B	1926 - 28	W/Cdr Air Operations, Europe	11.5.41
M H Dalzell-McKean	B	1939 - 40	P/O Battle of Britain	2.9.40
J Darwen DSO DFC & Bar (Two Mentions)	B	1934 - 35	A/G/Capt Air Operations, Italy	7.10.43
J A J Davey	B	1940	P/O Battle of Britain	11.8.40
T J F Davey	B	1938 - 39	P/O Air Operations, Europe	21.5.40
C T Davis DFC	B	1939 - 40	P/O Air Operations, Europe	26.3.41
E S C Davis OBE AFC (Mention)	B	1922 - 23	W/Cdr Air Operations, Europe	21.7.40
G N Dawson DFC (Mention)	C	1940	F/Lt Air Operations, Europe	19.8.42
J H Deas	C	1939	P/O Air Operations, Europe	27.5.40
W A A deFreitas DFC	B	1933 - 35	W/Cdr Air Operations, Cyrenaica	18.2.40
A F Delamore	A	1938 - 39	P/O Flying Accident, Ashwell	14.5.40
R H deMontmorency	C	1935 - 37	F/O Air Operations, Europe	12.9.40
J S Dewar DSO DFC (Mention)	B	1926 - 27	A/W/Cdr Battle of Britain	8.11.41
P G S Dickenson	C	1934 - 35	S/Ldr Air Operations, Europe	5.4.40
F O Dickson	A	1933 - 35	Flying Accident, Milford Haven	19.7.40
I D G Donald	A	1936 - 37	A/F/Lt Battle of Britain	11.5.40
M S Donne	B	1935 - 37	A/F/Lt Air Operations, Europe	13.1.42
J N Dowland GC	B	1934 - 35	A/W/Cdr Air Operations, Middle East	1.8.40
P E Drew	A	1929 - 31	S/Ldr Battle of Britain	1.6.40
H J R Dunn	A	1937 - 38	P/O Flying Accident, Yeadon	8.7.40
J Eadie	A	1938 - 39	P/O Air Operations, Europe	9.6.40
H F G Ede DFC	A	1936 - 37	F/O HMS GLORIOUS off Norway	18.4.41
G R A Elsmie DFC	B	1928 - 29	W/Cdr Air Operations, Europe	31.10.40
B P Erskine	C	1940	P/O Air Operations, Europe	6.11.40
P de C Festing-Smith	A	1924 - 25	A/S/Ldr Died on Active Service, Middle East	6.6.40
D B D Field	B	1928 - 30	S/Ldr Air Operations, Europe	12.9.44
P R S Filleul	B	1937 - 38	F/Lt Air Operations, Europe	15.1.41
J R Fishwick	C	1934 - 36	F/Lt Anit Submarine Patrol	5.3.41
J W Fordham (Mention)	C	1934 - 36	F/Lt Flying Accident, Roborough Aerodrome	9.4.41
M H Franklin	A	1937 - 39	F/O Air Operations, Europe	29.5.40
A L Franks AFC	A	1926 - 28	S/Ldr Air Operations, Europe	20.11.42
H D Fraser OBE	A	1933 - 34	W/Cdr Air Operations, Europe	2.11.42
D Fulford DFC	C	1940	F/O Air Operations, Europe	25.3.42
P Garrard DFC (Mention)	C	1940	A/S/Ldr Bombing Casualty, Far East	28.5.40
T J Geach	C	1936 - 37	F/O Air Operations, Europe	10.5.41
J P D Gethin DFC	A	1935 - 37	S/Ldr Air Operations, Middle East	3.11.40
H G Gilbert	C	1940	P/O Air Operations, Europe	29.8.41
J W Gillan DFC & Bar AFC	A	1925 - 27	W/Cdr Air Operations, Europe	26.5.40
A R Glencross	B	1930 - 31	S/Ldr Air Operations, Middle East	23.6.42
O Godfrey DFC	C	1934 - 36	S/Ldr Air Operations, Europe	26.3.42
A Golding DFC & Bar	C	1931 - 32	W/Cdr Air Operations, Europe	12.5.44
H R Goodman (Mention)	B	1934 - 36	W/Cdr Air Operations, Europe	4.3.41
P L Gordon-Deane	C	1937 - 39	F/O Flying Accident, Stamford	5.4.40
D E Gould	A	1936 - 37	F/O Flying Accident, Tenby, Wales	28.10.40
C W Grannum	B	1925 - 27	S/Ldr Battle of Britain	31.10.39
D R D Green	A	1935 - 37	F/O Flying Accident Kirtlington Bottoms, Oxfordshire	10.4.44
J D Green	C	1934 - 35	W/Cdr Flying Accident, Llanwrtyd Wells	10.4.44
S R Groom	B	1926 - 27	W/Cdr Air Operations, Europe	21.11.40
E M C Guest DFC (Two Mentions)	B	1938 - 39	F/Lt Air Operations, Europe	4.10.43
A R Gulley	A	1937 - 38	P/O Air Operations, Europe	13.6.40
J R Guthrie	B	1936 - 37	F/O Air Operations, Europe	10.6.40
C D Hackett	C	1933 - 35	S/Ldr Flying Accident, Singapore	4.4.41
N M Hall AFC	B	1933 - 35	F/Lt Battle of Britain	8.8.40
C I D Halliday	B	1937 - 39	P/O Air Operations, Europe	19.5.40
N A R Halliday (Mention)	C	1929 - 31	W/Cdr Anti Submarine Patrol	12.8.42
R F Halliwell	C	1936 - 38	F/Lt Flying Accident, Malaya	24.2.41
D H W Hanson	B	1936 - 38	F/O Battle of Britain	3.9.40
G F Harding	C	1937 - 39	P/O Air Operations, Europe	11.5.40
J A Harries	A	1938 - 39	A/F/Lt Air Operations, Middle East	10.1.41
R E Harris	B	1937 - 39	P/O Air Operations, Europe	19.5.40
W A Harris	B	1935 - 36	F/Lt Air Operations, Europe	7.12.40
M Hastings	A	1931 - 32	S/Ldr Air Operations, Europe	29.6.40
J E R Hayter DFC	A	1937 - 38	S/Ldr Air Operations, Europe	4.10.43
I S Henderson	B	1937 - 38	F/O Air Operations, Europe	21.2.41
M L G Henderson	C	1937 - 38	P/O Air Operations, Europe	22.5.40
R V Herbert	A	1937 - 39	F/O Air Operations, Middle East	13.4.41
M J Herrick DFC & Bar	C	1939 - 40	A/S/Ldr Air Operations, Europe	17.6.44
R L Hicks	B	1939	F/O Air Operations, Europe	6.4.41
R M Hogg	B	1938 - 39	P/O Battle of Britain	25.8.40
J W Homer	B	1926 - 28	G/Capt Flying Accident, Mauripur, India	18.7.44
M G Homer DFC	C	1937 - 38	P/O Battle of Britain	27.9.40
H R L Hood DFC	B	1927 - 29	S/Ldr Battle of Britain	5.9.40
I M Hossack	C	1939 - 40	P/O Air Operations, Europe	11.7.40
B Howe	C	1937 - 39	F/O Flying Accident, Wittering Aerodrome	20.4.41
J McC M Hughes DFC	C	1935 - 37	F/Lt Flying Accident, Northants	7.12.40
A H Jarand	B	1931 - 33	S/Ldr Air Operations, Europe	16.1.45
J R Jeudwine DSO OBE DFC (Mention)	C	1932 - 34	G/Capt Flying Accident, Little Straughton	19.10.45
D V Johnson	A	1930 - 31	W/Cdr Air Operations, Middle East	28.4.41
P S Jolliffe	C	1934 - 36	F/Lt Air Operations, Europe	24.6.40
B H Jones	B	1928 - 29	W/Cdr Flying Accident, Loch Tarbert	3.7.43
J S B Jones	B	1938 - 39	P/O Battle of Britain	11.8.40
N C Jones	C	1931 - 33	S/Ldr Battle of Britain	13.8.40
D D A Kelly (Two Mentions)	A	1935 - 37	A/S/Ldr Air Operations, Europe	17.6.41
D A Kerr DSO (Mention)	A	1934 - 36	A/W/Cdr Air Operations, Middle East	22.6.42
P A Kimpton	B	1937 - 39	F/Lt Flying Accident, Mexico	27.3.42



# Tenth Article - College Roll of Honour (2)

R J Knights - Whitton	C	1931 - 32	S/Ldr Died on Active Service	9.11.41	J G C Salmond	C	1938 - 39	P/O Air Operations, Europe	18.4.40
R R Langley DFC	A	1938 - 39	F/O Air Operations, Europe	16.6.41	P S Salter AFC	C	1931 - 32	W/Cdr Flying Accident, Boscombe Down, Wiltshire	18.4.42
D P Lascelles	A	1927 - 28	W/Cdr SS "ZEALANDIC", Sunk Enemy Action	17.1.41	D Salvey DFC (Mention)	C	1937 - 38	S/Ldr Flying Accident, Nettlebed, Oxfordshire	31.10.41
M F S Laughton	B	1938 - 39	P/O Flying Accident, Hullavington	29.6.41	A T D Sanders DFC	C	1932 - 33	W/Cdr Air Operations, Europe	7.6.42
P A G Learmond	A	1938 - 39	P/O Air Operations, Europe	23.5.40	R J Sansom (Two Mentions)	C	1936 - 38	S/Ldr Flying Accident, Ross-on-Wye	19.3.45
J G Lecky	A	1939 - 40	P/O Battle of Britain	11.10.40	M Savage	C	1936 - 38	S/Ldr Air Operations, Europe	2.8.40
R H A Lee DSO DFC (Mention)	C	1935 - 37	F/O Battle of Britain	18.8.40	H C Sawyer (Mention)	C	1933 - 34	S/Ldr Battle of Britain	10.5.45
C Light	A	1938 - 39	P/O Air Operations, Europe	21.5.40	J R Scarlett-Streatfield CBE (Two Mentions)	B	1927 - 28	A/AVM Air Operations, Norway	9.7.40
G O Lings DFC	B	1936 - 38	F/Lt Air Operations, Europe	26.4.41	J Seeds	B	1937 - 39	P/O Air Operations, Europe	17.11.42
C E Littler	B	1928 - 30	W/Cdr Air Operations, Europe	30.3.41	P deG H Seymour	C	1930 - 32	S/Ldr Air Operations, Europe	20.4.43
A D Livingstone	C	1938 - 39	W/Cdr Air Operations, Europe	30.4.42	W P Shand DFC	A	1934 - 36	W/Cdr Air Operations, Europe	6.9.42
J G Llewelyn	B	1926 - 28	F/Lt Flying Accident, Ballykelly	23.5.40	D C Sharman (Mention)	A	1938 - 39	F/Lt Air Operations, Middle East	12.8.40
R M Longmore OBE	C	1934 - 35	W/Cdr Air Operations, Europe	4.10.43	D C Shepley	B	1938 - 39	P/O Battle of Britain	28.8.41
G H Loughnan	A	1922 - 24	W/Cdr Anti Submarine Operation, Atlantic	11.2.44	R A Shuttleworth	C	1939 - 40	A/S/Ldr Air Operations, Europe	15.5.40
J C Lowe	C	1938 - 39	F/Lt Flying Accident, Nairobi	11.6.43	S A C Sibley	A	1939	P/O Air Operations, Europe	6.12.39
J C J Lylian	A	1938 - 39	F/Lt Air Operations, Far East	25.4.41	M P Skinner	C	1934 - 35	F/Lt Flying Accident, Mons-en-Chausee	14.3.43
J M MacDonald (Mention)	C	1938 - 39	F/O Air Operations, Middle East	22.1.43	J H Slater AFC	A	1933 - 35	W/Cdr Air Operations, Europe	22.12.41
B G Mace	C	1937 - 39	F/Lt Air Operations, Europe	17.3.41	C D S Smith DFC	C	1934 - 36	S/Ldr Air Operations, Europe	1.6.40
R A MacFarlane	A	1939	F/O Flying Accident, Grimston Warren	17.9.40	F M Smith	C	1933 - 34	A/S/Ldr Flying Accident, Aden	13.12.39
P A Major	B	1936 - 38	P/O Air Operations, Europe	17.5.42	W A Smith	C	1939	F/C Flying Accident, Cranwell	3.1.43
H G Malcolm VC	C	1936 - 37	F/Lt Air Operations, Europe	4.12.42	B E Smith-Rewse	A	1934 - 35	S/Ldr Flying Accident, Texanna	27.8.40
T R Manson	A	1932 - 34	W/Cdr Air Operations, Algiers	25.2.41	T N Smyth	C	1939	P/O Flying Accident, Nettlestead	18.5.40
E S Marrs DFC (Mention)	B	1939 - 40	F/Lt Flying Accident, Sawtry	24.7.41	I S Soden DSO (Mention)	B	1935 - 36	F/O Air Operations, Europe	22.6.43
T I Mathewson	A	1936 - 37	F/O Air Operations, Europe	12.2.42	W V L Spendlove DSO (Two Mentions)	B	1927 - 29	G/Capt Air Operations, Europe	18.11.42
H V Matthews DFC	C	1937 - 38	S/Ldr Air Operations, Europe	13.3.41	R A Sprague DFC (Mention)	B	1926 - 28	W/Cdr Air Operations, Middle East	27.2.41
F W V May	A	1923 - 25	F/O Air Operations, Europe	22.5.42	W W Stainthorpe AFC	C	1929 - 31	A/W/Cdr Air Operations, Europe	7.12.40
D C Maybury	A	1936 - 37	A/G/Capt Air Operations, Middle East	12.4.40	D G Stanley	C	1936 - 37	F/Lt Air Operations, Europe	8.9.39
J C Mayhew	A	1934 - 35	F/O Air Operations, Europe	2.12.41	The Hon P G A St Clair-Erskine	C	1937 - 38	P/O Flying Accident, Northolt	17.5.42
W N McKechnie GC	B	1928 - 29	W/Cdr Air Operations, Europe	30.8.44	E B Steedman (Two Mentions)	B	1924 - 25	W/Cdr Died as Prisoner of War in Japanese Camp	28.12.40
J W McKenzie	C	1938 - 39	G/Capt Air Operations, Europe	11.8.40	J D Steuart-Richardson DFC (Mention)	A	1938 - 39	A/F/Lt Air Operations, Europe	18.1.40
I A Mead	B	1935 - 37	P/O Battle of Britain	2.6.41	B O C Stevens	C	1937 - 38	P/O Flying Accident, Totnes, Devon	29.11.42
H M Mellor MVO	B	1921 - 23	F/Lt Air Operations, Europe	26.5.40	M G Stevenson	B	1934 - 36	W/Cdr Flying Accident, Heliopolis, Egypt	13.2.43
J D Middleton (Mention)	A	1936 - 37	W/Cdr Air Operations, Europe	9.7.40	P C F Stevenson DFC	C	1938 - 39	W/Cdr Air Operations, Gibraltar	3.7.42
M J Miley	C	1936 - 38	A/F/Lt Air Operations, Europe	15.9.40	H M Styles DSO (Mention)	B	1933 - 34	F/Lt Air Operations, Middle East	10.12.44
D E D Milsom	C	1938 - 39	F/O Air Operations, Europe	29.3.40	C B Ternlett DFC	C	1938 - 39	A/W/Cdr Flying Accident, Stanford Battle Area, Norfolk	26.4.44
A O Molesworth	B	1927 - 29	P/O Flying Accident, Alveston	15.8.44	E Tennant DFC	A	1935 - 37	S/Ldr Flying Accident, Fishguard	7.5.41
J W C More OBE DFC	A	1928 - 30	G/Capt Flying Accident, Newmarket	12.9.44	K T P Terry DFC	C	1938 - 39	S/Ldr Air Operations, Europe	6.11.40
G W Montagu	C	1930 - 21	G/Capt Died as Prisoner of War in Japanese Hands	12.9.44	P C Thomas	C	1939	S/Ldr Air Operations, Europe	11.8.42
T L Moseley	B	1931 - 33	S/Ldr Air Operations, Europe	21.12.40	H R Tidd	A	1931 - 33	F/O Air Operations, Europe	13.5.40
P W O Mould DFC & Bar	B	1937 - 39	W/Cdr Flying Accident, Berridale	25.8.42	J Tillett	B	1937 - 39	F/O Air Operations, Europe	18.12.39
H Munday	B	1939 - 40	A/S/Ldr Air Operations, Malta	1.10.41	A C Triptree	A	1936 - 38	P/O Air Operations, Europe	10.8.41
A M Murphy DSO DFC	B	1936 - 38	P/O Flying Accident, Braunton, Devonshire	24.2.41	P W Vaughan	C	1938 - 39	F/O Air Operations, Europe	1.4.45
M Negus DFC	A	1938 - 40	W/Cdr Air Operations, Europe	2.12.44	A R Vaughan-Williams	B	1935 - 36	A/S/Ldr Air Operations, Europe	10.8.41
P J M Nettleton	A	1938 - 40	S/Ldr Air Operations, Europe	7.4.44	M W Waddington	A	1937 - 38	A/A/Cdre Flying Accident, Benson Aerodrome	10.8.40
J E Newton-Clare	C	1938 - 39	P/O Flying Accident, Alveston	29.3.40	D J Waghorn CBE AFC	A	1926 - 27	S/Ldr Flying Accident, Aylesbury	20.8.43
A R Oakeshott DFC	B	1935 - 37	P/O Battle of Britain	6.9.40	I H D Walker	A	1931 - 33	W/Cdr Flying Accident, Mombasa	5.4.43
J J Owen (Mention)	A	1926 - 28	A/W/Cdr Air Operations, Europe	2.7.42	G E Wallace	C	1933 - 35	S/Ldr Air Operations, Europe	15.9.41
E W Padfield	C	1938 - 39	W/Cdr Air Operations, Europe	6.7.43	S N T Wallage	C	1936 - 38	P/O Flying Accident, Woodhill Copse	7.2.41
R H Page	C	1929 - 31	F/O Flying Accident, Alveston	6.9.40	W C Ward	B	1922 - 23	P/O Air Operations, Europe	28.11.40
C D Palmer DFC	C	1936 - 37	P/O Battle of Britain	6.9.40	W C Watling	B	1940	A/F/Lt Air Operations, Far East	26.2.42
R H W Parker	C	1940	A/S/Ldr Air Operations, Middle East	20.12.41	A R Watson	B	1940	A/S/Ldr Air Operations, Europe	11.6.41
H Parkinson	B	1937 - 38	A/S/Ldr Air Operations, Europe	28.9.42	E J Watson	B	1936 - 37	S/Ldr Air Operations, Europe	3.9.43
R J S Parsons (Four Mentions)	C	1938 - 39	P/O Air Operations, Europe	27.8.40	R G Watson	B	1925 - 26	S/Ldr Flying Accident, Waddington Aerodrome	23.11.39
J H K Parvin	B	1937 - 39	P/O Air Operations, Europe	6.7.40	P M Watt	B	1925 - 26	S/Ldr Air Operations, Europe	13.3.41
V J Pattison	C	1938 - 39	P/O Flying Accident, Cranbourne	8.1.40	A M Watts-Read	A	1937 - 38	A/F/Lt Battle of Britain	25.7.40
D L Payne	B	1938 - 39	S/Ldr Air Operations, Europe	6.6.40	B H Way (Mention)	A	1924 - 25	A/G/Capt Air Operations, Europe	2.4.42
G E Peacock DFC	C	1931 - 33	A/F/Lt Air Operations, Europe	27.5.40	E B Webb (Mention)	A	1940	F/O Flying Accident, Solway	26.4.42
M C Pearson	A	1935 - 36	S/Ldr Flying Accident, Wittering	3.11.40	W D Whatley	B	1925 - 27	G/Capt Died on Active Service	21.9.43
D A Pemberton DFC (Mentions)	C	1931 - 32	F/O Flying Accident, Ross-on-Wye	7.6.42	H G Wheeler (Mention)	A	1939	F/O Air Operations, Europe	21.3.41
A M Phillips	C	1940	P/O Battle of Britain	2.9.40	A E Whitworth	B	1935 - 37	S/Ldr Air Operations, Europe	21.4.44
I W Phillips	B	1938 - 39	S/Ldr Flying Accident, Church Fenton	9.3.41	P M Wigg	A	1938 - 39	P/O Battle of Britain	25.8.40
C R J Pink	C	1932 - 33	A/S/Ldr Battle of Britain	18.9.40	T S Wildblood (Mention)	C	1935 - 37	S/Ldr Air Operations, Far East	1.2.43
J A Pitcairn-Hill DSO DFC (Mention)	C	1935 - 37	P/O Air Operations, Europe	19.5.40	J T Wilkins (Mention)	B	1938 - 40	F/O Air Operations, Far East	12.1.42
J A Plumb	B	1939 - 40	W/Cdr Air Operations, Europe	25.2.44	S P Wilkins	B	1929 - 30	S/Ldr Battle of Britain	16.8.40
E F Porter	B	1930 - 31	G/Capt Air Operations, Yugoslavia	18.8.44	R L Wilkinson	C	1929 - 30	S/Ldr Battle of Britain	25.8.40
J A Powell DSO OBE (Mention)	B	1927 - 29	W/Cdr Air Operations, Middle East	15.12.42	C W Williams	B	1929 - 31	F/Lt Air Operations, Middle East	28.8.42
C V J Pratt DSO	A	1926 - 28	A/F/O Air Operations, Europe	12.6.41	J D Willis	A	1937 - 39	W/Cdr Air Operations, Europe	8.12.41
P H H Pritchard	B	1940	W/Cdr Air Operations, Europe	1.10.42	C M Windsor	B	1929 - 30	P/O Battle of Britain	22.8.40
M F B Read	A	1931 - 33	F/Lt Flying Accident, Chelsham, Surrey	11.9.39	D L Wingate	B	1938 - 39	P/O Air Operations, Europe	8.7.40
R W Reynolds	B	1934 - 35	A/S/Ldr Air Operations, Mediterranean	25.9.43	J E R Wood	B	1937 - 39	P/O Battle of Britain	31.10.40
G H M Riddell	C	1938 - 39	S/Ldr Flying Accident, Filey, Yorkshire	12.12.43	K W Worsdell	B	1938 - 39	W/Cdr Air Operations, Europe	23.11.43
C Robertson DFC	B	1937 - 38	F/O Flying Accident, Leuchars	4.9.39	C L Y Wright	C	1932 - 34	S/Ldr Air Operations, Europe	16.10.42
G P Robinson	C	1935 - 36	W/Cdr Died on Active Service, Ely	6.8.41	C M Wright	B	1936 - 38	F/O Flying Accident, Middle East	24.8.43
P R Robinson (Mention)	C	1931 - 32	P/O Air Operations, Europe	22.2.41	R B Wright	B	1936 - 38	A/G/Capt Air Operations, Middle East	18.7.40
J H Rothwell	A	1939 - 40	S/Ldr Air Operations, Far East	26.1.42	A G Worcester (Mention)	A	1932 - 34		3.6.4
I T B Rowland (Mention)	A	1935 - 36	S/Ldr Air Operations, Bay of Biscay	12.6.44	R G Yaxley DSO MC DFC	B			
W D B Ruth DFC & Bar (Mention)	B	1937 - 38	W/Cdr Flying Accident, Cairo	24.8.43					
J S Sabine DFC	C	1929 - 30							



# Eleventh Article - Queen's Review Graduation

## THE QUEEN'S REVIEW GRADUATION PARADE 21 JULY 2005

By **Fit Lt Ian Allen**



Fit Lt Ian Allen is the C Squadron Deputy Squadron Commander, Editor of the College Journal and was the Project Officer for the Royal Graduation.

Air Vice-Marshal Yahya bin Rasheed Al-Juma, Commander Royal Air Force of Oman, accompanied by the Chief of the Air Staff, Air Chief Marshal Sir Jock Stirrup, visited the Royal Air Force College Cranwell on Thursday 21 July 2005 to review the graduation of No 214 Initial Officer Training Course and No 284 Specialist Entrant and Re-Entrant Course on the occasion of The Queen's Review. As Commander Royal Air Force of Oman, he serves as the senior uniformed Air Force Officer responsible for the organization, training and equipping of approximately 10000 personnel. The Royal Air Force of Oman is equipped with Hawk (100 and 200 series), Jaguar fighters, Strikemaster ground attack aircraft, as well as helicopters and C130 transport aircraft.

The arrival of the Air Vice-Marshal on the Parade Ground was marked by a fly-past from the Royal Air Force Aerobatic Team, The Red Arrows, after which Air Vice-Marshal Al-Juma reviewed the Parade. A total of 63 Officer Cadets and Student Officers graduated on this occasion; No 215 Initial Officer Training Course also took part as the supporting squadron on the Parade Square. The Band of the Royal Air Force College and the visiting Band of the Royal Air Force of Oman, directed by Sqn Ldr D W Compton, provided the musical accompaniment. During the Parade, Air Vice-Marshal Al-Juma presented the 2005 Annual Awards and also the awards to the Graduating Officers.

In his speech the Air Vice-Marshal initially focussed on the Royal Air Force:

*"The Royal Air Force is respected the World over; its success is written in history. It is an organization of excellence, and that is why my Nation's leader, His Majesty The Sultan, directed that his Air Force should be formed along the same lines to that of the RAF. Although only 20% the size of the RAF its traditions and ethos have developed in a similar manner. And so, if I could just take a moment I would like to acknowledge a debt of thanks to so many RAF officers and airmen who, by their dedication and commitment down the years, through both peace and war, have served and supported my Air Force and helped create the operationally effective air force that I have the great privilege to command today. I am proud to be so closely associated with such a staunch ally."*

And then he focussed upon the Graduating Officers:

*"...I have just a few words which might help and perhaps motivate you as you step off on the initial years of your service as officers. I promise that if you don't remember any of them I won't hold it against you."*

*Each of you can be very proud of your achievement, an achievement that I know has involved much hard and sustained effort. However, your role as future officers will become increasingly important as you step forward from this day. With rank comes authority, and with authority comes responsibility. Your responsibility in a highly trained, modern military organization is not simply issuing orders. It is up to you to create an environment where your personnel can think effectively and work harmoniously; this is the most challenging aspect of leadership. In my view, you will be on the right track if you lead by personal example and never ask subordinates to do something that you would not be prepared to do yourself. Treat everyone with the respect that they deserve so that you in turn earn their respect. Be firm yet fair, and never shrink from a challenge no matter how large."*

*Modern warfare requires open minds equipped with the capacity to think logically about problems, to arrive at considered solutions, and to outline those solutions with clarity, brevity and insight. The introduction of new technologies, demands high-level abilities and you will need to adapt to master a range of new equipment and systems. You will need to think rapidly and deliver information concisely and effectively; your superiors will depend on it and your subordinates may well live or die because of it."*

*You now have the demands of specialist training before you; this will take up most of your energy in the immediate future but it will not stop there. Throughout my career I can truly say that I have never stopped learning. I had to develop new skills as new challenges evolved and it will be the same for you."*

*Be adaptable and flexible and aim to excel in your chosen field. Remain focused, but equally you must enjoy life. I urge you to savour the broad range of experiences that the Service has to offer, for in that way you will be able to give your best."*

*You will face challenging times ahead, but with continued endeavour, the likes of which you have shown here at Cranwell, you should have the ability to handle such times with confidence, compassion and wisdom. When the moment comes you will know it, and I feel sure will accept your responsibility, lead with courage and honour, and strive for excellence in all that you undertake."*

*Graduating officers. Today you celebrate the end of initial training. But in a wider sense you are marking a new beginning, the beginning of your life as officers in a fighting Service – for make no mistake that is what military airpower is designed for. You have committed yourself to defending your Nation's interests and you may not find it easy, but then really worthwhile commitments seldom are."*

As the Graduating Officers ascended the steps and entered College Hall by the front door for the first time, a Jaguar Aircraft from No 41 Squadron, Royal Air Force Coltishall, conducted a flypast salute. Following the luncheon, the Air Vice-Marshal planted a commemorative tree adjacent to the Queen's Walk.





# Twelfth Article - Annual Awards (1)

## AWARD WINNERS 2004/5 ANNUAL AWARDS

### OFFICER AND AIRCREW CADET TRAINING UNIT

**The Queen's Medal** is awarded to the RAF officer who, during Initial Officer Training, proved to be the most outstanding cadet of the year.  
Winner: *Flying Officer T A B Carter BSc*

**The Wilkinson Sword of Honour** is awarded to the RAF officer who, during Initial Officer Training, produced the most distinguished performance of the year in leadership.  
Winner: *Flight Lieutenant N J B Monahan BSc*

**The Ecole de L'Air Trophy** is awarded to the RAF officer who, during Initial Officer Training, produced the most distinguished performance in academic studies.  
Winner: *Flying Officer S I Eydman*

**The Prince Bandar Trophy** is awarded to the officer who, during Initial Officer Training, submitted the best essay or Service paper of the year on operational studies.  
Winner: *Flying Officer N G Barratt BA*

**The John Constable Memorial Prize** is awarded to the RAF officer, under the age of 21 at entry to the RAF College, who during Initial Officer Training has demonstrated the greatest potential for further development by producing the best overall performance in both leadership and professional studies during the year.  
Winner: *Acting Pilot Officer D M Lowes*

### ENGINEER AND SUPPLY OFFICER TRAINING AWARDS

**The AVM Sir Thomas Shirley Memorial Cup and Minerva Society Prize** is a conjoint award to the student of the Engineer Specialist Training Course who achieved the best overall performance of the year both in Engineering Studies and Initial Officer Training.  
Winner: *Flying Officer L D Sapsford BEng*

**The Stuart Boulton Memorial Award** is made annually to the engineer officer who, having been commissioned from airman service in an aerosystems airman trade, achieved the best performance of the year whilst on Engineer Specialist Training Course.  
Winner: *Flying Officer M Quick BEng(Hons)*

**The Worshipful Company of Engineers Prize** is awarded to the best direct entrant of the year on an Engineer Specialist Training Course.  
Winner: *Flying Officer C J Coates MEng(Hons) ARAEs*

**The Hyde-Thomson Memorial (Engineering) Prize** is awarded to the best ex-airman student of the year, with previous service in an electronics trade, graduating from Engineer Specialist Training Course into employment in a communications-electronics appointment.  
Winner: *Flying Officer P Crebin*

**The Beckwith Prize** is awarded to the student who achieves the best results in the first year of their degree course at RMCS Shrivenham.  
Winner: *Flying Officer D Haddican*

### The Armourers' and Brasiers' Awards are two separate prizes:

One is awarded to the most outstanding student in the academic element of Engineer Specialist Training Course.  
Winner: *Flight Lieutenant A Stephenson BA MSc*

The other award is presented to the most outstanding project in the area of Weapons Systems Engineering completed by a student on the Advanced Systems Engineering Course.  
Winner: *Flight Lieutenant M Carleton BEng RAAF*

**The Herbert Smith Memorial Trophy** is awarded to the student on an Advanced Systems Engineering Course who is adjudged to have achieved the best overall result in the applied technology phase of the course.  
Winner: *Flight Lieutenant M Carleton BEng RAAF*

**The Whittle Prize** is awarded to the student on an Advanced Systems Engineering Course who is adjudged to be the best student in terms of progress in studies and contribution to the success of the course as a whole.  
Winner: *Captain T Wagner USAF*

**The Supply Prize** is sponsored by the Institute of Logistics and Transport, and is awarded to the student from Supply Officer Training Courses who has achieved the highest standard in their professional studies.  
Winner: *Pilot Officer K E Slater*

**The Royal New Zealand Air Force Trophies and Prizes** are awarded to RAF University Cadets at RMCS Shrivenham who achieve the best results in the respective degree courses  
Winners: *Flight Lieutenant C Belcher*  
*Flying Officer R W Pitelen*

**The Royal Aeronautical Society Prize** is awarded to the student for the best performance by a former serving airman during initial Supply Officer Training.  
Winner: *Flying Officer D M Purchase*

**The Chartered Institute of Management Prize** is awarded to a student on the Intermediate Logistics Management Course, who achieves the highest standard in professional studies and who demonstrates good management potential.  
Winner: *Flying Officer T Walker BA(Hons) MILT*

**The Loudon Trophy and The Penelope Kitt Memorial Prize** is a conjoint award for the student of Supply Officer Training who is assessed to have been the best student of the year not only on their performance in specialist training but also during initial officer training.  
Winner: *Flying Officer S Micklewright BA*

**The Worshipful Company of Scientific Instrument Makers Award** is awarded to a member of staff, who has, in the opinion of the Engineer and Supply Officer Training Executives made the most significant contribution to their Departments' activities.  
Winner: *Mr L C Paterson BSc MSc CPhys MInstP CEng MIEE MCM*

**The Armed Forces Communications and Electronics Association Prize** is awarded to the student on the Advanced Systems Engineering Course who achieves the best overall results in Communications and Electronics subjects.  
Winner: *Captain T Wagner USAF*

### No 55(RESERVE) SQUADRON

**The George Holderness Trophy** is awarded annually to the Weapon Systems Operator student who has displayed the highest standards throughout training, both in professional studies and personal qualities.  
Winner: *Not Awarded*

### AIR CADET ORGANIZATION

**Lees Trophy** is awarded annually to the sqn which is judged to be the best sqn in the Corps in overall achievement and efficiency during the year of assessment, having regard to its size, location and facilities.  
Winner: *215 (City of Swansea) Sqn, 3 Welsh Wing, Wales and West Region ATC.*

**Dacre Sword** is awarded annually to the best male cadet, based on all-round performance.  
Winner: *Cadet Warrant Officer J N Kume-Davy of 1803 (Uxbridge) Sqn, Middlesex Wing, London and South East Region ATC.*

**Dacre Brooch** is awarded annually to the best female cadet, based on all-round performance.  
Winner: *Cadet Flight Sergeant S E Mendham of 231 (Norwich) Sqn, Norfolk and Suffolk Wing, Central and East Region ATC.*

**Ganderton Sword** is awarded annually to the officer who, on the recommendation of the ATF Directing Staff, has performed best in all aspects during the Officers' Initial Course.  
Winner: *Pilot Officer S Oakley, Junior Leaders.*

**Shackleton Trophy** is awarded annually to the ATC Rgn, Wg or Sqn which mounts the most successful, imaginative and adventurous expedition.  
Winner: *863 (Thurston) Sqn - Canada Expedition.*

## COURSE AWARDS 2005

### OFFICER AND AIRCREW CADET TRAINING UNIT

**The Sword of Merit** is awarded to the RAF cadet who, during Initial Officer Training, demonstrated outstanding ability, leadership and other officer qualities, and the greatest potential for further development.

Winners:  
212 IOTC: *Student Officer O P Learning MEng BA(Cantab)*  
213 IOTC: *Student Officer A J Luckins BSc*  
214 IOTC: *Officer Cadet M K Wood*  
215 IOTC: *Officer Cadet E A Sellers LRSM*  
216 IOTC: *Officer Cadet M Geraghty*

**The Hennessy Trophy and Philip Sassoon Memorial Prize** is awarded to the RAF cadet who, during Initial Officer Training, has proved to be the best all-round cadet, other than the Sword of Merit winner.

Winners:  
212 IOTC: *Officer Cadet A R Bucknell*  
213 IOTC: *Officer Cadet A M Grant*  
214 IOTC: *Student Officer D A Stark BSc*  
215 IOTC: *Officer Cadet S W Brindley*  
216 IOTC: *Officer Cadet A D Smailes BSc*

**The MacRobert Prize** is awarded to the cadet who, in the opinion of their peers, has made the greatest contribution to the Course.

Winners:  
212 IOTC: *Officer Cadet A R Bucknell*  
213 IOTC: *Officer Cadet N Johnson*  
214 IOTC: *Officer Cadet C R Curry*  
215 IOTC: *Officer Cadet D C B Martin-Smith*  
216 IOTC: *Officer Cadet A P Robinson BA Cert Ed*

**The BAE Systems Trophy** is awarded to the RAF, foreign or Commonwealth cadet who has attained the highest marks for professional studies on the Course.

Winners:  
212 IOTC: *Student Officer A M Tidmarsh BSc AMInstP*  
213 IOTC: *Officer Cadet A M Grant*  
214 IOTC: *Officer Cadet S M Chalk LCGI*  
215 IOTC: *Student Officer N J Dehnel MEng BA(Cantab)*  
216 IOTC: *Student Officer P Trenholm MSc BSc*

**The Overseas Students' Prize** is awarded to the foreign or Commonwealth cadet on each course who had the best overall performance in leadership, officer qualities and professional studies.

Winners:  
212 IOTC: *Officer Cadet Z M Roslan RBAF*  
213 IOTC: *Not Awarded*  
214 IOTC: *Officer Cadet M E Mohammad RBAF*  
215 IOTC: *Not Awarded*  
216 IOTC: *Officer Cadet S A S Al Breiki RAFO*

**The Group Captain Williams Memorial Trophy** is awarded to the RAF cadet who, during Initial Officer Training has shown the greatest improvement.

Winners:  
212 IOTC: *Officer Cadet C J Wilkins*  
213 IOTC: *Student Officer N P Jones MEng*  
214 IOTC: *Student Officer D J Seymour MSc BSc*  
215 IOTC: *Student Officer K J Garrod BSc*  
216 IOTC: *Officer Cadet S R Kidd*

**The Sarah Moland Memorial Prize** is awarded to the RAF cadet who, during Initial Officer Training has demonstrated outstanding qualities of courage and fortitude.

Winners:  
212 IOTC: *Not Awarded*  
213 IOTC: *Not Awarded*  
214 IOTC: *Student Officer M Dillon BA*  
215 IOTC: *Officer Cadet M W Wyer*  
216 IOTC: *Officer Cadet D M Reddy*

**The Longcroft Trophy** is awarded to the RAF cadet who, during Initial Officer Training, has contributed most to sport.

Winners:  
212 IOTC: *Student Officer A F Vaughan BSc*  
213 IOTC: *Student Officer R P Anderson BSc*  
214 IOTC: *Student Officer G J Prager BSc*  
215 IOTC: *Officer Cadet J A Schofield*  
216 IOTC: *Officer Cadet S Riley BSc*

**The Daedalus Trophy** is awarded to the student who, during training on the Specialist Entrant and Re-Entrant Course, has proved to be the best all-round cadet.

Winners:  
283 SERE: *Student Officer C F Doyle DipHE RPN RMN CPN MILM*  
284 SERE: *Student Officer J Swainston LLB*  
285 SERE: *Student Officer C A Davison MB ChB*

### No 3 FLYING TRAINING SCHOOL

**The 3 FTS Sword of Merit** is awarded to a student, at each graduation, who has produced the best overall performance during training, irrespective of whether they are an officer or



# Twelfth Article - Annual Awards (2)

senior non commissioned officer: however, grades of high average or above average must have been achieved both on the ground and in the air.

Winner:

480 WSO: *Flight Lieutenant R J Crowe BA*

## 45(Reserve) Squadron

**The Ground School Trophy** is awarded to the student pilot who gains the highest overall marks in ground studies on the multi-engine training course, providing the student achieves an above average assessment.

Winners:

162 AFTC: *Flying Officer M J Tucker*

163 AFTC: *Flight Lieutenant B P Tucker BSc*

164 AFTC: *Flight Lieutenant D C Williams BA*

167 AFTC: *Flying Officer T J Whitfield*

**The Glen Trophy** is awarded to the student pilot who gains the highest overall marks for flying, provided that the student has achieved a high average assessment.

Winners:

163 AFTC: *Flying Officer M W F Eyers*

167 AFTC: *Flying Officer T S Harvey BSc*

**The Radley Trophy** is awarded to the student pilot who gains the highest overall standard in academic studies, flying and officer qualities, provided that the student has achieved an overall high average assessment.

Winners:

163 AFTC: *Flight Lieutenant J N Chester*

167 AFTC: *Flying Officer N D Pearce*

**The Dacosta Trophy** is awarded, at the discretion of the Officer Commanding No 45(R) Squadron, to the student who has shown the best overall improvement during the course.

Winner:

167 AFTC: *Flight Lieutenant A J Hick BA*

## 55(Reserve) Squadron

**The Navigation Cup** is awarded to the best graduate on each fast-jet Weapon Systems Officers Course, provided that the student has achieved at least a high average assessment overall.

Winners:

480 WSO: *Flight Lieutenant R J Crowe BA*

481 WSO: *Flying Officer P R James BSc*

482 WSO: *Flight Lieutenant E L Lomas-Cathrine*

**The Air Navigation School Leadership Trophy** is awarded to the Weapon Systems Officer student who, during training at 3 FTS, has demonstrated outstanding leadership qualities.

Winner: *Not Awarded*

**The Royal Institute of Navigation Trophy** is presented to the Weapon Systems Officer who achieves the highest overall standard of air navigation, academic studies and personal qualities of all graduates over a 6-month period. It may therefore be awarded to a Weapon Systems Officer who has already graduated from the School and received his brevet at a previous ceremony; this trophy is only presented twice a year.

Winner: *Not Awarded*

**The Ardian Trophy** is awarded to the Weapon Systems Officer graduate who has displayed the highest overall standard of airmanship throughout the course, provided that a high average assessment has been achieved, or to the student who has shown significant improvement during training at 3 FTS.

Winners:

481 WSO: *Flight Lieutenant R G Bland*

481 WSO: *Flight Lieutenant S J K Cotton BSc*

487 WSO: *Flight Lieutenant G M Basnett BSc*

**The Sutton Sword** is awarded to Weapon Systems Officer who achieves the highest standard in navigation, academic subjects and personal qualities, provided the student has achieved a high average assessment.

Winner: *Not Awarded*

**The Canham Memorial Trophy** is awarded to best Weapon Systems Officer on each course, provided the student has achieved a high average assessment.

Winner:

487 WSO: *Flight Lieutenant B L Livesey BSc*

**The Acoustics Studies Trophy** is awarded to the best student Weapon Systems Operator (Acoustics) achieving above average marks for academic, synthetic and flying training.

Winner: *Not Awarded*

**The Air Loadmaster Trophy** is awarded to a Weapon Systems Operator (Air Loadmaster) who has demonstrated exceptional standards in both academic and practical studies throughout the whole period of training.

Winner: *Not Awarded*

**The Air Engineers' Air Merit Award** is awarded to a student who obtains a high overall flying assessment or who performs an outstanding act of airmanship.

Winner:

218 WSO (AEng): *Sergeant K D Bowler*

**The Reynolds Trophy** is awarded to a student Weapon Systems Operator who has made the most significant progress while undergoing training at 3 FTS.

Winners:

216 WSO (EW): *Sergeant D J Womack*

218 WSO (AEng): *Sergeant A A Gilbertson*

218 WSO (EW): *Sergeant G Duffy*

**The Graham Miller Book Prize** is presented to Weapon Systems Operator (Air Engineer) students who are awarded a specialization merit trophy.

Winner:

218 WSO (AEng): *Sergeant D J Bowler*

**The Rolls Royce Trophy** is rarely awarded, but is given to an outstanding Weapon Systems Operator (Air Engineer) student who achieves a distinguished pass overall.

Winner:

*Not Awarded*

**The Hamilton Trophy** is rarely awarded, but is given to the Weapon Systems Operator student who achieves exceptional standards in ground studies, flying and leadership throughout their training at 3 FTS.

Winners:

216 WSO (EW): *Sergeant D J Womack*

218 WSO (EW): *Sergeant S P Coates*

**The Above Water Sensors Studies Trophy** is awarded to the student Weapon Systems Operator (Electronic Warfare) who achieves the highest marks during professional training, provided that an above average grade has been achieved during the academic, synthetic and flying phases of the Course.

Winners:

216 WSO (EW): *Sergeant A W Robson*

217 WSO (EW): *Sergeant K C Scott*

## ENGINEER AND SUPPLY OFFICER TRAINING AWARDS

**The Halahan Trophy** is awarded to the student of each Engineering Specialist Training Course who achieves the best all-round performance.

Winners:

42 EST: *Flying Officer P A Goodwin*

43 EST: *Flying Officer K H Nicholls*

44 EST: *Flying Officer D N Chatten BEng AMIMechE*

45 EST: *Flight Lieutenant I C Grove*

46 EST: *Flying Officer K D Hamblin*

**The Institute of Mechanical Engineers Prize** is awarded to the student with a mechanical background who achieves a noteworthy academic performance whilst on their Engineer Specialist Course.

Winners:

42 EST: *Flying Officer J P Gorman MEng*

43 EST: *Flying Officer G E Rumbelow MEng*

44 EST: *Flight Lieutenant J Ritchie*

45 EST: *Flying Officer C Dickie*

46 EST: *Flight Lieutenant T Fawdry-Jeffries MEng DIS AMRAeS*

**The Chicksands Cup** is awarded to the student with a Communication-Electronics background who achieves a noteworthy academic performance whilst on their Engineer Specialist Training Course.

Winners:

42 EST: *Flying Officer J J Taylor DIP ICM Cert Mgt*

43 EST: *Flying Officer D E Hall BA MEng(Cantab)*

45 EST: *Flight Lieutenant K M Riches BEng*

**The TRW Lucas Aerospace Prize** is awarded to the course member on Intermediate Logistics Course who is adjudged to have submitted the best-written assignment under the general theme of "Relationships with Industry".

Winners:

*Not Awarded*

**The Chartered Institute of Purchasing and Supply Prize** The award is presented to a student on Supply Officer Training who is adjudged to be the best student in terms of achievement in studies, contribution to the success of the course and potential for the future.

Winners:

*Flying Officer A D Scott*

**The Parsons Memorial Trophy.** The award is presented to a student of an Engineer Specialist Training Course who has demonstrated outstanding perseverance and diligence in successfully completing their studies.

Winner:

44 EST: *Flying Officer K R Watson*

## No 1 ELEMENTARY FLYING TRAINING SCHOOL

The Midshipman Simon Trophy is awarded to the RNEFTS student with the best results in Groundschool.

Winners:

79(Long) DEFTS: *Lieutenant B Williams*

80(Long) DEFTS: *Sub-Lieutenant S McKeen*

81(Long) DEFTS: *Sub-Lieutenant M Brown*

82(Long) DEFTS: *Sub-Lieutenant P Irving*

83(Long) DEFTS: *Lieutenant M G Carty RM*

84/85(Long) DEFTS: *Sub-Lieutenant W R Hooper*

86(Long) DEFTS: *Sub-Lieutenant E A H Arbuthnott*

87(Long) DEFTS: *Sub-Lieutenant J K Baker*

88/89(Long) DEFTS: *Sub-Lieutenant A Marshall*

**The Bryan Memorial Trophy** is awarded to the RAF student with the best results in Groundschool.

79(Long) DEFTS:

*Flying Officer M B Thompson*

80(Long) DEFTS:

*Flying Officer A D Barker*

81(Long) DEFTS:

*Not Awarded*

82(Long) DEFTS:

*Flying Officer W Hardesty*

83(Long) DEFTS:

*Flying Officer C Bartwicki*

84(Long) DEFTS:

*Flying Officer T A Carter*

85(Long) DEFTS:

*Not Awarded*

86(Long) DEFTS:

*Acting Pilot Officer M R Leyman*

87(Long) DEFTS:

*Flying Officer G P Muscat*

88(Long) DEFTS:

*Flying Officer G R Swann*

89(Long) DEFTS:

*Not Awarded*

90(Long) DEFTS:

*Not Awarded*

91(Long) DEFTS:

*Flying Officer J C Bevan*

92(Long) DEFTS:

*Flying Officer M J Pereira*

93(Long) DEFTS:

*Flying Officer O D Harbridge*

**The Hargreaves Trophy** is awarded to the RN student with the best overall results in flying.

Winners:

79(Long) DEFTS:

*Lieutenant B Williams*

80(Long) DEFTS:

*Sub-Lieutenant S McKeen*

81(Long) DEFTS:

*Sub-Lieutenant P Whitehouse*

82(Long) DEFTS:

*Lieutenant S P McLone*

83(Long) DEFTS:

*Lieutenant M G Carty RM*

84/85(Long) DEFTS:

*Captain M F Axcell RM*

86(Long) DEFTS:

*Sub-Lieutenant E A H Arbuthnott*

87(Long) DEFTS:

*Midshipman A P Hutchinson*

88/89(Long) DEFTS:

*Sub-Lieutenant R Lorenz*

**The British Aerospace Trophy** is awarded to the best overall Royal Navy student.

Winners:

79(Long) DEFTS:

*Lieutenant B Williams*

80(Long) DEFTS:

*Sub-Lieutenant S McKeen*

81(Long) DEFTS:

*Sub-Lieutenant M Brown*

82(Long) DEFTS:

*Lieutenant S P McLone*

83(Long) DEFTS:

*Lieutenant M G Carty RM*

84/85(Long) DEFTS:

*Sub-Lieutenant W R Hooper*

86(Long) DEFTS:

*Sub-Lieutenant E A H Arbuthnott*

87(Long) DEFTS:

*Sub-Lieutenant J K Baker*

88/89(Long) DEFTS:

*Sub-Lieutenant A Marshall*

**The CO's Trophy** is awarded to the RN student displaying the best fortitude, character and individuality during EFT and 'The man you would wish to have on your Squadron'.

Winners:

79(Long) DEFTS:

*Lieutenant B Williams*

80(Long) DEFTS:

*Sub-Lieutenant C Peschardt*

81(Long) DEFTS:

*Sub-Lieutenant M Brown*

82(Long) DEFTS:

*Lieutenant S P McLone*

83(Long) DEFTS:

*Sub-Lieutenant J H Sharples*

84/85(Long) DEFTS:

*Sub-Lieutenant C Southworth*

86(Long) DEFTS:

*Lieutenant H M L Parkinson*

87(Long) DEFTS:

*Sub-Lieutenant J F Eveded*

88/89(Long) DEFTS:

*Sub-Lieutenant J Moore*

**The Martin Trophy** is awarded to the Army student who demonstrated the highest skill and ability in aircraft piloting.

Winners:

79(Short) DEFTS:

*Major J K Mahan RAMC*

80(Short) DEFTS:

*Corporal J M Dale*

81(Short) DEFTS:

*2nd Lieutenant M J Milne-Holme*

82(Short) DEFTS:

*AAC*

83(Short) DEFTS:

*Course cancelled*

83(Short) DEFTS:

*Not awarded*



# Twelfth Article - Annual Awards (3)

84(Short) DEFTS: 2nd Lieutenant S J Jones AAC  
85(Short) DEFTS: Course cancelled  
86(Short) DEFTS: Cpl Boakes  
87(Short) DEFTS: 2nd Lieutenant C P Lenaghan AAC  
88(Short) DEFTS: Not awarded

**The Chief Groundschool Instructor's Cup** is awarded to the Army student who achieved the best overall Groundschool result.

Winners:  
79(Short) DEFTS: Major J K Mahan RAMC  
80(Short) DEFTS: Captain W Bailey REME  
81(Short) DEFTS: Corporal J T C Billington  
82(Short) DEFTS: Course cancelled  
83(Short) DEFTS: Not awarded  
84(Short) DEFTS: 2nd Lieutenant N M Phillips  
85(Short) DEFTS: Course cancelled  
86(Short) DEFTS: Not awarded  
87(Short) DEFTS: Corporal S M Faulkner  
88(Short) DEFTS: Captain S Martin RLC

**The Horsa Trophy** is awarded to the Army student who has demonstrated the greatest determination and courage.

Winners:  
79(Short) DEFTS: Major J K Mahan RAMC  
80(Short) DEFTS: Captain W Bailey REME  
81(Short) DEFTS: Corporal M L J Kovacs  
82(Short) DEFTS: Course cancelled  
83(Short) DEFTS: Not awarded  
84(Short) DEFTS: 2nd Lieutenant M J Sandbach AAC  
85(Short) DEFTS: Course cancelled  
86(Short) DEFTS: Not awarded  
87(Short) DEFTS: Corporal S M Faulkner  
88(Short) DEFTS: Sergeant SC Robinson

## CENTRAL FLYING SCHOOL TROPHY WINNERS

**The Gross Trophy** is awarded to the student who achieves the highest aggregate marks in Ground subjects.

Winners:  
Main FW Course:  
404 CFS Flight Lieutenant R M Lees  
405 CFS Flight Lieutenant T J Philpot  
406 CFS Flight Lieutenant I Percival  
407 CFS Flight Lieutenant I K H Lakin MEng

**The Bulldog Trophy** is awarded to the Tutor student on each course who has achieved the highest aggregate marks.

Winners:  
Main FW Course:  
404 CFS Flight Lieutenant D I T Clarke BSc  
405 CFS Flight Lieutenant R J Tomala BPharm  
406 CFS Wing Commander M K Falvey  
407 CFS Flight Lieutenant A D Preece

**The Bulldog Cup** is awarded to the student on each course who is judged to give the best solo aerobatics display on the Tutor aircraft.

Winners:  
Main FW Course:  
404 CFS Flight Lieutenant D I T Clarke BSc  
405 CFS Flight Lieutenant G P Walker  
406 CFS Wing Commander M K Falvey  
407 CFS Flight Lieutenant A D Preece

**The Hawk Trophy** is awarded to the Hawk pilot who achieves the highest marks on the flying phase of the course for both flying ability and instructional technique.

Winners:  
Main FW Course:  
404 CFS Not Awarded  
405 CFS Flight Lieutenant T J Philpot  
406 CFS Squadron Leader A M Lauder BSc  
407 CFS Flight Lieutenant R A Caine

**The Hopewell Trophy** is awarded to the Tucano student who achieves the highest aggregate marks on the flying phase of the course for both flying ability and instructional technique.

Winners:  
Main FW Course:  
404 CFS Lieutenant Commander M Whitfield RN  
405 CFS Not Awarded  
406 CFS Flight Lieutenant I Percival  
407 CFS Flight Lieutenant R J Saunders BEng

**The Central Flying School Trophy** is awarded to the course member who achieves the highest overall standard in both ground and air work.

Winners:  
Main FW Course:  
404 CFS Lieutenant Commander M Whitfield RN  
405 CFS Not Awarded  
406 CFS Squadron Leader A M Lauder BSc  
407 CFS Not Awarded

**The Clarkson Trophy** is awarded to the best Tucano aerobatic pilot on each course.

Winners:  
Main FW Course:  
404 CFS Not Awarded  
405 CFS Not Awarded  
406 CFS Flight Lieutenant I Percival  
407 CFS Flight Lieutenant S D Kimberley

**The Inspector's Cup** is awarded at the completion of the Royal Air Force Recruiting Course to the student who made the most significant contribution to the course.

Winners:  
502 Course: Flight Lieutenant T C Page  
503 Course: Flight Lieutenant C R Skaife  
504 Course: Corporal E L Morton  
505 Course: Flight Lieutenant A J Morris  
506 Course: Sergeant R Wheldon

**The Instructors' Plate** is awarded to the student who has made the biggest overall improvement whilst on the course.

Winners:  
502 Course: Corporal L Thomas  
503 Course: Sergeant A E Findlay  
504 Course: Sergeant Mortimer-Hampson  
505 Course: Corporal R Brentnall  
506 Course: Corporal P Guard

## No 37 AEROSYSTEMS COURSE AWARDS

**The Andrew Humphrey Memorial Gold Medal** is awarded to the Course member who is assessed by the staff as having achieved the highest overall standard throughout the Course and made the greatest personal impact upon the overall success of the Course. The award takes into account both academic and personal qualities.

Winner: Lieutenant Commander D L Frost RAN

**The Aries Trophy** is awarded to the Course member who, in the view of the staff, submits the best personal project.

Winner: Squadron Leader K R Jones

**The Royal Institute of Navigation Award** is presented to the Course member who is assessed by the staff as having achieved the highest overall standard in the navigation-related subjects of the Course.

Winner: Flight Lieutenant A J Lyle BSc

**The Edinburgh Trophy** is awarded to the Course member who is assessed by the staff as having achieved the highest overall standard in the computer and communications related subjects of the Course.

Winner: Flight Lieutenant S J Willers MA

**QinetiQ Trophy** is awarded to the Course who is assessed by the staff as having contributed the most in the flight trials element of the Course.

Winner: Flight Lieutenant A J Lyle BSc

**The Nightbird Trophy** is awarded to the Course member who is assessed by the staff as having achieved the highest overall standard in the sensors element of the Course.

Winner: Flight Lieutenant S J Willers MA

**The Inspector's Cup** is awarded at the completion of the Royal Air Force Recruiting Course to the student who made the most significant contribution to the Course.

Winners:  
507 Course: Sergeant C Doyley  
508 Course: Corporal J Hill  
509 Course: Sergeant C D Brooke  
510 Course: Corporal A P Oldham  
511 Course: Flight Lieutenant C S Hazell

**The Instructors' Plate** is awarded to the student who has made the biggest overall improvement whilst on the course.

Winners:  
507 Course: Corporal C W Copeland  
508 Course: Corporal T D Vickers  
509 Course: Corporal C I Allen  
510 Course: Corporal M A O'Halloran  
511 Course: Sergeant J C Stanfield



# Thirteenth Article - Bader

## DOUGLAS BADER MAQUETTE UNVEILED

*By Gp Capt R I Chambers*

This year's Old Cranwellians' Colour Sunday saw a minor change to the Parade that, to any newcomers, would have seemed to be another of those Cranwell traditions whose origins are lost in the mists of time. After the Advance in Review Order and General Salute, the chimes from the bell tower played 'Retreat', in memory of all those Cranwell cadets who gave their lives in service of their Country. A timely reminder in this 60th anniversary year of VE/VJ Day.

As many will know, the bells were generously funded in 1952 by the Shell Group, who wished to commemorate their close association with the Royal Air Force. One of the driving forces behind the plan to install bells into the College tower was Gp Capt Sir Douglas Bader DSO DFC RAF Retd. It was therefore very appropriate that, after this year's old Cranwellians' Colour Sunday Parade on 19th June, a maquette of Douglas Bader was unveiled in the rotunda by Air Chief Marshal Sir Thomas Kennedy GCB AFC RAF Ret'd, President of the Old Cranwellian Association.

The 2 foot bronze maquette ( or model) is a remarkable likeness of Sir Douglas and shows him standing on the wing root of a Spitfire with a section of engine cowling behind him, as portrayed in a well known photograph of him standing on the wing of a Hurricane. The model is now mounted on the west wall of the rotunda under the plaque that records the installation of the bells.

The maquette was sculptured by Vivien Mallock, who is well known for her military sculptures, and this model was originally submitted in a competition for the full size statue of Sir Douglas Bader at Tangmere. Although not chosen, it is an excellent sculpture and was obtained by a generous contribution from the Mess members of College Hall Officers' Mess.



So now, as visitors stop to view the maquette, their eyes will also be drawn to the plaque that reminds everyone that the bells are a daily reminder of the gallantry and sacrifice of Old Cranwellians who gave their lives. The 'new tradition' of playing Retreat during the Old Cranwellians Colour Sunday parade will emphasise the debt we owe.

*'You hear the solemn bell  
At Vespers when the oriflames are furled.  
And then you know that somewhere in the world  
They think of you.'*



# Fourteenth Article - Ethos & Heritage

## ETHOS AND HERITAGE

By Flt Lt Ian Hazzard



*Flt Lt Ian Hazzard is an instructor at OACTU and will be a Flt Cdr on Course 2.*

Over the last 85 years the RAF has developed a unique and strong ethos. The ethos is an amalgam of many different ingredients – the values of the Royal Flying Corps and the Royal Naval Air Service, inherited military structures, specialist technical skills and the courage needed to fly. These elements were drawn together and given credence by early leaders such as Trenchard and Slessor. Since then, the achievements of the RAF and its personnel have further refined and developed that ethos and heritage. The inclusion of contractorisation to the make-up of the new lean, flexible approach to expeditionary warfare has insidiously diluted and eroded some of the ethos and heritage of the RAF. Thankfully, this dilution has not been irrevocable and in light of the Air Force Standing Committee Paper on RAF Ethos May 2002, a strategy has been enacted to reaffirm our heritage, ethos and core values, in the context of the moral component of fighting power. The inculcation of ethos and heritage will be facilitated using a mechanism that falls under the 3 headings of: strengthening the foundation, creating the right environment and meeting the leadership challenge.

### **Creating the Foundation, the Right Environment and Meeting the Leadership Challenge**

The RAF College Cranwell has sought to meet the challenge using some traditional and some highly innovative methods and by revising modules, such as the Beliefs and Values Programme. The new 32 week course at RAFC Cranwell is a dynamic response to all 3 headings, but particularly the last of the 3 mechanisms: meeting the leadership challenge. Within the Course other strategies have been employed to affirm the College's strong affiliation to the RAF's Ethos and heritage.

The successful development of the RAF Ethos and Heritage starts with the creation of a firm base, the foundation upon which the officers of the future will augment in their future service. Getting the foundation right is essential before it can be

strengthened. In order to clarify the historical and doctrinal link, as taught by the Lecturers of King's College, London, a new and novel use of contractorisation in itself, the College has re-associated its training squadrons in order to remind the new recruits of those Victoria Cross holders of the RAF. Hence, the demise of the current squadron associations and the articles detailing "the last dance of the Dragon" etc within this Journal.

The Tiger, the Dolphin and the Dragon have disappeared into the history of the College. This determined approach to immerse, emphasize and educate the cadets as to their heritage, is collated by associating B,C and D Squadron with Flight Lieutenant J Nicholson, Flight Lieutenant D Lord and Flight Lieutenant J Cruickshank, respectively. This association is a vehicle to educate and create an understanding, hunger and interest in the heritage of the RAF. Each of the Squadrons' seminar rooms has been themed and named according to the geographical location of the combat, the aircraft flown, the RAF Command and the VC winner. Consequently, the seminar rooms for C Squadron are named; Arnhem, Dakota, Transport Command and Flight Lieutenant Lord. The rooms will be correspondingly themed inside and left to the cadets of the squadron to research, design and decorate. During the Course the cadets will be able to build on their educational and attitudinal development with visits and staff rides to various museums and heritage sites across the country.

Ethos and heritage are already a key part of an officer's training at the Officer and Aircrew Training Unit (OACTU) and many other aspects have been embedded into the new Course. The RAF College has squarely matched up to the challenge set before it by the Royal Air Force Standing Committee in May 02. The revision of formal training has helped the cadets to acknowledge their responsibility to carry forward the ethos and heritage of the RAF. The RAF is strong in the kind of virtue that propagates its tradition but, with so many external demands being made upon it, will there always be a custodian to propagate such values? Consequently, one may still question, without such a guardian upholding all the virtues, whether the tradition is safe.



# Fifteenth Article - In Memoriam

## IN MEMORIAM

*We record with regret the passing of the following Cranwell Graduates whose deaths were notified to us during the last year:*

Air Cdre	G McA	Bacon	52 Entry, A Sqn	08 Feb 05
Gp Capt	D A G	Bremner	92 Entry, C Sqn	18 Aug 05
Gp Capt	P	Carter	66 Entry, B Sqn	11 Apr 05
Flt Lt	E C	Chater	195 IOTC	29 Oct 05
Flt Lt	N C	Finn	157 IOTC	16 Apr 05
Flt Lt	M R	Jarvis	146 IOTC	20 Mar 05
Wg Cdr	P H	Lewis	57 Entry, B Sqn	28 Mar 05
Sqn Ldr	P B	Marshall	125 IOTC	30 Jan 05
Sqn Ldr	P S	Martin	71 Entry, A Sqn	28 Sep 05
AVM	C S	Moore	29 Entry, A Sqn	26 May 05
Sqn Ldr	R A	Parfitt	55 Entry, A Sqn	25 Aug 05
Gp Capt	J	Robertson	46 Entry, A Sqn	17 Jan 05
Air Cdre	D C	Robinson	49 Entry, D Sqn	18 Sep 05
Flt Lt	A P	Smith	187 IOTC	30 Jan 05
Flt Lt	D K	Stead	126 IOTC	30 Jan 05
Air Cdre	W C	Taylor	Commissioned 1942	



# Sixteenth Article - Cadet Reflections (1)

## CADET REFLECTIONS



### A SQUADRON 2005 By Acr Cdt Howard and Searle



Acr Cdt J O Howard is training to be a WSO and is on No 225 NCAITC.



Acr Cdt A P Searle is training to be a WSO and is on No 225 NCAITC.

NCAITC is the primary course undertaken by all Non-Commissioned Aircrew (NCA). The course lasts for 10 weeks and aircrew cadets pass out with the rank of Acting Sergeant. The course is very compact and demanding and is designed to give the cadets a foundation in the skills required to be a credible SNCO in the RAF which in other trades can take many years to attain. As part of the training they undertake several activities to aid in their development. These activities include a project weekend, a resource and initiative week and a visit to London taking in St Clement Danes, the RAF Church, and the RAF Museum, Hendon.

All activities throughout NCAITC are organised and run by nominated cadets as part of their development. These leads are a very important aspect of the training and assessment. Working from terms of reference (TORs) provided by the Directing Staff (DS), the event IC is responsible for making all necessary arrangements. Tasks undertaken by the IC

include: delegating appropriate tasks to other members of the course as they see fit, transport, equipment and ensuring the smooth running of the event itself.

#### Project Weekend (Week 2)

The NCAITC carry out a project weekend at the end of the second week. Its purpose is to assist in bonding the course together early on whilst at the same time doing something worthwhile in the community. Course 225 this year took on the challenge of rejuvenating a local school's conservation area and improving various other areas of the school grounds.



The primary task was to clear out an old pond and replace the split liner. Three further tasks needed carrying out, these were laying a path to the pond, gravelling a section of the school front and tidying up a flower bed. Work started at around 0900 on Saturday and the day ran fairly smoothly, the weather was on our side and spirits were high. We finished work at around 1700 and headed back to Cranwell to get ready for the project weekend night out. The course were joined by the Course Commander for a typical lads' night out to celebrate Acr Cdt Macleod's 28th birthday, that somehow involved a tiara and earrings! Understandably, the next day started slightly later and less highly spirited than the day before, however we soldiered on, up until just before lunch when Acr Cdt Lee upset a wasps nest with a half moon hoe. The ensuing drama gave many of us sharp pains as our sides split at the sight of Acr Cdt Lee running around and stripping off to get wasps out of his clothes. Four wasps were later found in his boot. Other courses this year have done such things as rebuilding a Neolithic cairn, constructing a bridge on the ranges at Otterburn, and on more than one occasion carrying out maintenance and gardening at Rothbury House, a RAFA house that caters for both permanent residents and a number of short term guests. Rothbury House is one of A Sqn's nominated charities, for which it regularly raises money,

#### Resource and Initiative (R & I) Week (formerly week 4)

R & I was removed from the programme due to cost and time restraints and has now been replaced with navigation training in the local area. However, it used to be a four day package of exercises which took place in the fourth week of NCAITC. The package was designed to develop navigation skills, encourage teamwork and test the cadets' courage and determination. Day one involved instruction on basic navigation, briefing and team leading. Day 2 was the navigation consolidation day designed to build confidence in map and compass work. The last 2 days were the adventure training phase with activities on offer including rock climbing, caving, canoeing and mountain biking: During Course 220 many people discovered sports they would like to take up in the future. Acr Cdt Pringle and Wadson particularly enjoyed the Mountain

Biking, racing down the hills like madmen. At the other end of the scale Acr Cdt Cabot, a mountain goat on the way up the hill, could be seen, fear in his eyes down hilling very slowly. Despite the time of year the weather was generally good however, the ground was very muddy which I think added to the fun. Canoeing is not a sport many people look forward to in January when the maximum ambient temperature is 3°C, but their usual high level of enthusiasm, most managed to stay in their Canadian canoes for the lesson, only Acr Cdt Dowds taking an early, rather fresh, bath. It was a surprise for many when at the end of the lesson we started extreme cross training combining canoeing with circuit training. Two cadets sat on the side rails of the canoe facing each other, they then began sit-ups dunking their heads in the water with each repetition. It was not long before Acr Cdt Turner and Wadson rolled their canoe. In a foolish act of teamwork the rest of the group joined them in the water. This part of the course was a great way for individuals to experience something new and for the course to bond as a team. Sadly, course 222 was the last course to undertake R & I week.



#### London Visit (Week 6)

The London visit includes a trip to St Clement Danes, the RAF Church and the RAF Museum, Hendon. The purpose of the visit is to introduce cadets to the history and heritage of the RAF and also to instil in them a sense of pride for the courage of former members of the RAF. We started early with a coach ride to St Clement Danes in Central London. The course being relatively resourceful, made the most of this good opportunity to catch up on some sleep. Once we arrived we were given a brief history of the church by one of the stewards and were greeted by the resident Padre over tea and biscuits. We were then given the chance to roam the church and admire its architecture and history, such as the books of remembrance and the bomb scars up the walls. Given the time of year course 225 attended, which was the day before Remembrance Day, the time spent at St Clement Danes was particularly solemn and it was a good chance for us to reflect on the commitment we had made and the sacrifice of those

who have gone before us. Once we finished at the church we moved onto the RAF Museum Hendon. This was a good opportunity to browse the museum in our own time and without a set programme, it allowed us to focus on the parts that were of interest and was a great way to learn more about our heritage as a nation and as an air force. We were feeling particularly generous by this point and were keen to assist the museum by purchasing generously priced refreshments in one of the 3 cafes. After a couple of hours at the museum we re-boarded the coach for the flight out of London back to RAF Cranwell still managing to just about muster enough energy for one last nap.



#### Conclusion

Over the course, these activities have given the Aircrew Cadets of courses 221 through to 225 the opportunity to develop their teamwork and leadership skills. At the same time we have been able to give something back to the community and expand our awareness of RAF culture and ethos. The course has changed with the removal of R & I week and the addition of the London visit, enabling a more focused approach to producing the NCA of the future.





# Sixteenth Article - Cadet Reflections (2)



## B SQUADRON NO 214 IOTC 6 FEB - 22 JUL 2005 By Student Officer Paul Tolley



SO Paul Tolley graduated from B Sqn on 22 July 2005 and is training for the Fly(P) Branch.

B Squadron, 214 IOT. The last of the Tigers, and a very unique course. The 24 week IOT course has been a long and individual journey for every cadet and this article will take you through some of the defining moments and events that made 214 IOT such a special course. Everyone has had their own ups and downs, but the Squadron has developed its own style and spirit as the period has progressed due in part, no doubt, to the small size of the cadet body, the characters within it and the Directing Staff.

Despite some dubious tactics from the 'Dolphin' teams, such as practicing, we managed to force the afternoon into a tied lead before the final event, known as Superstars. In this event a selection of fine athletes are pitted against each other in a relay race of strength and endurance, encompassing everything from sit-ups to step machines, with the first team to the podium taking the trophy and the glory. Or at least that is how it is supposed to work. In this instance C Squadron ended up walking away with the trophy by a matter of mere seconds, but it was the Tiger Squadron Commander, Squadron Leader John Jackson, who exited the hall with a smile on his face. He had just watched his Squadron, despite being heavily outnumbered, not only come very close to victory but also drown out the cheers of the Dolphin supporters. This was perhaps the first occasion at which the very unique and colourful spirit of the 214 Tigers was shown, although it was certainly not the last.

During Basic Phase we became renowned for not being able to get things right first time, whether it was uniform, block inspections or saluting officers. The culmination of this was a 'Change Parade' on the Wednesday lunchtime of Week 3. For those not in the know, a Change Parade involves the entire Squadron changing from greens into blues, then into PT kit, civilian clothes and back into greens, each within the space of 3 minutes, before having a one-way conversation with the Regiment Training Squadron Training Officer on the Parade Square, with the added bonus in our case of driving snow. As a consequence, a very late night followed as cadets attempted to resurrect their inspection lockers from clothes strewn across the room. Many of us were sceptical when it was briefed that a Change Parade was "not a punishment but a training aid", but the truth of it was that it worked. The next day we were smarter in both dress and deportment, and looked more like a military body. It was a turning point for 214 IOT, and things slowly began to pick up from there.

Once we had overcome the hurdle of Basic Phase and moved onto B Squadron, it swiftly became clear that the size of the Squadron did not mean we had less character or spirit than other Squadrons. Nowhere was this better seen during those initial weeks as Tigers than in competition against C Squadron during our first inter-Squadron sports afternoon.

Outside of the Leadership Phase of the course with its routine of classroom lessons, practical exercises and PT there was still time for several social and sporting events and our Sports Committee came up with the novel idea of a Dodge Ball tournament for an evening's merriment. A minor American sport made famous a couple of years ago by the film of the same name, Dodge Ball involves a team of 5 throwing something akin to a volleyball at the opposing team to try and eliminate opponents by hitting them. With flights competing in fancy dress ranging from Teenage Mutant Ninja Turtles to fairies the night was a resounding success, ending with 10 Flight being declared the winners and more importantly, the 6 Flight cheerleaders winning the fancy dress competition. The tournament was one of the first events to be reported in the Tiger Times, the new B Squadron fortnightly newspaper which has kept Squadron members abreast of news, events and gossip throughout the Course. Credit must go to all the committees and their members for making the course so successful outside the learning arena: being such a small squadron cadets ended up with several secondary duties and tended to take to them all with a passion.

Field Leadership Camp (FLC) passed with the usual long distances, wounded pilots, radioactive isotopes (which always seemed to be unnecessarily heavy), pine poles and shark-

infested custard. The FLC dinner was a merry affair, due in part to the modest amounts of alcohol consumed but mostly to the sheer exhaustion of the cadets when combined with that alcohol. It was sad to lose some of the most colourful characters to 215 IOT after FLC, with our loss of 12 cadets being very definitely their gain. We are proud of the philosophy "Once a Tiger, always a Tiger" and maintained close links with those cadets throughout the second half of the course.

The 2 weeks after FLC were laden with social events, from a training Dining-In Night during which a senior officer's glass was smashed from his hand with a pole that had just snapped in half as a result of an over-exuberant Tug-O-War, to a Mid-Course Reception and party which lasted until around 4.30am. The charity Stars In Their Eyes night saw some good, bad and just ugly performances from members of the Squadron and the competition ended with a victory for Officer Cadet Jo Whalen singing Perfect by Fairground Attraction. The auction, bar profits and raffle raised nearly £2500 for the 2 Squadron charities, Canine Partners for Independence and Hazel's Footprints Trust, an amazing total from fewer than 70 people, and it was hoped that over £4000 would be raised by the end of the course. Entertainment during the evening was provided by the resident Squadron band, Direct Moulded Soul, along with karaoke for the less musically-gifted.

After the merriment of so many social events, the Tigers began to settle into Academic Phase and Week 17: Exam Week. With 1 week to go, things were not looking hopeful for the dreaded Operational Studies (OS) exam. In fact, things were looking so dismal that members of B Squadron staff were taking bets on how many would fail! Who the optimist was that won the pot was never disclosed, but after a week-end of cramming, 214 IOT became the first course in at least 10 years to have a 100% pass rate for the OS exam, a feat that was repeated during the Essential Service Knowledge exam later during the week.

After the 3 week Carousel Phase attention was turned to Exercise PEACEKEEPER, the final challenge of IOT and a culmination of 21 weeks of teaching and learning. As a small squadron the shift pattern was changed to two 8-hour shifts per day with 8 hours off, rather than the traditional 12 on, 12 off pattern. The resulting loss of time off-duty was taken well by the Tigers, with a strong sense of teamwork helping leaders and teams alike to get through the days in good spirits. Nowhere was this better seen than when ENDEX was declared 24 hours early as a result of the London Underground bombs on 7th July 2005. Squadron members came out of scenario to meet a rapidly unfolding series of events and the possibility of being deployed in support of increased security measures. In the end this did not occur and we returned to RAF Cranwell for our final assessed event: the aptly-titled Ultimate Challenge. This race involves each flight running around the North Airfield collecting equipment with which to build a chariot before transporting it 9km around Cranwell and then completing a 3.2km individual best effort run. The top 5 run times are added to the chariot race time to find the winning flight time. Determination and teamwork once again came to the fore, and when Group Captain Chambers announced the results it emerged that 4 of the 6 flights competing had broken the previous record with 9 Flight winning in a time of 2 hrs 49 mins, over 5 minutes faster than the previous record.

So there it is: a picture of B Squadron, 214 IOT, the last of the Tigers. The resounding theme from the Directing Staff has been the uniqueness of the Squadron, and its development from an average squadron to a determined and motivated team which has set several firsts and records throughout the course, no mean feat in view of the size of the Squadron. We are very proud of what we have achieved, and look forward to carrying these accomplishments forward into the wider RAF.





# Sixteenth Article - Cadet Reflections (3)

## C SQUADRON

NO 216 IOTC - 29 MAY - 24 NOV 2005

THE LAST OF THE "OLD" SCHOOL

By Student Officer Gerard Shaw



SO Gerard Shaw LLB graduated from C Sqn on 24 November 2005 and is training for the Fly(P) Branch

On the 24th November of this year, over two decades of RAF history will come to a close with the graduating cadets of 216 IOT marching through the famous front doors of RAFC Cranwell. The 24 week IOT course undertaken by us and many others before us will cease, and in its place will arise a new, 30 week course. It will be a challenge for the planners of the new course to sustain the challenges we have faced and are yet to face in this, the last of the old style.

those slipping beneath the prescribed standards! Not all the initial training was given by the Directing Staff, however; we have learned many lessons through our own endeavours: one cadet teaching us that not only is Sprite an unsuitable filling for irons, but also that superglue is wholly inappropriate for retaining creases in our newly ironed uniforms. Finally, despite the broadly fit standard of the course, extended periods were spent in the gym, pool and running round the north airfield of Cranwell, beginning our attempts to prepare ourselves physically for the rigours later in the course; in particular, the Field Leadership Camp.

An inescapable element of IOT is that wherever in the course you may be, there is always a forthcoming assessment or examination to put pressure on you and concentrate your mind towards the next set of goals. The first of these were the Basic Phase exams and practical tests, and there was suitable relief for all concerned upon successful completion of these, as well as the suitable reward of being moved onto Squadron and receiving the blue coloured tabs of our C Squadron.

Immediately, the challenges of Basic Phase forgotten, the ominous challenge of the Leadership Phase and ultimately FLC entered the cadets' minds. Having been re-flighted following the Basic Phase, the first hurdle was to bond with our new flight members. Various teamwork exercises have been developed in order to expedite this process; the most interesting two being the blind backwards fall from height into the arms of our new flight members, and the individual trust exercise: don a blindfold, and sprint undaunted towards a solid concrete wall, trusting your new team-mate to call out "stop"

It all began in some distant day back in May, with the arrival of approximately one hundred cadets heralding from the far southwest to Scotland. Various acquaintances from the selection boards and Familiarisation Visits were re-made. We were then separated into the small flights that would be our 'home' and launched into the first basic phase. This phase broadly equates to the Common Core Skills course, involving weapon drills, theoretical and practical first aid as well as a heavy militarization aspect through the use of regular inspections of both kit and rooms. Emphasis was also placed upon several key military doctrines, particularly the use of the chain of command; several unfortunate ex-rankers endeavouring to cope with the younger cadets unschooled in such comprehensive communication skills. Use was occasionally made of "training aids" such as Show Parades and Restrictions to aid



in time. Perhaps unsurprisingly, some cadets were hesitant to co-operate quite so willingly/recklessly with their new peers, but the exercise proved invaluable for developing the necessary trust needed for the leadership phase, and we were assured that come graduation, the shared tribulations of the course would mean that we would indeed trust one another sufficiently to run undaunted towards the wall. Whether this will actually be tested remains to be seen!

The practical leadership exercises prior to FLC done, the cadets were bussed to Otterburn for their next major test. Although assessment had been carried out prior to this, Otterburn was where it counted, and over the 8 days of log-carrying, tripod building, navigation, bridging and code-breaking the cadet body was tested to its limits both mentally and, in particular, physically. Many a cadet would have been grateful for the 12 previous weeks' worth of PT! Morale in the camp remained high throughout though, particularly with the mercifully dry weather (a fact for which I remain thankful.) On completion of all exercises, the cadets were able to relax briefly at the FLC dinner; the alcohol on the night causing an unusually disproportionate response following the rigours of the previous 8 days.

The elation after the successful completion of the leadership phase soon subsided with the realisation that the academic phase was upon us, and, in particular, the Operational Studies and Essential Service Knowledge examinations. With various Oral



Communications lectures and presentations to be prepared, committees and Dining In nights to attend, as well as myriad social functions outside the IOT programme, revision time was at a premium, and the stress levels of the cadets rose proportionately to the decreasing amount of time before the exams in Week 17. Happily, the exams were largely successful.

On completion of the academics the course began a three week "Carousel," rotating between a week's adventurous training in Grantown-On-Spey, a week attached to an RAF station, and a week comprising two days' counselling training with RAF padres in Ampert House in Hampshire and three days on a Station Management Simulator back at Cranwell. Perhaps more than any other training, these three weeks proved to be of obvious application to the jobs we will be paid to do in the RAF, and highlighted the far greater magnitude of responsibility we will face having left Cranwell. Indeed, the difficulty of the training will not cease to rise once past IOT; my eye-opening (and ear-busting, to my colleagues' amusement) experience of a tail chase in a Tucano during my visit to RAF Linton-On-Ouse making it only too clear that my pilot training will hold new and greater challenges.

So for 216, the final hurdle awaits: Peacekeeper. Although ominous in itself, and undoubtedly warranting the effort that has got the course thus far, it is but one stage in the process of becoming an officer, and when the doors shut behind the last cadet of the last course, our job really begins.





# Sixteenth Article - Cadet Reflections (4)



## D SQUADRON NO 215 IOTC - 3 APR - 29 SEP 2005 THE LAST DANCE OF THE DRAGON By Student Officer Toby Steward



SO Toby Steward graduated from D Sqn on 29 September 2005 and is training for the Ops Spt (Regt) Branch.

Lock up the offices on the top corridor; the Dragons have left the building. 'D' Sqn's last cadets in the guise of 215 IOT graduated on the 29th September and did so in some style. The graduation parade itself, lauded as one of the very best of recent years, encapsulated, as drill should, so much more: the pride, the attitude, the swagger, and most of all the determination of the whole Sqn. It is worth stressing from the outset that from the beginning this was no ordinary D Sqn. It was a Sqn that had no time for dwelling on the reputedly poor performances by previous D Sqns,

while at the same time wanting desperately to leave its own positive mark, and a lasting legacy as such. This is the story of the last 'D' Sqn.

It never fails to amaze me how different places can become after initial impressions. And so it was that the windy barren parade square of No1 Mess that had seemed so enormous on our familiarisation visit shrank quickly to be our home, for the first eight weeks. We took our first tentative steps of drill there, most of us very much the military fledglings learning to walk.

Basic Phase passed swiftly though, thanks in part to the myriad of lessons, covering Weapons Training, First Aid, NBC, Drill and PT, but thanks also to the weekend break spent in Breda, Holland, where about 15 members of Course 215 competed in the Inter-Collegiate Games, representing RAFC Cranwell in sports including swimming, cross-country, rugby and the Dash. Returning home, weary yet happy, our next weekend could not have been any more different as we were treated to the joys of the Respirator Test Facility at RAF Digby. Coughing and spluttering our way into Week 4, the cadets all took part in short tests, covering the Common Core Skills which we had learnt so far, and spent 2 nights bivvying out in Reeve's Plantation. It was here that we enjoyed our first taste of 24 hour Ration Packs and pledged our allegiances to either the Brown corner or the Fruit corner when it came to scrounging extra biscuits.

It was not impossible but it was testing, and there was something for every person, every week at least, that was challenging, and the glow of a satisfaction that you can only achieve from completing something that even if only for a split second one might not have thought possible. For some it might have been surviving those damp nights in the dense forests of Reeve's Plantation, for others the deceptively high diving board in the pool. It might have been the final straw-4 hrs night sleep after wrestling with ironing and bulling shoes, a good time on a gut-busting mile and a half effort, or perhaps even learning to love CS gas!

D Sqn never saw one of the dreaded and much talked about change parades; the bogey monster of Basic Phase, but few people will forget the sight of our colleagues show parading their room chairs early one morning in May. I for one though will miss the extraordinarily close little communities that can only be formed in such tight and sparse surroundings, which along with the warm and welcoming mess staff really make those formative few weeks.

With a complete reshuffle of flights we were introduced to our flight commanders for the next stage of the course and the 'D' Sqn corridor. Once we had all mastered the art of entering a room and saluting with out mishap (banging one's hand on the door frame for example), the course moved up another gear and we were off, into the leadership stage. Room inspections continued apace, but the benchmark now was higher, and we set ourselves the goal of making the name of D Squadron one to be proud of. Through Group Dynamics, Leadership training and 2 Navigation exercises we rapidly progressed through the training, forming bonds which were to stand us in good stead for the more trying moments still to come. These bonds were further enforced by social events, such as each Flight's participation in a 24 Hour Charity Drillathon, and a good indication of the DS' dedication to mentoring the cadets through to Graduation could be seen when Flight Commanders opted to join their Flights on a freezing cold Parade Square at 3am on a Saturday morning, rather than stay tucked up in bed as they could have done.

Leadership Phase continued with 2 weeks of UPEX on the North Airfield and some weird pine pole constructions could be seen, as cadets struggled to cross shark-infested waters

and minefields. This was followed by APEX 1 at RAF Cranwell and APEX 2 at Proteus Training Area in Sherwood Forest, during which the intensity and difficulty of leads increased, but the resolve of the cadets never diminished. We left for FLC confident in each of our abilities to save the day at least three times in a day, for extended periods.

It was during this part of the course that D Squadron discovered their love of winning all things sport-related, beating B Squadron in the Inter-Squadron games not once but twice, and winning the College Dash Trophy. Cadets from D Squadron also took part in the Old Cranwellian's Weekend, playing a variety of sports on the Saturday and parading on the Sunday before the church service in St. Michaels. They received much praise for their efforts, especially since they had to leave for FLC at Otterburn immediately after the parade.

Unfortunately an apparent intelligence leak meant that our deployment to Otterburn was compromised, and demonic savages were waiting to ambush us as we got off the bus. No, nothing to do with the Belgian Army we were to share the camp with (interesting looking as they were with their many strange beard combinations), but rather the far more coordinated attacks of the fiendish summer midges of Scotland. FLC brought many more challenges of course - physical and mental tiredness, and the strain of some pretty intense exertion in very hot temperatures. As an acclimatisation exercise for work in the Middle East it was perfect.

A dozen members of Course 215 were lost to R-Flight, but they have subsequently passed FLC second time round and are looking forward to graduating with Course 216. After FLC came the academic phase and a whole host of social functions. D Squadron enjoyed the Training Dining-In, Partners Day and the Mid-Course Function, dancing away at the disco until the early hours. Our Back-to School Karaoke Night was enjoyed by all and the sight of OC D Squadron singing Sonny and Cher's 'I Got You Babe' with the Squadron Adjutant was worth the entry fee alone. But it was not just informal events that we participated in - twenty cadets attended the VJ Day services in Lincoln Cathedral and I myself was afforded the privilege of reading one of the lessons that day.

The fierce attitude with which we won our first inter-squadron games has set us of on a roll of success, the feeling of which fed back into the whole Sqn infectious. Our impressive Grand slam of inter-squadron games was no accident. Even

when 'up against it' facing a far larger and extremely strong 'C' squadron in our final tournament, we still powered to another win.

After the mental strain of OS and ESK exams, and a well-deserved two week break during Block Leave, we moved onto Carousel, 3 weeks of Adventurous Training at RAF Grantown-on-Spey in Scotland, the Station Management Simulator at Cranwell, and Station visits which ranged from RAF Aldergrove to RAF Uxbridge, to, wait for it... RAF Digby.

The very real mystery element to our final hurdle, Ex PEACE-KEEPER, was what to expect. Was it a DW exercise? Was SO (dev-flight) Palik going to be hounding the gates as our simulated refugee? Was it going to be utterly exhausting, and most importantly, were we going to get to fire lots of 'blanks'? The answer, that it was such an enjoyable and absorbing exercise, in which one forgot almost instantly about any apprehensions regarding our qualifications to be in the driving seat of a Peacekeeping mission. Thrown right in, but with the subtle support of the DS, and the less subtle direction of the RTS, one soon felt entirely believable as an OC Engineering responsible for the servicing of Harriers with deadlines for very real missions, or issuing tactical orders in the event of an ambush as a commander on the ground.

One morning's duty Combined Incident Team were lucky enough to lead an assault on CHOM, 'bomb-bursting from the back of a Puma. The chilling sight of seeing colleagues streaming over the bank through simulated gas down to the air-raid shelter, silhouetted by the moonlight, wrestling half asleep with respirators was a powerful experience to remind all of us of the relevance of our NBC lessons. The confidence with which people left, the vast majority having consolidated so much of what they had learnt over the last 6 months during their leads, was clear. D Sqn were ready to overcome Ex ULTIMATE CHALLENGE and take their privileged places on the Graduation Parade Square.

To return to benchmarks far less tangible than the results of any one event, the feeling of being on D Sqn has been something special. From the very first week, long before the Sqn's motto of 'Determined' was etched into the consciousness of all of us, the unspoken attitude of our Sqn was just that - Determined; Determined to leave a legacy as the best 'D' Sqn ever, Determined to help each other, and Determined now to meet the exacting standards required of a Junior Officer.





# Sixteenth Article - Cadet Reflections (5)

## SPECIALIST ENTRANT AND RE-ENTRANT (SERE) COURSE

*By Rev (Flt Lt) Ruth Jackson MA (Cantab) BA*



*SO Ruth Jackson MA(Cantab) BA graduated into the Chaplaincy Branch from 285 SERE on 29 September 2005.*

What do you get if take 14 doctors, 1 vicar, 3 nurses, 1 RAF re-entrant and a dentist, throw them all into eight intensive weeks of training at OACTU and then unleash them out into an unsuspecting world? The answers could well be many and varied, but in the case of 285 SERE the correct answer is 19 Flight Lieutenants and a Squadron Leader....

The SERE course is a condensed version of the main IOT course, which is specially designed for those who come into the RAF with specific profes-

sional qualifications, or who have previously held a commission in the Armed Forces and are coming back into the fold. Obviously time constraints mean that a lot is asked of the course members, and some aspects of IOT have to be reduced, or even in the case of weapons training, missed out altogether. These elements will however be covered at a later stage, and the course certainly isn't an easy ride!

There is in fact quite a substantial amount of integration between SERE cadets and the main IOT squadrons, especially in the second half of the course. 285 was the last SERE course to run before the new course format comes into play next year. We were therefore privileged to deploy alongside C Squadron for the last Field Leadership Camp (FLC) of the current IOT system, at Otterburn. We were extremely proud as a course of our positions (2nd and 4th) in the 'Pilot Down' exercise, although we were constantly told that it was *not* in fact a race.....

The hectic pace of the SERE course was then brought home to us, as we then had only three days back in the classroom to draw breath, before deploying with D Squadron on Exercise Peacekeeper. This is an exercise based on a peace-keeping operation in the Balkans, and provided us with many new challenges and a very steep learning curve, but also many new friends from D Squadron.

There have been some great highs and some deep lows on the course, not least the disappointment of losing members of the course to injury and further training. Some of the highs were shared by all, others were more personal moments of triumph, however, for some inexplicable reason, getting to Burger King on the way back from FLC, appears to have been a fairly universal high! On a more serious note, being pushed

outside of our professional comfort zones, and facing new and unexpected challenges has been tough at times for all of us. However we leave with a genuine sense of satisfaction and achievement at having overcome all those challenges and a greater confidence as we head off into the wider RAF.

The final two weeks of the course was mainly dedicated to practising our Drill for the graduation parade, at one point even practising in the dark, in order to make sure that we were up to scratch on the big day. By all accounts of those who were watching, it was worth the extra effort, we certainly thoroughly enjoyed the day, and were extremely proud to graduate alongside our friends and colleagues from D Squadron.