

RAF COLLEGE CRANWELL

College Journal Extracts



Spring and Autumn 1961

Spring 1961 - Lead Photo



The Jet Provost—the new Trainer

Spring 1961 - College Notes (1)



College Notes

The College does not officially recognize the existence of Winter. Like a startled February lamb, it skips from Autumn term to Spring. And for once—at the time of going to press, anyway—it would seem that this blatant optimism will be indulged. At least we are candid in our nomenclature, and do not keep our fingers crossed under the various *nominis umbrae*, such as Michaelmas, Lent and Hilary, affected by some other establishments. All the same, to carry a shovel in the boot of the car is to recapture something of the pioneering spirit; and there can be few frustrations as satisfying as sitting in your car in a snow-drift five miles from Cranwell at eight o'clock in the morning, with the heater full on, while 15 Flight Cadets wait in a centrally cooled classroom for the truth about Racine that will never be told that day, and the wolves return to West Site.



Group Captain L. MacD. Hodges, C.B.E., D.S.O., D.F.C., who was Assistant Commandant from April 1959 to December 1960, has left us to become Air Officer in charge of Administration, British Forces, Arabian Peninsula (now Air Forces, Middle East), with the rank of Air Commodore.

His time at the College was marked by many major changes, both in College organization and in the flying and academic syllabuses. The smoothness with which they were implemented was in no small measure due to his sensible, unruffled approach and his knack of seeing the essentials of a problem.

We wish him and his wife and family a very happy tour in Aden and good fortune in the future.



Group Captain T. P. Seymour

Group Captain Thomas Peter Seymour, who since 1957 has been R.A.F. Director at the Joint Anti-Submarine School at Londonderry, Northern Ireland, has become Assistant Commandant at the Royal Air Force College.

Group Captain Seymour was born at Wadhurst, Sussex, in 1919. He entered the R.A.F. College from Blundell's School as a Flight Cadet in April 1938, was commissioned in October 1939, and joined the School of General Reconnaissance. In 1940 he went to Calshot for a conversion course on Flying Boats, and subsequently flew Londons and Catalinas with No. 240 Squadron. From 1942 to 1943 he was a flying instructor at No. 4 Operational Training Unit, and then joined No. 265 Squadron in the Middle East.

Early in 1945 he took up staff duties at Air Headquarters, East Africa, and in 1946 joined the Deputy Directorate of Operational Requirements at the Air Ministry before taking the 1949 course at the R.A.F. Staff College, Bracknell. He later served at Headquarters, Bomber Command, and took the course at the R.A.F. Flying College, Manby.

In 1954 Group Captain Seymour joined Headquarters, AIREASTLANT at Northwood, Middlesex, for three years on Air Plans duties, and in 1957 was given command of No. 42 Squadron at St. Eval, Cornwall.

We offer a warm welcome to Group Captain and Mrs Seymour and their two sons and our best wishes for an enjoyable tour at Cranwell.



Old Cranwellians and members of the staff of the College figured prominently in the New Year Honours List.

The following awards were announced in the *London Gazette* dated 31st December 1960:—

To Old Cranwellians:

G.C.B.—Air Chief Marshal Sir Thomas G. Pike, K.C.B., C.B.E., D.F.C.

G.B.E.—Air Chief Marshal the Earl of Bandon, K.B.E., C.B., C.V.O., D.S.O.

K.C.B.—Air Marshal A. D. Selway, C.B., D.F.C.

K.B.E.—Air Marshal A. Earle, C.B., C.B.E.

C.B.—Air Commodore A. Pyke, O.B.E., M.I.Mech.E., A.F.R.Ae.S.

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BAR TO A.F.C.—Squadron Leader H. A. Merriman, A.F.C.

A.F.C.—Squadron Leader J. M. Crowley.

To personnel of the Royal Air Force College:

C.B.—Air Commodore D. F. Spotswood, C.B.E., D.S.O., D.F.C., A.D.C.

M.B.E.—Flight Lieutenant J. E. Greenaway.

B.E.M.—Mr Frederick George Mayhew (Head Servant, 'C' Squadron, Senior Flight Cadets' Mess).

A.F.C.—Flight Lieutenant G. N. Lewis (now serving at R.N.A.S. Lossiemouth).

The Queen's Commendation for Valuable Services in the Air was awarded to Flight Lieutenant D. S. Bridson, and to Flight Lieutenant K. M. Williamson (now serving at Royal Air Force Little Rissington).



Visitors to the College last term included:

On 26th September Sir George Edwards, who gave a lecture entitled 'A Dip into the Future (Aircraft).'

On 6th October the Headmasters of Bryanston, Monmouth, Dean Close, Northampton Grammar School, Bishop Wordsworth's and Hampton Grammar School, the Senior Master of Bradfield and the Careers Master of Pocklington.

On 20th October the Headmasters of Cheltenham, Chatham House Grammar School, Felsted, The Perse, Windermere Grammar School, Monkton Combe School and Heversham Grammar School, the Secretary of the Headmasters' Conference and of the Institute of Assistant Headmasters, and the C.C.F. Master of Epsom.

On 21st November Mr Peter Scott, who lectured on 'Birds.'

On 25th November Air Vice-Marshal E. W. S. Jacklin, C.B.E., A.F.C., Chief of the Air Staff of the Royal Rhodesian Air Force.



Visiting preachers last term were:

On 18th September (Battle of Britain Sunday) The Right Reverend Kenneth Riches, D.D., The Lord Bishop of Lincoln.

On 2nd October (Harvest Festival) The Reverend T. A. Jenkins, B.A., Assistant Chaplain-in-Chief, Technical Training Command.

On 10th December the Children's Christmas Party was held in the East Camp Gymnasium. Santa Claus (Wg Cdr J. C. Middleton-Stewart (Red)) landed in a flurry of beard from a 'Whirlwind' helicopter.



On 6th November The Reverend Canon A. M. Cook, M.A., The Sub-Dean of Lincoln Cathedral.

On 13th November (Remembrance Sunday) The Reverend J. F. Flinn, B.S., B.D., Chaplain, U.S.A.F.



The Beagle Ball was held in the Officers' Mess on 21st October, and the Blankney Hunt Ball on 16th December. There was also a spirited Christmas Draw.



Flight Lieutenant D. S. Bridson, a 'G' Flight Instructor, won the National Glider Aerobatic Competition which was held at Dunstable in September. Flight Lieutenant Bridson had been placed fourth in the 1959 Competition.



Last summer, Senior Aircraftman A. G. Lee, an Instrument Mechanic serving at Cranwell, was presented with the Duke of Edinburgh's Award for hobbies and physical fitness.

No. 82 Entry arriving at the beginning of the Spring term



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No. 82 Entry early in their second term

We offer our congratulations to the following Old Cranwellians on their recent promotion:

General Duties Branch: Air Marshal A. D. Selway and Air Marshal Sir Wallace Kyle; Air Vice-Marshal G. C. Eveleigh; Air Commodores J. M. N. Pike, H. N. G. Wheeler, J. H. Lapsley and L. MacD. Hodges; Group Captain P. A. Hughes; Squadron Leaders P. M. Worthington, H. M. K. Brown, R. E. Webster, I. S. MacPherson, J. W. Price, J. A. Williams, D. A. Lethem, T. W. A. Devey-Smith, M. M. Foster, M. G. King, R. L. T. Polgreen, M. Hughes, C. H. Foale, J. M. A. Parker, A. McN. Christie, F. D. Hoskins, R. P. J. King, R. H. Bragg, N. A. Innes-Smith, J. G. F. Hewitt, L. A. Boyer and J. M. Pack.

Technical Branch: Air Commodore J. C. Pope.

Equipment Branch: Squadron Leader M. L. Cann.

Royal Air Force Regiment: Squadron Leader K. M. Oliver.

At Sandhurst on 15th October the College teams lost to the Royal Military Academy at Rugby, Soccer and Cross-Country, and won at Badminton and Shooting. Against B.R.N.C. Dartmouth at home on 12th November, we won the Soccer, Badminton and Shooting, and lost the Rugby and Cross-Country. And playing away against the Royal Air Force Technical Cadets a week later, the College won at Badminton and Shooting.



At the beginning of the Spring term the College numbers 283 flight cadets. The new entry, No. 84, numbers 38 and includes three navigators, three equipment and one secretarial cadet.



In connection with the College syllabus, flight cadets went on several visits during the term and vacation.

From 19th September the navigators of No. 78 Entry were detached to Royal Air Force Thorney Island for ten days.

Flt Cdt Moore being briefed for one of the weekly Chipmunk flights which flight cadets make during their first four terms at the College



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From left to right: Sqn Ldr M. Hughes, Flt Cdt P. V. Pile, Flt Lt B. A. T'Anson, Flt Cdt J. H. Currie

On 3rd October the Equipment cadets of the Senior Entry went to Royal Air Force Abingdon for five days, while the Secretarial cadets went to Royal Air Force Cottesmore for twelve days.

From 21st November No. 80 Entry's Equipment cadets were detached to Royal Air Force Waddington for five days.

The vacation activities ranged from ski-ing in Switzerland to attending an intensive course in oral Russian at the Joint Services Language School at Royal Air Force Tangmere.



A local platform ticket tells us:

'THIS TICKET is issued subject to the Regulations and conditions contained in the British Transport Commission's Publications and Notices applicable to the Railways and of or applicable to any other body or person upon whose premises the ticket is available and to the conferment of the Diploma in Technology (Engineering). The eligibility of the College course for continued recognition for the award will be reviewed by the Council every five years.

'The National Council for Technological Awards, whose chairman is Sir Harold Roxbee Cox, one of Britain's leading scientists, has so far recognized courses at 26 British technical colleges as leading to the "Dip. Tech." award, and 163 students have so far been awarded the diploma.

'Three features of courses leading to the diploma are the association of industrial training with academic study, the inclusion of liberal studies and the principles of technical organization, and the requirement that students following courses should be able to participate in a substantial research project. Training at Henlow provides for these and allows time to be put in by technical cadets at leading aircraft, aero-engine, and other manufacturing centres in Britain, where practical training is given.

'The R.A.F. Technical College was formed to train technical officers in, among other things, the servicing and repair of aircraft and equipment, technical staff duties in all R.A.F. formations, and research and development in Ministry of Supply (now Ministry of Aviation) establishments.

'The College is the principal source for the supply of highly qualified technical officers for the Air Force. Cadets enter in October each year, having satisfied a selection board as to certain educational standards and shown themselves to be potential "officer material." They pass out in the rank of Pilot Officer.'

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Admiral Sir Caspar John, G.C.B., with the Commandant, Air Commodore D. F. Spotswood, C.B., C.B.E., D.S.O., D.F.C., A.D.C.

Last term the new Queen's Colour was paraded on the first Sunday of term, on Battle of Britain Sunday, on Remembrance Sunday, at the Commandant's Parade, and at the Passing-Out Parade of No. 78 Entry. Thirty-two flight cadets graduated from this Entry on 13th December 1960. The Reviewing Officer was Admiral Sir Caspar John, G.C.B., First Sea Lord and Chief of the Naval Staff.

The Cadet Wing marched on under the command of Senior Under Officer R. P. Hallam. The squadrons were commanded by Senior Under Officer A. A. Mackay, Senior Under Officer W. J. Wratten, Senior Under Officer P. G. Pinney and Under Officer N. C. V. Ireland.

At 11.28 the Reviewing Officer arrived, to be saluted moments later by the traditional fly-past of Vampires from the Advanced Flying Wing, and Jet Provosts from the Basic Flying Wing.

After the Advance in Review Order, the Reviewing Officer presented the Sword of Honour to Senior Under Officer R. P. Hallam, the Queen's Medal to Senior Under Officer P. G. Pinney, and the R. M. Groves Memorial Prize and Kinkead Trophy to Senior Flight Cadet G. C. Crumbie. He then gave the following address: 'Commandant, Ladies and Gentlemen:

'We may be physically cold, but personally I am mentally feeling extremely warm, because, as we all know, this ground on which the Royal Air Force College stands has some strong naval associations—starting life as a naval air station and now in the full bloom of training what I refer to as the "soul" of the Royal Air Force.

'Now it takes all sorts to make a world and it takes all sorts to guard a nation, and so we have this mixture of uniforms, yours and mine. Now I'm personally no stranger to this clash of dark blue and light blue; I enjoy it; I admire the colours: indeed, I'm one of the early surviving youngsters who, after the first World War, made a study of both the Royal Navy and the Royal Air Force, and as a naval pilot I knew the Naval Discipline Act on board ship and I knew the Air Force Act ashore. I benefited from the experience, I survived both forms of discipline, and I gained lasting credit for my powers of understanding.

'Now I don't believe we shall win wars from armchairs, nor by idling, nor from complacency. I think we should remember, you and I, that we are not in these professions for half measures; nor do I believe that there's room for the faint-hearted. Anyone of us who feels that way had better clear out quick and hope to be defended by stouter hearts.

'This is not child's play. To be a member either as an Admiral or as a junior officer of an armed Service today carries great responsibilities, and I do not think we can

do our job if we think over-much of ourselves. After all, the real object of a Navy, an Army or an Air Force is to win a battle or a war; a cold war, hot, big or small or, more likely, a combination of all, on the sea, on land and in the air; and we should not expect to win with any high degree of comfort, nor amenity, for neither will be with us if war comes. And, while we are in uniform, we should keep a lively sense of why we wear it and we should also keep a balance between comfort and discomfort, and I do not believe we should overdo comparisons with civil life.

'Now I have said you and I, and I mean just that, for I see myself no lasting significance in the difference of uniform that we wear. I may be a rare bird, but I honestly believe that the Navy cannot do without the Royal Air Force any more than the Royal Air Force can do without the Royal Navy—whether for the price of a drink or in a matter of life and death; each of us will be there when the time comes.

'Now, here at Cranwell, you have the reputation of setting a standard second to none in your particular way of life, and I am personally honoured to have been asked to come as your Reviewing Officer. I congratulate those of you who have put your best foot forward and equally I congratulate those of the staff of the College who have induced you to do just that.

'I must now tell you that the situation is exactly reversed from 35 years ago, when the late Lord Trenchard, your illustrious mentor, then Chief of the Air Staff, presented me with my pilot's wings at No. 1 Flying Training School, then at Netheravon. And, in so doing, Lord Trenchard ended his address to my course of

The Reviewing Officer talks during the inspection to U.O. P. F. A. Canning. To the left is S.U.O. W. J. Wratten and on the extreme left is Sir Hugh Constantine



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naval officers by saying: "I admire you for being pilots, I congratulate you on achieving your Wings, but I'm damned if I can understand the colour of your uniform." And there, through that great man, lies one of my many personal links with you and with the Royal Air Force in general. And in the Fleet Air Arm you have a ready-made interpreter between our two great Services. Indeed, I wish we could, between us, produce a modern version of the pre-war Fleet Air Arm, or, if you prefer it, the pre-war Royal Air Force Navy, because I can assure you, from personal experience, that to belong to two Services at the same time, as I did, is a great advantage; it mystifies both of them and in the doing of it one can have the whale of a time.

'In more serious vein, I am indeed glad to have met you all and, however fleetingly, to have shared in this so important a moment in your lives, particularly the lives of No. 78 Entry, who graduate today. I wish each one of you the best of good luck and good fortune in your Royal Air Force careers, and I hope you will make your parents proud of the Service which you have joined.'



On the eve of the Passing-Out Parade, in a ceremony in the College lecture hall, the Commandant presented Wings and Prizes to members of the Senior Entry. In his address he said:

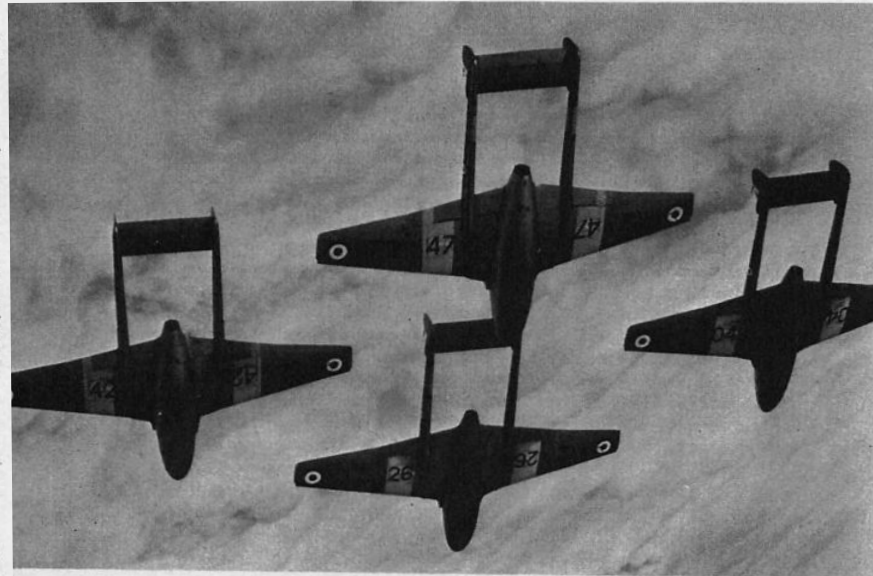
'Traditionally we have come to look upon the Wings and Prizes Ceremony as very much a family affair—you, the graduates and ourselves as representatives of the staff being the "family" for the occasion.

'Next, I am sure you join with me in congratulating all the members of the Passing-Out Entry who have just received their wings, brevets or certificates as are appropriate to their specializations. These are the *tangible* symbols of professional competence, gained as a result of three years, I hope hard, work, and carry with them, of course, the right to join the privileged ranks of those who serve The Queen, who so recently honoured us by becoming our Commandant-in-Chief.

'I'm sure, though, that neither the recipients nor you need to be reminded that much more than a tangible symbol is required, if that honourable task is to be carried out properly.

'You may have noted that, just now, I referred to different badges, or certificates, for different specializations. Well, I would emphasize, in this context, that the differences are there only to denote a difference in the nature of duty—not in the overall responsibility donned with an officer's uniform; you are *all* required to play your full part if our Service is to meet its great destiny. Just as, in admittedly a much smaller world, you have *all* been required, particularly as seniors, to play your full part as flight cadets. I would add that, in my opinion, you've started well enough in appreciating this fact; and may you continue as you have started.

'I'd also like to congratulate "A" Squadron on recovering the Prince of Wales Trophy and with it the right to be the Sovereign's Squadron for the next term. For the record, our guests tonight may like to be reminded that the competition



Vampires, in which No. 80 Entry will be the last to train

leading to the award of this trophy, and consequent honour, consists of inter-squadron games appropriate to the season, a competitive fitness test in which all flight cadets have to take part, and a drill competition. As usual it was all hard fought, but with commendably good spirit (as one would expect) and was probably as exciting for the spectators as for those who took part.

'I should like to tell you some news, too, of our new Queen's Colour, which, of course, the Sovereign Squadron has the honour to guard. I have been informed that we are to be honoured even more by The Queen. Her Majesty intends that, as an expression of her close association with the College, and of her confidence in it, Her Colour is to have on it her personal cypher; a very great honour, indeed.

'I should like to tell you, also, that the drill competition called forth some unqualified praise, from not the most expected of sources, perhaps. It was judged by officers and sergeant majors from Sandhurst—where there is also considerable pride in their drill, or so I understand. Perhaps the most well known of these judges was one R.S.M. Lord, who has been a drill instructor for goodness knows how many years and a judge here for quite a few, too. He told us afterwards that he'd never seen at Cranwell better examples of executives on parade. Well, as virtually all the senior entry were executives, I think they can all take collective and individual pride in this praise from a very experienced source.

'In this connection, too, it is worthy of note that No. 78 Entry have been the first to have to spread their talents, as seniors, over four squadrons—for we formed "D" Squadron only in September last. This was no small task, I realize, for you are certainly not amongst our bigger Entries. And the fact that you met it well—either by closing the gaps in your ranks in the older squadrons, or by forming the hard core

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of the new one—that you've done so with success, calls for record, I think. With your able assistance, the whole reorganization has gone splendidly and indeed we're rapidly forgetting that there were *ever* only three squadrons here.

'Lastly, amongst these particular remarks, I would refer to the individual prize-winners, a list of whom you have—except for those who will receive their awards tomorrow from the Reviewing Officer. Obviously you prizewinners have done jolly well and you well merit our congratulations; but it wouldn't be right if I didn't mention as well those of you who haven't won prizes. You've done well, too. Otherwise, frankly, you wouldn't be here tonight. For, even with the rigorous selection system we have, to graduate you have to be considerably more than adequate.

'Indeed, if I may say so to the parents present—these are all off-spring of high quality and perhaps I may congratulate you, too.

'So much for that. Now what of the future? You've all been carefully selected for the appointments you are to fill and we think you have the firm foundations for rewarding, stimulating and successful careers.

'Now I've no intention in a few minutes to try to summarize what those foundations are, but I would like to leave a few points with you. They are not particularly original and are not intended to be, but they can conveniently be put under headings of the first five letters of the alphabet—and at least that's an easier mnemonic than some of those applied to cockpit checks.

'**A for Ability:** I don't think you can hope to lead—as an officer must—unless you can do your job and can understand, at least in outline, those of your subordinates. This requires ability. And I don't mean natural ability; even for the gifted amongst us, it requires hard work and application when one thinks of the continually changing skills required in the modern Service.

'**B for Bearing:** I suppose bearing might be called the physical form of proper pride. You must bear yourselves in a manner befitting an officer—and I mean this whether you are in uniform or in plain clothes. You *cannot* throw off the responsibility of being an officer just by doffing your uniform and going off duty. The responsibility and the need to show it should always be with you.

'**C for Courage:** A word we don't use very often perhaps; but a requirement of the officer nevertheless. And I mean moral courage as well as the physical variety. It's the moral sort that enables us to face up to responsibility, which in turn can call for physical courage. But the two often go hand in hand and undoubtedly are helped by fitness.

'And here, if I may digress for a moment, I would like to refer to the many and varied activities that you have been able to take part in here—through sport, and through the College Society. Don't drop such things first because you have graduated. There's plenty of opportunity for sport in the Service, and it helps you to keep fit *and* to keep in contact with your airmen and others in circumstances that work doesn't always offer.

'And activities—expedition training—potholing, mountaineering, sailing, ski-ing, exploration and so on—these can all be got in the Service. You can even expect financial help in many of them through a certain A.M.O. of 1960 which is entitled, I think, "Expedition Training." And as a last reminder of what can be done in this line, I commend you all, and our guests, to the Exhibition that has been *put on* in No. 1 Ante Room. It's quite illuminating; and there, too, you can see the background leading to the award of the Pye Trophy, won this time, but only against considerable competition, by the potholers.

'**D is for Discipline:** Don't forget the process you've been through here of learning to discipline yourself before you impose discipline on others. You've shown that you can. Don't lose the ability. But, remember, by discipline I don't necessarily mean "driving." It is much more important to lead, although I don't doubt the occasion *will* arise when you *have* to drive. But prepare for it by being known first as a leader.

'**E is for Enthusiasm—Enterprise:** This Service of ours has come a long way in its short history. It has done so mainly by the efforts of its officers, who have been fired by enthusiasm for this relatively new arm.

'It has far to go yet. See that you guide it well, for it is for *this* you have been trained here.

'Well, in a much neater way than I could ever hope to put it, the man who has become known as the Father of our Service, Lord Trenchard, said when he last addressed the College:

' "Believe in yourselves. Believe in the Service. Each one of you must do his utmost in his particular job and make that efficient. Without that you can do nothing. And with that you can do anything."

'Well, I don't think I could end on a more appropriate note, to you who are so soon to be officers.

'Except, of course, to wish you all, from us all, good fortune in long and distinguished careers.'



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Commissioning List

No. 78 ENTRY

- R. P. HALLAM, Senior Under Officer: The Sword of Honour; The R. S. May Memorial Prize; The Hicks Flying Trophy; The J. A. Chance Memorial Prize; Athletics (Captain, Full Colours); Rugby; Bible Study Group; Dancing; Film.
- P. G. PINNEY, Senior Under Officer: The Queen's Medal; The Abdy Gerrard Fellowes Memorial Prize; Cricket (1st XI); Boxing; Athletics (Full Colours); Cross-Country (Full Colours); Mountaineering; Potholing; Photography; Ski-ing.
- A. A. MACKAY, Senior Under Officer: The Philip Sassoon Memorial Prize; Victoria League Award; Rugby (1st XV, Full Colours, Vice-Captain); Cricket (1st XI, Full Colours, Vice-Captain); Boxing; Ski-ing.
- W. J. WRATTEN, Senior Under Officer: Rugby (Full Colours); Athletics (Full Colours, Secretary); Choral; Ski-ing; Film.
- R. M. BAYNE, Under Officer: Rugby (Full Colours, 1st XV, Captain); Golf (1st VI, Captain); Chess; Music; Mountaineering; Film.
- P. F. A. CANNING, Under Officer: Hockey (1st XI, Full Colours); Cricket (2nd XI); Motor Club; Film.
- E. R. COX, Under Officer: Navigation Prize; Rugby (2nd XV); Soccer (1st XI); Athletics; Choir; Choral Society; Motor Club; Radio.
- G. H. GLASGOW, Under Officer: Soccer (1st XI, Full Colours); Cricket; Golf; Motor Club; Film; Sailing.
- N. C. V. IRELAND, Under Officer: Arnold Barlow Award; Modern Pentathlon (Captain); Motor Club; Riding; Film.
- D. E. LEPPARD, Under Officer: Dickson Trophy and Michael Hill Memorial Prize; Soccer (1st XI, Vice-Captain, Full Colours); Cricket (2nd XI); Motor Club; Geographical; History; Film.
- M. H. WILSON, Under Officer: Commonwealth and War Studies Prize; Royal New Zealand Air Force Trophy; Rugby (2nd XV); Motor; Aeromodelling; Film.
- R. W. A. WOODHEAD, Under Officer: Fencing (Secretary, Vice-Captain, Colours); Geographical and Historical; Film.
- C. S. M. ANDERSON, Senior Flight Cadet: Sailing Team (Ocean Racing); Motor Club (President); Sailing Club (Captain); Gliding; Dramatic; Film.
- C. C. BLOMFIELD, Senior Flight Cadet: Swimming (1st team); Motor; Sub-Aqua; Ski-ing.
- W. G. CHAPMAN, Senior Flight Cadet: Cross-Country (Captain, Full Colours); Athletics; Golf; Rugby (2nd XV); Photographic; Sub-Aqua; Film.
- R. A. K. CRABTREE, Senior Flight Cadet: R.U.S.I. Award; Rugby (3rd XV); Radio; Music; Potholing; Film.
- G. C. CRUMBIE, Senior Flight Cadet: R. M. Groves Memorial Prize and Kinkad Trophy; Hockey (1st XI, Full Colours, Vice-Captain); Athletics; Sub-Aqua; Film.
- T. CUMBERLAND, Senior Flight Cadet: Rugby (3rd XV); Sailing (Team); Choir; Ocean Sailing; Social Secretary; Film.
- E. L. GOTHARD, Senior Flight Cadet: Soccer (1st and 2nd XIs); Cricket (Full Colours, 1st XI); Rugby (1st and 2nd XVs); *The Journal* (Assistant Editor); Motor; Bridge; Film.

- P. J. GOODMAN, Senior Flight Cadet: (Rugby, 1st XV); Sub-Aqua; Dramatic; Choral; Jazz; Social Secretary; Motor; Film.
- J. H. LAMING, Senior Flight Cadet: Soccer (1st XI); Athletics (Colours); Golf; Chess; Music; Photography; Dancing; Film.
- R. H. LLOYD, Senior Flight Cadet: Rugby (1st XV, Colours); Athletics; Potholing; Chess; Motor; Mountaineering; Gliding; Dancing; Film.
- I. E. D. MONTGOMERIE, Senior Flight Cadet: Rugby (2nd XV); Cross-Country (2nd); Motor; Gliding; Film.
- P. A. NELSON, Senior Flight Cadet: Shooting (1st VIII); Aeromodelling; Motor; Potholing; Film; Field Shooting.
- B. J. NORRIS, Senior Flight Cadet: Cricket (1st XI, Captain); Rugby; Squash; Film; Motor.
- A. R. OLIVER, Senior Flight Cadet: Tennis (1st VI and Captain, 2nd VI); Rugby (1st XV, Colours); Mountaineering; Potholing (Secretary); Historical and Geographical; Gliding; Photographic; Film; Motor; Dancing.
- J. R. OLIVER, Senior Flight Cadet: Rugby (1st XV, Colours); Tennis (2nd VI); Mountaineering (Captain); Potholing; Gliding; Historical and Geographical; Film; Dancing; Music.
- K. C. QUIN, Senior Flight Cadet: Rugby (2nd XV); Film Society (Secretary); Motor; Gliding.
- J. F. RAESIDE, Senior Flight Cadet: Badminton (Captain, Colours); Boxing; Rugby: *The Journal* (Editor); Fine Arts; Dancing (Secretary); Mountaineering; Film.
- A. J. ROSS, Senior Flight Cadet: Hockey (1st XI); Cricket (2nd XI); Choral; Music; Motor; Film.
- D. J. W. TAYLOR, Senior Flight Cadet: Rugby (2nd XV); Modern Pentathlon; Film; Photographic; Sailing; Dramatic.
- M. C. WRIGHT, Senior Flight Cadet: Hockey (Captain, 2nd XI); Rugby (3rd XV); Dramatic Society (President); Sailing; Film.

CADET WING LISTS

PROMOTIONS

No. 79 ENTRY

- 'A' Squadron: Flight Cadet Senior Under Officer A. A. Headley. Flight Cadet Under Officers C. J. Adams, A. Fern.
- 'B' Squadron: Flight Cadet Senior Under Officer R. G. S. Slade. Flight Cadet Under Officers C. R. Adams, R. Neal.
- 'C' Squadron: Flight Cadet Senior Under Officer J. E. de G. Bromhead. Flight Cadet Under Officers M. J. Dunlop, R. E. Williams.
- 'D' Squadron: Flight Cadet Senior Under Officer N. R. Hayward. Flight Cadet Under Officers D. J. Curry, R. G. Peters.

No. 84 ENTRY

- 'A' Squadron: M. R. Atkinson, Roundhay School, Leeds. J. A. Cheshire, Worksop College. T. D. Collier, Magdalen College School, Oxford. T. E. L. Jarron, Bell Baxter High School, Cupar, Fife. P. J. Morrison, Southern Grammar School for Boys, Portsmouth. I. Pervaz, Pakistan Air Force. K. O. N. Price, Loretto School. J. S. Robinson, Long Eaton Grammar School. G. J. Stedmon, St Peter's School, Southbourne.
- 'B' Squadron: D. Cousins, Prince Rupert's School, Wilhelms-haven. J. T. Craven, Maidstone Grammar School. R. J. T. Falkiner, St Columba's College, Dublin. G. R. Herring, Wellington College. J. P. S. Larbey, Cathedral School, Wells, Somerset. T. F. Lodge, Westminster School. J. E. Rooum, Woodhouse Grove School, Apperley Bridge. F. Sultan, Pakistan Air Force. C. J. Wemyss, Fraserburgh Academy. M. R. Yule, Chard School, Somerset.
- 'C' Squadron: J. C. Ball, Sandown Grammar School, I.O.W. M. B. M. Canavan, Stowe School. D. L. T. Earl, Lancing College. S. C. D. N. Francis, Ottershaw School, Surrey. A. P. Galea, Lyceum, Hamrun, Malta. M. J. Hughes, St John's School, Leatherhead. A. G. Mahon, Andover Grammar School. W. Samuel, Dalziel High School, Motherwell. T. P. Stockley, Stourfield County Secondary, Bournemouth, No. 1 Radio School, Locking.
- 'D' Squadron: S. R. Chew, Berkhamsted. J. F. Fisher, St Paul's School, London, W.14. D. J. Holliday, Northgate Grammar School, Ipswich. S. P. Hughes, Campbell College, Belfast. D. H. Jackson, Westcliffe High School for Boys. K. R. F. Lamb, Royal New Zealand Air Force. R. L. Lilley, Denstone College. J. T. J. McLean, Royal Hospital School, Holbrook, Ipswich. C. J. Slack, Aylesbury Grammar School. R. Wallis, Solihull School.

Spring 1961 -78 Entry (Autumn 1960)



THE SENIOR ENTRY, AUTUMN TERM, 1960

Back row (left to right): S.F.C. T. Cumberland, S.F.C. P. J. Goodman, S.F.C. W. G. Chapman, S.F.C. G. C. Crumbie, S.F.C. D. J. W. Taylor, S.F.C. I. E. D. Montgomerie, S.F.C. K. C. Quin, S.F.C. C. S. M. Anderson, S.F.C. C. C. Blomfield, S.F.C. R. A. K. Crabtree, U.O. P. F. A. Canning

Middle row (left to right): U.O. D. E. Leppard, S.F.C. J. F. Raeside, S.F.C. A. R. Oliver, S.F.C. A. J. Ross, S.F.C. B. J. Norris, S.F.C. P. A. Nelson, S.F.C. E. L. Gothard, S.F.C. R. H. Lloyd, S.F.C. J. R. Oliver, S.F.C. M. C. Wright

Front row (left to right): U.O. R. W. A. Woodhead, U.O. N. C. V. Ireland, U.O. E. R. Cox, S.U.O. A. A. Mackay, S.U.O. R. P. Hallam, S.U.O. P. G. Pinney, S.U.O. W. J. Wratten, U.O. M. H. Wilson, U.O. G. H. Glasgow, U.O. R. M. Bayne

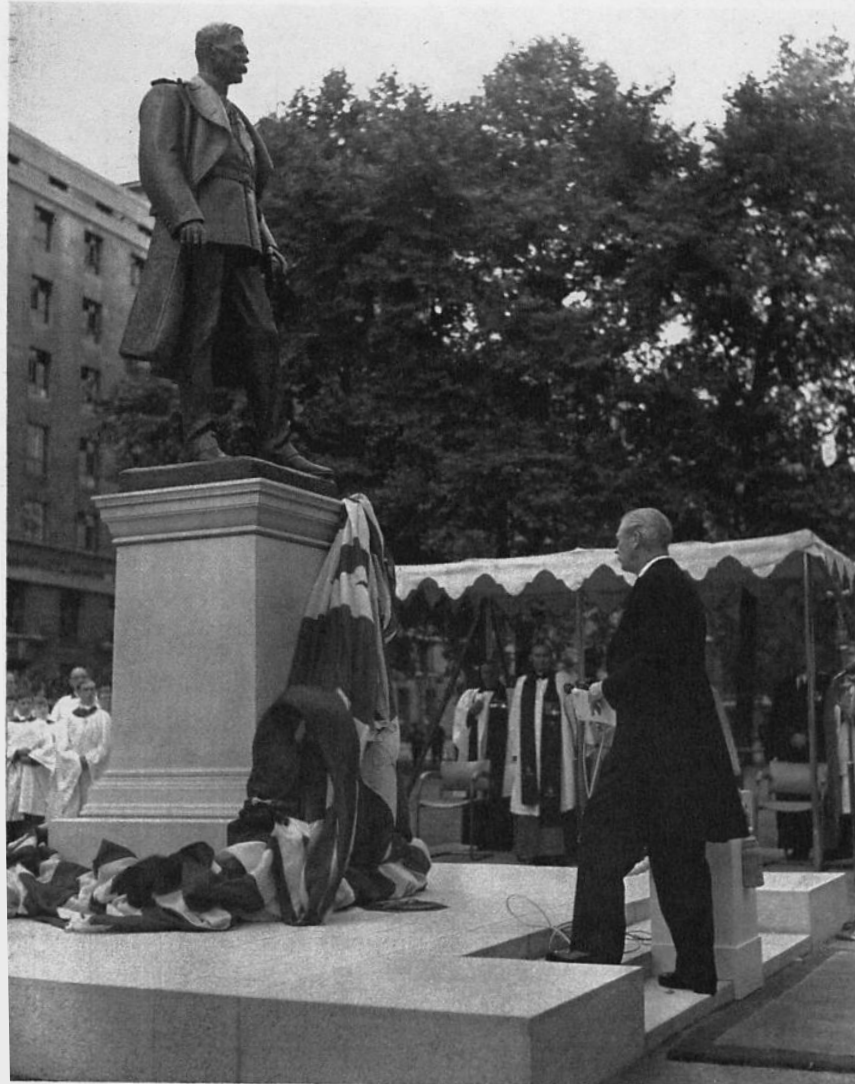
Spring 1961 - Prize Winners 78 Entry



PRIZEWINNERS, AUTUMN TERM, AFTER THE PARADE

*From left to right: Plt Offs R. P. Hallam, P. G. Pinney, A. A. Mackay, G. C. Crumbie, E. R. Cox, M. H. Wilson,
D. E. Leppard, R. A. K. Crabtree*

Autumn 1961 - Lead Photo



The Unveiling of the Lord Trenchard Memorial Statue

Autumn 1961 - New Unit Commander

The new Unit Commander is Group Captain G. F. Reid, who joined the Royal Air Force as a boy entrant in 1935. Before the war he was an air observer and performed two tours of duty in Bomber Command as a navigator. He underwent his pilot training at the Royal Air Force College Flying Training School, Cranwell, and served in Transport Command until the end of the war. In the early post-war years he was a Royal Air Force Instructor to the Royal Afghan Air Force, and on the Directing Staffs of the School of Land/Air Warfare, and of the Army Staff College. He was Chief Instructor of No. 3 Flying Training School, has been to the Joint Services Staff College, was Joint Secretary in the Chiefs of Staff Secretariat, and has attended Flying College. Group Captain Reid comes to us from Royal Air Force Coningsby, where he was Officer Commanding Operations Wing. We wish him and his family a happy tour at Cranwell.



Group Captain G. F. Reid



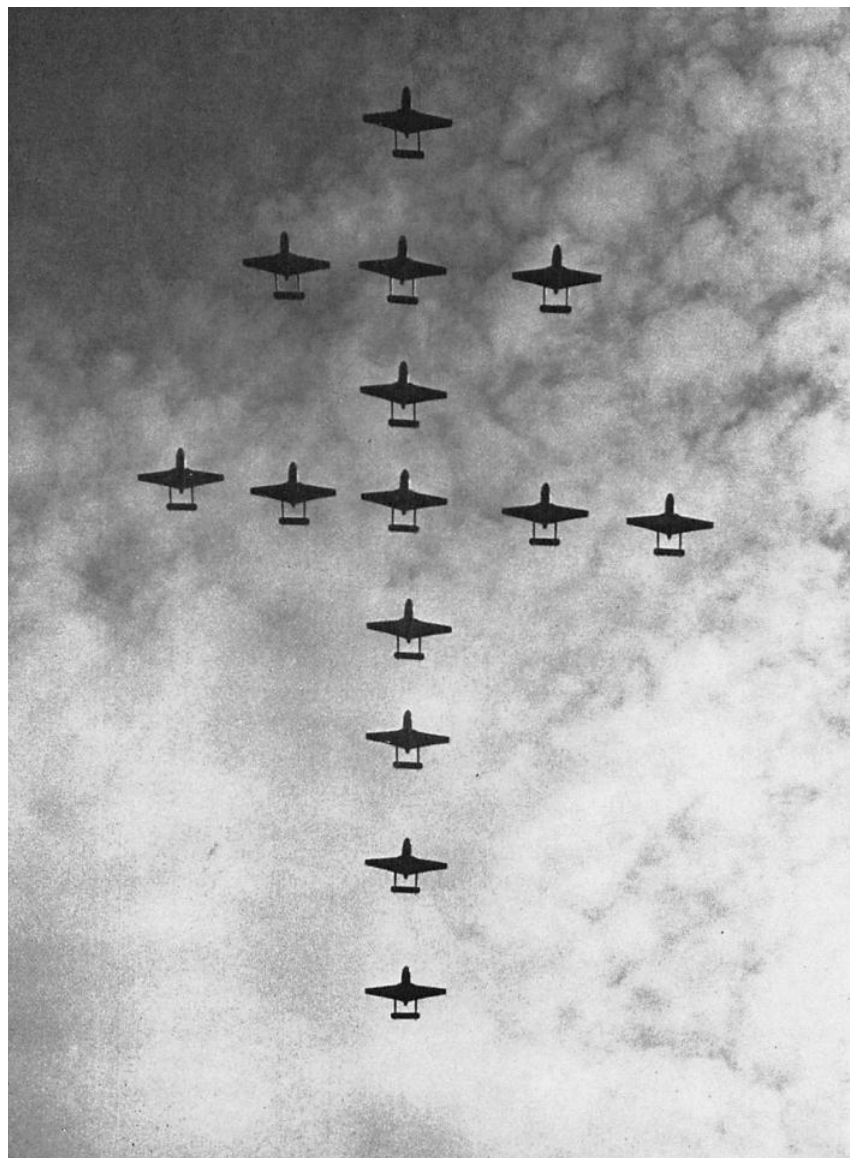
Spring 1961 - Record Prize Winner



Senior Under Officer N. R. Hayward of No. 79 Entry won seven of the major awards. He is the first flight cadet to do so. The previous record of six was set up by L. A. Jones of No. 60 Entry and equalled by T. E. Enright of No. 70 Entry.

Pilot Officer N. R. Hayward of No. 79 Entry, with the Sword of Honour, the Queen's Medal, and the Kinkead Trophy.

Autumn 1961 - Passing Out Parade 79 Entry (1)



The Passing Out Parade of No. 79 Entry took place on 1st August 1961. Thirty-six flight cadets graduated from the College. The reviewing officer was General Paul Stehlin, C.V.O., O.B.E., Chief of the French Air Staff. The parade was under the command of Senior Under Officer N. R. Hayward, and the four squadrons were commanded by Senior Under Officers P. J. Headley, R. G. S. Slade and J. E. de G. Bromhead and Under Officer D. J. Curry.

Fourteen Vampires flew past in a Cross of Lorraine formation. After the Advance in Review Order, General Stehlin presented Senior Under Officer Hayward with the Sword of Honour, and then gave the following address :

“Gentlemen,

In the first place I want to thank whole-heartedly my colleague and true friend the Chief of Staff of the Royal Air Force, Air Chief Marshal Sir Thomas Pike, as well as your Commandant, Air Commodore Nelson, for this outstanding privilege bestowed upon me to be your Reviewing Officer at this most magnificent Passing-Out Parade, the like of which I have seldom seen. I am so touched that it is difficult for me to express how I feel that great honour made to me.

I am not a stranger here at Cranwell ; I visited your College several times, especially when I was myself a student at the Royal Air Force Staff College.

Twelve years ago I was here on a similar occasion. Flying my personal plane it took me some time before I got permission to land—so apparently I was late ! I stopped at a place indicated to me, and my Aide, who happened to be a Captain, (or as you would say a Flight Lieutenant) was invited to rush out of the aircraft and taken at full speed to the “Lodge.” As for me, I was told, in no uncertain terms, which I cannot repeat on account of the solemnity of the occasion, to take my aircraft away as fast as possible, to stop it at a parking space and to wait there until further notice. The ceremony was well under way before my Aide, who found himself among Air Marshals, Generals and Admirals, could make himself understood and explain the situation. The same thing, since history doesn't repeat itself, did not happen this morning. At your age, and being where you are, and since I am going to speak for quite a while, I would have thought it to be most unfortunate.

Your Commandant very kindly sent me a list of the Reviewing Officers since March 1920. I noticed there, with some anxiety, that they all belonged, with one exception, to the English-speaking peoples, so I asked the previous Commandant of your College if it would be wrong on my part to speak in French. His opinion was I.

Autumn 1961 - Passing Out Parade 79 Entry (2)

should make it optional since, judging from his experience it would not have been, in English or in French, a noticeable influence on the average proportion of those who would listen.

Your present Commandant, who is an optimist, asked me to pass on to you something of my service experience which you, on this great day in your lives, could take along as useful advice. This is precisely my problem when I address the cadets of the French Air Force College. They wonder, in the same way as you do, what their future will be in the Service to which they belong. The question they ask themselves is this : are we going to fly, or shall we have to push buttons on the ground serving missiles and manicuring our index to that effect ?

When I was a cadet at St. Cyr, one night in 1927, mounting guard in the early hours of the night, I noticed in the flush of the searchlights an aeroplane heading for Le Bourget airfield ; it happened to be Lindbergh's " Spirit of St. Louis " after a flight of 35 hours from New York to Paris. A few weeks ago I met and welcomed a United States Air Force B.58 crew who had covered the same distance in a little more than three hours.

Remembering that night when I was dreaming (dreaming of a day like this one) rather than mounting guard, I wondered at the changes in our Service in such a short spell of time. If we want to be true to the tradition of our Service then we have to encourage and survey all new developments to increase the striking power of our Service for the sake of defence of our country. More than ever the Air Force requires a combination of the highest human qualities as well as the achievements of the most modern techniques. This we have to face, and I know what it means to officers of your age to be told to attach the same importance to aircraft and to missiles. However, if we have a good analysis of the threats with which we are faced we shall find out that the aircraft will remain, as far as we can see, an important and indispensable component of our Service; let me briefly explain what I mean.

Your country very wisely has chosen to increase the capabilities of your bombers by means of air to ground missiles. It is a combination which, in my opinion, is far more economic than the ballistic missile which is, of course, most important and of high value, but still raises for our countries a difficult economic problem. If by definition a deterrent force can prevent a major nuclear war, then a country, whose internal situation does not allow for any rest in her external ambitions, will seek to achieve, by a succession of minor undertakings, what it can do or what would be suicidal for her to do,

in a major nuclear war, and in those limited operations the aircraft will be a more flexible weapon than the missile and far easier and far less costly to move.

A vertical take-off and landing aircraft in those limited operations, in those limited wars, will certainly play a major rôle once we have that type of aircraft. To protect the forces engaged in such action from the Navy, Army and from the Air Force we need fighter planes with air to air missiles. May I add that in those limited wars subversive action will still be a part of which we have great experience, and in those operations the conventional type of aircraft is still and probably for a long time will be of very high value ; and finally, at last but not least, I think your transport, for all these operations, will play a major rôle, because air transport, of which we will never have enough, will be the most important instrument of our strategic mobility.

Now I don't tell you this just to draw a rosy picture of your future; (something like the pink solution of our D.S. when I was at the Royal Air Force Staff College) but because I believe that in the future we shall have a combination of both aircraft and missiles which we shall produce and employ to the best of our production capacity, and also to the best of our tactical skill. In the future, in the not too distant future, space will certainly offer to us a wide range of opportunities. Piloted space craft with offensive and defensive capabilities will maintain our Service where it stands in a privileged place in the defence of our countries. However, it will take an up-to-date knowledge and sound judgment to know exactly what we can achieve and to select what is needed for our defence. Even countries of the size and richness of the United States and of Soviet Russia are strained to the limits of their resources if they want to give themselves the wide array of modern armaments which modern techniques can produce.

Recent experience has shown in your country and in mine, that we are compelled to make a choice between operational requirements and this often at the expense of having to discard very promising studies. Now this is the challenge which your Government authorities will have to face, and which you, as responsible for your Service tomorrow will have to face, as well as your leaders do it today.

If, in addition to all that, you want to carry out, as you certainly wish, your duties, you will think of the ways of increasing our capabilities.

When I was a student at your Staff College I worried already about the nature of Allied co-operation and at the end of the course

Autumn 1961 - Passing Out Parade 79 Entry (3)



we had to produce a memoir in which I made an estimate of what can be of benefit to both our countries by a combination, for example, of our aircraft production.

Now this is a problem which today is more important than ever if we want to produce modern aircraft, if we want to increase our capabilities for our defence, and if we want to become more equal partners to the United States. True solidarity requires a certain amount of equality, and here as you see it from the papers today, you can imagine what it means for people of my generation, and more so for those who are above my age, to change their minds about national production or allied production.

You have chosen to be officers in the Air Force, and by the same token you have accepted the great responsibility to contribute to play a major rôle in the defence of your country. As officers we prove our love, our devotion, our loyalty for our country, not only in being prepared to fight and to die for her, but also in putting up, in time of peace, the even more difficult fight to set for her a secure and efficient defence.

This is the way if we want to maintain peace to fulfil our noble mission.

And now that I have gone safely through the language barrier, on behalf of the French Air Force and as its Chief, I wish to all and everyone of you good luck and God Speed !”

Autumn 1961 - Passing Out Parade 79 Entry (4)

COMMISSIONING LIST

No. 79 Entry

GENERAL DUTIES BRANCH

- N. R. HAYWARD, Senior Under Officer : The Sword of Honour ; The Queen's Medal ; R. M. Groves Memorial Prize and Kinkead Trophy ; Abdy Gerrard Fellowes Memorial Prize ; Air Ministry Prize for Commonwealth and War Studies ; Royal New Zealand Air Force Trophy ; Dickson Trophy and Michael Hill Memorial Prize ; J. A. Chance Memorial Prize ; Cricket (1st XI) ; Basketball (1st V) ; Jazz (Secretary) ; Film ; Motor Club ; Go-Karting.
- P. J. HEADLEY, Senior Under Officer : Sir Philip Sassoon Memorial Prize ; Rugby (1st XV) ; Athletics (Colours) ; Go-Karting (Captain) ; Sub-Aqua (Captain) ; Motor Club.
- J. E. de G. BROMHEAD, Senior Under Officer : Athletics (Full Colours) ; Squash (1st V) ; Gliding ; Skiing ; Motor Club.
- R. G. S. SLADE, Senior Under Officer : Rugby (Full Colours, 1st XV Captain) ; Athletics (Full Colours) ; Swimming ; Water Polo ; Film ; Gliding.
- C. J. ADAMS, Under Officer : Rugby (3rd XV) ; Basketball (1st V, Captain, Full Colours) ; Swimming (Secretary, Full Colours) ; Water Polo (Secretary, Full Colours) ; Canoeing (London-Devises Race) ; Music ; Potholing ; Climbing ; Skiing ; Go-Karting ; Motor.
- C. R. ADAMS, Under Officer : Rugby (2nd XV, Captain) ; Dinghy Sailing (Full Colours) ; Ocean Sailing (Captain) ; Film ; Music ; Riding ; Motor.
- D. J. CURRY, Under Officer : Rugby (3rd XV) ; Canoeing (Captain) ; Motor ; Photographic.
- J. EVANS, Under Officer : Rugby (1st XV) ; Cricket (1st XI for 3 years, Full Colours, Captain 1961) ; Boxing (Full Colours) ; Film ; Debating ; Rallying.
- A. FERN, Under Officer : Cross Country ; Athletics ; Mountaineering, (Captain) ; Go-Karting ; Film ; Music ; Potholing.
- M. J. GREENWOOD, Under Officer : Tennis (Full Colours, Vice-Captain) ; Badminton (Full Colours, Captain) ; Squash ; Basketball ; Golf ; Jazz ; Motor Club ; Fine Arts ; Film.
- P. A. JENNER, Under Officer : Hockey (1st XI, Captain, Full Colours) ; Tennis ; Soccer ; Choral (Secretary) ; Film ; Music ; Go-Karting.
- R. D. LIGHTFOOT, Under Officer : The Hicks Memorial Trophy ; Hockey (2nd XI, Captain) ; Gliding ; Motor ; Film ; Engineering ; Potholing.
- R. NEAL, Under Officer : Field Shooting ; Basketball ; Photographic ; Motor ; Film.
- R. G. PETERS, Under Officer : Boxing (1st Team) ; Swimming (Full Colours) ; Water Polo (1st Team) ; Modern Pentathlon (1st Team) ; Fencing (1st Team, Colours, Captain) ; Dramatic (Stage Manager) ; Sub-Aqua ; Film ; Music.
- P. M. RILEY, Under Officer : Modern Pentathlon (Captain, Full Colours) ; Fencing ; Rugby ; Skiing (Captain) ; Riding ; Fine Arts ; Film.
- R. E. WILLIAMS, Under Officer : Air Ministry Prize for Navigation ; Institute of Navigation Trophy ; Squash (1st V, and 2nd V Captain) ; Dramatic (President) ; Motor ; Film.
- C. J. BOOTH, Senior Flight Cadet : Rugby (2nd XV and 3rd XV) ; Athletics ; Choral ; Dramatic ; Motor ; Film ; Sub-Aqua ; Gliding.
- G. E. BRIDGES, Senior Flight Cadet : Rugby (3rd XV) ; Cricket (2nd and 3rd XI) ; Music (Secretary) ; Dramatic ; Potholing ; Mountaineering ; Motor.
- P. F. J. BURTON, Senior Flight Cadet : R.U.S.I. Award ; Basketball ; Chess ; Sailing ; Go-Karting ; *The Journal* (Editor) ; Gliding ; Sub-Aqua ; Potholing ; Field Shooting (Captain).
- R. L. S. BUTLER, Senior Flight Cadet : Basketball (1st V) ; Film ; Music ; Bridge ; *The Journal* ; Go-Karting ; Gliding (Captain).
- P. G. COWEN, Senior Flight Cadet : Rugby (2nd XV) ; Squash (2nd V) ; Tennis (2nd VI) ; Music ; Bridge ; Mountaineering ; Go-Karting ; Engineering ; Chess.
- D. O. CRWYS-WILLIAMS, Senior Flight Cadet : Rugby (3rd XV) ; Riding ; Sailing ; Dramatic ; Motor.
- R. W. GIBB, Senior Flight Cadet : Rugby (2nd XV, and 3rd XV Captain) ; Cricket (1st XI, and 2nd XI Captain) ; Fine Arts (Secretary) ; Choral ; Film ; Music ; Sub-Aqua (Secretary).
- R. H. GIBSON, Senior Flight Cadet : Sailing (Captain, Full Colours) ; Rugby (3rd XV Captain) ; Ocean Sailing ; Potholing ; Chess Team.
- G. N. L. HYDE, Senior Flight Cadet : Shooting Team ; Skiing ; Potholing ; Mountaineering ; Fine Arts ; Motor.
- D. R. JACKSON, Senior Flight Cadet : Swimming (Colours) ; Engineering (Secretary) ; Basketball.
- D. C. LOTT, Senior Flight Cadet : Hockey (2nd XI) ; Wildfowling ; Go-Karting ; Sailing ; Golf ; Film ; Motor Club.
- P. S. LOVEDAY, Senior Flight Cadet : Rowing (Colours) ; Shooting ; Engineering.
- J. C. McEVOY, Senior Flight Cadet : Shooting (Captain, Full Colours) ; Motor ; Music ; Film.
- R. E. NICKSON, Senior Flight Cadet : Rowing (2nd IV) ; Rugby (3rd XV) ; Film (Secretary) ; Dancing ; Dramatic ; Choral ; Potholing ; Field Shooting.
- A. F. NIXON, Senior Flight Cadet : Rugby (2nd XV) ; Potholing ; Motor ; Film.
- G. R. PITCHFORK, Senior Flight Cadet : Golf (1st VI) ; Rugby (2nd XV) ; Mountaineering ; Gliding (Secretary) ; *The Journal* ; Music ; Film.
- J. A. F. ROSS, Senior Flight Cadet : Hockey (3rd XI) ; Rowing (1st IV, Cox) ; Motor ; Film ; Sub-Aqua ; Skiing.
- R. C. SAAR, Senior Flight Cadet : L'Ecole de l'Air Prize for French Studies ; Cross Country (1st VIII) ; Athletics ; Football (2nd XI) ; Cricket (3rd XI) ; *The Journal* (Editor) ; Fine Arts ; Film ; Engineering ; Go-Karting.
- M. S. SABINE, Senior Flight Cadet : Hockey (1st XI) ; Field Shooting (Captain).
- K. R. WINTER, Senior Flight Cadet : Film ; Photographic ; Go-Karting ; Engineering ; Sailing.

Autumn 1961 - Passing Out Parade 79 Entry (1)

CADET WING LISTS PROMOTIONS

No. 80 ENTRY

'A' Squadron : Flight Cadet Senior Under Officer D. R. Conran-Smith. Flight Cadet Under Officers R. I. Morris, J. A. Laurenson.

'B' Squadron : Flight Cadet Senior Under Officer J. A. D. Wilkinson. Flight Cadet Under Officers C. P. Manville, D. M. Paul.

'C' Squadron : Flight Cadet Senior Under Officer A. Green. Flight Cadet Under Officers M. J. Dunlop, Omar Bin Saman.

'D' Squadron : Flight Cadet Senior Under Officer W. D. Thomson. Flight Cadet Under Officers I. H. Nelson, S. A. H. Maffett.

No. 85 ENTRY

'A' Squadron : J. S. Allison, Royal Grammar School, Guildford. C. Baker, Moseley Hall Grammar School. T. P. C. Doe, Wymondham College, Norwich. J. S. Haddock, Wintringham College, Grimsby. G. Hadley, Wolverhampton Technical High School. C. F. Haigh, Northallerton Grammar School. D. J. Hayman (E), Gresham's. J. Hughes, Caernarvon Grammar School. B. W. Johnson, East Dean Grammar School. R. G. Lowe, Hill Head Grammar School. P. A. Marvin, Waldergrave Secondary School and Royal Air Force Halton. M. C. R. B. Milne, Radley. T. G. Thorn, Ipswich School. R. N. Woollacott, King's College, Taunton.

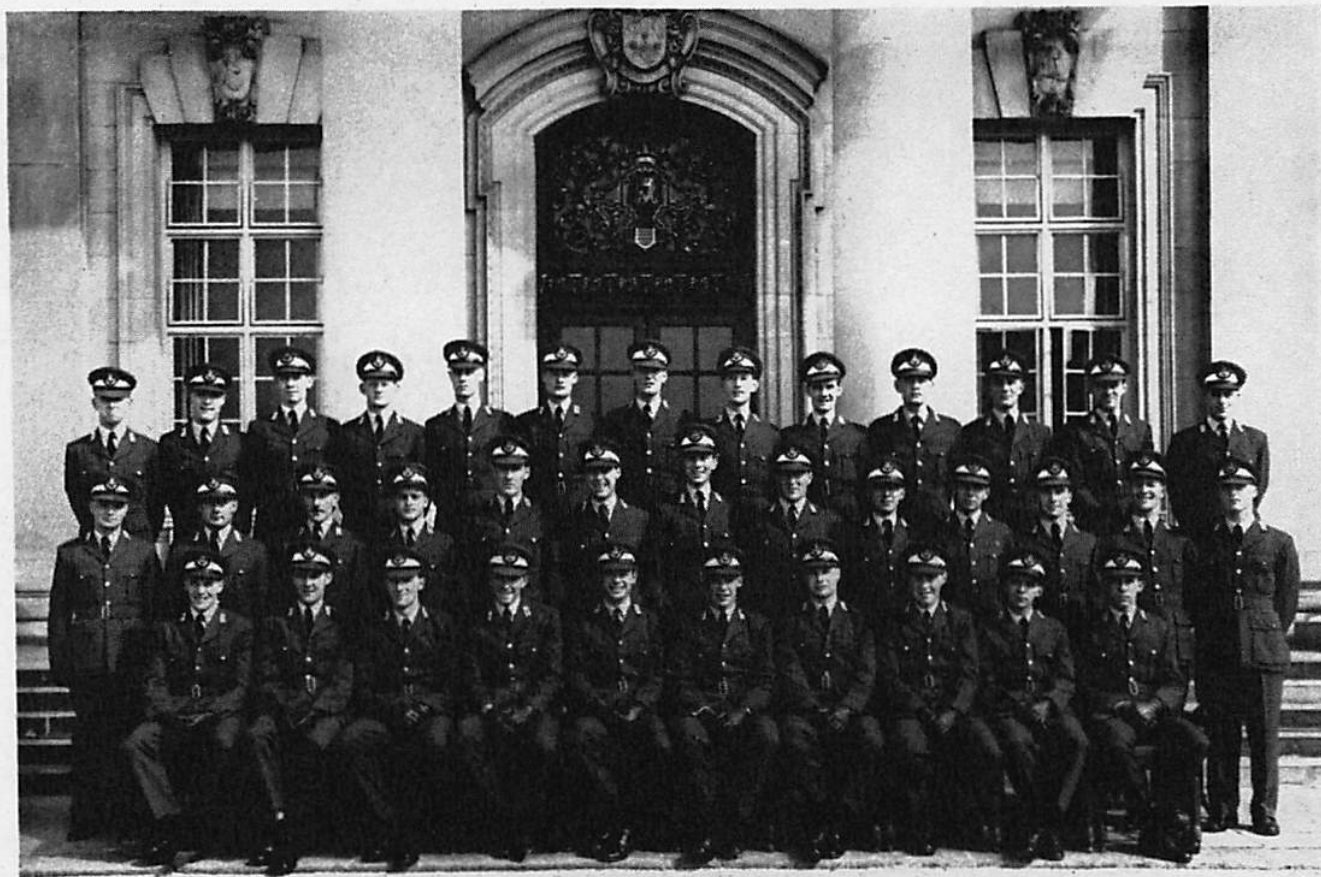
'B' Squadron : D. L. Baugh, West Bridgford Grammar School, Nottingham. G. R. Chilvers, Dorking County Grammar School. A. R. Clark, Chislehurst and Sidcup Grammar School. J. M. Collier, Hove County Grammar School. R. Davies, Hardye's School, Dorchester. J. W. M. Head, Dartford Grammar School. N. Howse, Rutlish School, Merton Park. R. A. Lewis, Cathay's High School for Boys, Cardiff. C. J. Mullan, Gibraltar Grammar School. R. G. Pike, Eastbourne College. P. B. M. Richards (E), St. Columba's College, Dublin. C. E. Vary, West Leeds High School. A. K. Webster, Dulwich College. R. C. Wright, Holyhead County Secondary School.

'C' Squadron : J. R. Chalker, Enfield Grammar School. A. R. Ellender, Ripon Grammar School. M. D. de R. Findlay, Fettes College. P. A. Griffiths, King Edward VI, Lichfield. J. N. Herbert, Workington Grammar School. J. H. Lansley, Bournemouth

Grammar School. D. C. Londgen, Worcester Royal Grammar School. K. B. Mace (S), Shene County Grammar School. C. Mitchell, St. Austell County Grammar School. P. J. Mossman, Reading School. D. Newall (N), Archbishop Holgate's Grammar School, York. D. J. Powell (E), Priory Grammar School for Boys, Shrewsbury. A. Wade, Newton Abbot Grammar School. D. G. Werb, Colchester Royal Grammar School and Royal Air Force Locking.

'D' Squadron : C. I. H. Cant (N), George Watson's, Edinburgh. M. G. Christy, Felsted. R. B. Duckenfield, Haversham Grammar School, Lancaster. P. J. Gray, Bishopshalt School, Uxbridge. B. Hopper, Mackie Academy, Stonehaven. D. S. Jackson, Kingsdale, West Dulwich. M. McBeath, Marr College, Troon. R. B. Milton, Harrow County Grammar School. W. Nevison (N), Grangefield Grammar School, Stockton-on-Tees. S. Pearse, South Devon Technical College and Royal Air Force Halton. P. N. Presland, Queen's College, Taunton. P. A. Thomson, Wandsworth College. A. M. Wills, Sherborne. M. C. G. Wilson (E), Salesian College, Farnborough.

Autumn 1961 - 79 Entry (Summer 1961)



THE SENIOR ENTRY, SUMMER TERM, 1961

Back row (left to right): S.F.C. R. C. Saar, S.F.C. K. R. Winter, U.O. R. G. Peters, U.O. P. M. Riley, S.F.C. G. N. L. Hyde, U.O. R. D. Lightfoot, S.F.C. D. C. Lott, S.F.C. D. O. Crwys-Williams, S.F.C. G. E. Bridges, S.F.C. P. G. Cowen, U.O. C. R. Adams, U.O. M. J. Greenwood, S.F.C. D. R. Jackson.

Centre row (left to right): S.F.C. R. W. Gibb, S.F.C. R. E. Nickson, S.F.C. A. F. Nixon, U.O. J. Evans, S.F.C. M. S. Sabine, S.F.C. J. C. McEvoy, S.F.C. R. L. S. Butler, S.F.C. R. H. Gibson, S.F.C. P. F. J. Burton, S.F.C. G. R. Pitchfork, S.F.C. J. A. F. Ross, S.F.C. C. J. Booth, S.F.C. P. S. Loveday.

Front row (left to right): U.O. A. Fern, U.O. R. Neal, U.O. C. J. Adams, S.U.O. J. E. de G. Bromhead, S.U.O. N. R. Hayward, S.U.O. P. J. Headley, S.U.O. R. G. S. Slade, U.O. D. J. Curry, U.O. R. E. Williams, U.O. P. A. Jenner.

Autumn 1961 - Lead Article (1)

Training Aircraft of the RAF College

WHEN the Royal Air Force College was officially opened in 1920, training equipment consisted of the well-tried and faithful Avro 504K, the D.H.9A, the Sopwith Snipe and a Vimy or two for wireless training. The Avros, with their old-fashioned rotary engines, remained in service until the late twenties, when they were replaced by the 504N, or Lynx-Avro, which had a re-designed undercarriage, fixed radial engine, and a correspondingly increased performance. The Sopwith Snipes, with a maximum speed of 121 m.p.h., were used for solo experience for Senior Flight Cadets, and in 1920 were still front-line fighters. (How about bringing in a few Lightnings?) The next aircraft to arrive at the College was the dual Bristol Fighter, which proved an excellent trainer, witness this comment in the *College Journal* of 1930:

"Consider now the slotted 'Biffs'
They stall not, neither do they spin,
And yet a Christmas Tree in all its glory
Was not arrayed like one of these."

Another change in equipment took place in 1931 when the Armstrong-Whitworth Atlas arrived, a large cumbersome army co-operation machine. This replaced the D.H.9A. The Snipe had also been replaced by the dual controlled Siskin, another fighter type aircraft, with a maximum speed of 150 m.p.h. The Lynx Avros soldiered on until 1933, when they were



From 1929 to 1936 the British Bulldog Single-Seater Fighter was a front line aircraft of the R.A.F.



The Hunting Percival Provost was a side by side two seat basic trainer

replaced by the Avro Tutor, an attractive biplane which had considerable aerobatic potentialities. Also in 1938 the Hawker Hart trainer, a delightful aircraft to look at, replaced the ugly 'Atlas' and remained in service until 1939. They also were superb machines for aerobatics in spite of the fact that their basic design was that of a light bomber, and they had a maximum speed of 165 m.p.h. The Siskin was replaced by the two-seater Bristol Bulldog in the middle-thirties, which had a scintillating performance. As well as being a trainer, they were front-line fighters until 1937, when the last squadron of Bulldogs was re-equipped with Gladiators. Tiger Moths and Magisters began to appear, until in 1939 the College was closed on the outbreak of the war.

There were also other less well-known aircraft which flew from Cranwell between the wars, notably those of the Long Range Flight. In 1927 a Hawker Horsley attempted to fly from Cranwell to India, but was forced to ditch in the Danube, without serious casualties. The same year another Horsley was slightly more successful and flew 3,470 miles in 34½ hours until forced down in the Persian Gulf. This record stood for two years, until Lindbergh broke it on his New York—Paris flight. The Fairy Monoplane completed four notable flights from Cranwell. In April 1929 it flew 4,130 miles to Karachi in 50 hours, and touched down with eight gallons to spare. The next attempt was less successful, and the aircraft crashed in the Atlas Mountains on the way to South Africa, killing both pilots. Another aircraft was built and in 1931 it flew from Cranwell to Egypt. Then in February 1933 it flew from Cranwell to Walvis Bay, 6,309 miles in 57 hours 25 minutes. This was a world long-distance record.

Another aircraft associated with the College was the Cranwell light aeroplane, of which there were two versions. The first flew in 1925 and was somewhat underpowered. The second aircraft followed a short time later and was reasonably successful. Also used at Cranwell for radio instruction (not for the College) were the Vickers Vimy, Virginia and Valentia, and the D.H.86B.

Autumn 1961 - Lead Article (2)

During the War, the College was closed, but at Cranwell there was an F.T.S., an Instructors' Course, and numerous other trade groups under training. As the College was closed, this period will not be examined in detail. However, the famous first flight of the Gloster-Whittle E.28/39, on 15th May, 1941, Britain's first jet aircraft, took place on the South Airfield, a special runway being constructed for the occasion.

When the College reopened in 1946, its equipment consisted of the perennial Tiger Moth, and the Harvard. The Tiger needs no introduction, and was much beloved, despite the fact that in winter, when the Lincolnshire north-easter blew, the open cockpit was very unpleasant. The North American Harvard was the advanced trainer, its main characteristic being its peculiar rasping note caused by the high tip speeds of its directly driven propeller.

In the summer of 1948, the ever faithful Tiger Moth departed, not without pangs of regret from instructors and pupils. To replace it, the Percival Prentice arrived, a brand new British trainer. This was a three-seat, low wing monoplane with fixed undercarriage and an enclosed hood, and also with full radio aids, flaps, brakes and variable pitch airscrew, a great advance over the Tiger Moth. However, the usual teething troubles accompanied the Prentice, and an unceasing duel between aircraft and airfield took its toll; tyres burst, stern posts cracked, and the Prentice fleet grew smaller until eventually there were insufficient aircraft to continue the operation, and the Tiger was used again! However, by January 1949 everything had been cured, and the aircraft was demonstrated to the Press. at Cranwell.

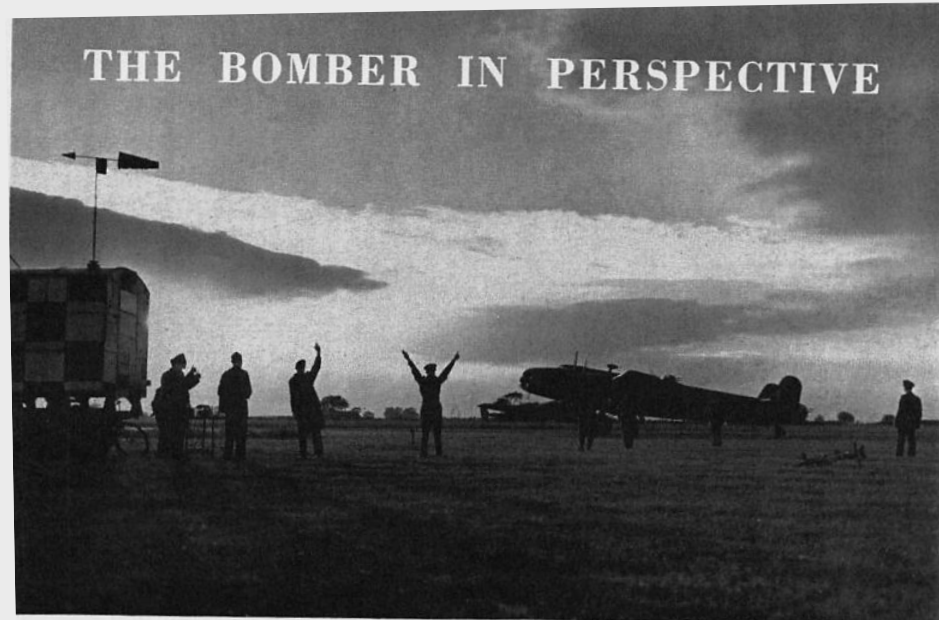
In the winter of 1952, the Prentices were replaced by a new primary trainer, the De Havilland Chipmunk. This aircraft, designed in Canada, was powered by a D.H. Gipsy Major engine and used tandem seating. It was a great advance over the Prentice in that it was fully aerobatic, and was much lighter. The noisy Harvard was also due for replacement, and, in 1953, this was replaced by the Boulton Paul Balliol T.2. This machine was powered by a Rolls Royce Merlin 35, had side by side seating, and a maximum speed of 288 m.p.h. at 9,000 ft. It had one Browning machine gun, and provision for four 60 lb rockets. Balliols served only at Cranwell and at one other F.T.S., their production being cut back in favour of the new jet trainers.

Jet aircraft had now appeared at Cranwell in the form of the Meteor 7, of which there were three, despite the fact that no runways had yet been constructed. In November 1954, the Chipmunk was replaced by the Hunting Percival Provost, which remained at Cranwell until 1960. This was a much more powerful aircraft, being sturdily and robustly built, with side by side seating and a maximum speed of 200 m.p.h., and with a service ceiling of 25,000 ft. The aircraft was capable of a rate of roll of better than 90° per sec. and had excellent aerobatic qualities. Provosts flew from the North Airfield during the construction of the runways, and from Spitalgate when Cranwell and Barkston were used by jets.

In 1956, upon completion of the South Airfield's runways, the De Havilland Vampire advanced trainer arrived to replace the Balliol. This was Cranwell's first jet trainer, and it is only just leaving us now. A great advance over anything used before at Cranwell, with glamorous pieces of equipment like "Bang-seats" and bonedomes associated with it, the Vampire had a maximum speed of 550 m.p.h. and a service ceiling of 40,000 ft. Cranwell entered the jet-age at last. The Provost/Vampire scheme of training was now used, in conjunction with the rest of Flying Training Command. Cadets now passed out having completed their advanced training.

Valettas and Varsities were then, and still are, used for navigator training. Meteors still flew from Cranwell, mainly for the benefit of those cadets, who, because of their excess stature, could not squeeze themselves into the somewhat cramped cockpit of the Vampire. In 1960, the next big change took place. The "New System" meant that cadets started straight away on jets; advanced training was carried out after leaving the College. The faithful Chipmunk reappeared on the North airfield, to give once-weekly flights to those who were not yet flying on jets, and has gained quite a reputation. Jet Provosts, the last word in modernity and spaciousness, are taking over from the Vampire, and cadets now start on them. With a maximum speed of about 330 m.p.h. they are excellent aircraft, and will be supplemented later by the Mark 4 version. Finally, there are the weekend aircraft—Tiger Moths, Turbulents and gliders which fly from the North airfield on Saturday and Sunday afternoons making a welcome change from the noisy jets.

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*"History of the Second World War : The Strategic Air Offensive against Germany 1939-1945" (4 Volumes)
by Sir Charles Webster and Dr Noble Frankland (HMSO) 8 gns.*

The strategic air offensive against Germany has been the subject of argument since the day it was launched. There was ceaseless debate in the War Cabinet, in the Air Ministry and in the Ministry of Economic Warfare. When the U.S.A. entered the war, yet another dissident voice was added.

After the war the controversy continued, and today there is still considerable interest in the story of the bomber offensive, particularly among students of war. The official history by the late Sir Charles Webster and Dr Noble Frankland will not completely satisfy the protagonists, but it will provide them with enough material to continue the debate — almost indefinitely.

The official history is four volumes long. Its length is, in part, due to the controversial nature of the subject. Every twist and turn of the great debate is fully documented; every contention is ably argued. Much of the evidence is familiar; but much of it is new.

In a short, but important, first section the authors, after defining the terms used in describing the concept of a strategic air

offensive, outline the doctrines which influenced that concept as it was built up during the inter-war years. This section contains the framework on which the whole of the study is based. The second world war was the first in which air power played a decisive part. The principles of war at sea and on land were already fully established and generally accepted. The task of the navy was to achieve and maintain supremacy over the seas to facilitate the movement of men and materials. The task of the army was to engage the enemy on the land, and, in so doing, defeat him. Thus the navy fought the enemy's navy and the army fought the enemy's army. But the task of the air force was less clear. This was not only because of its novelty but also because of its flexibility.

The maxim that 'the bomber will always get through,' which was first formulated in the 1930's, was really as old as the R.A.F. itself. Indeed, it and the R.A.F. had both grown out of the Zeppelin and the Gotha raids on London in 1917. If there were no defence against the bomber, the R.A.F. ought to include a large and powerful

bombing force in order to deter a possible enemy. That was clear enough. But what that force should bomb was another matter. Should it, like the other two services, attack its opposite number? Or should it attack the enemy's navy and army? Or would it be better employed in attacking the enemy's war industries and in this way weakening his armed forces? Or was it possible by bombing the enemy's homeland to weaken not only his power to resist but also his will to resist? There were those who believed that the war could be won solely by an air offensive against the enemy's homeland. This would be an offensive against the economy and morale of a nation, an offensive in which the navy and army played no part except to contain the enemy whilst the aerial onslaught was launched.

In 1939, there were those in high places who remembered the first world war with its Gothas and U-boats and who believed that Germany would be brought to her knees solely by an air offensive and a sea blockade. By 1945, they had been proved wrong on both counts. The air offensive and, to a lesser degree, the blockade were important and decisive factors but they were not the only factors. Germany had to be attacked and occupied by the army. The failure of Bomber Command was its failure to defeat Germany singlehanded; its success was to make Germany's defeat by the Allied armies possible and assured.

The authors trace this failure and success in detail. They divide the war years into four phases — the opening of the offensive and the transition to area bombing (Sep. 39 to Oct. 41), the mounting offensive (Nov. 41 to Dec. 42), the combined bomber offensive (Jan. 43 to Feb. 44), and the culmination of the offensive (Mar. 44 to May 45).

In such a complex story it is difficult to decide on the turning points. During the first phase, the most important turning point was the realisation that precision bombing by day was impossible without adequate fighter cover. The Spitfire and Hurricane, which had won the first great victory of the R.A.F., had insufficient range. There were two alternatives — to build fighters with a greater range or to bomb at night. When the Americans were faced with a similar dilemma in 1943 they chose to develop a long range fighter. In this way they were able to establish and keep the

day initiative which was so important during the last phase of the war. But in 1940 the British Air Staff chose to bomb at night, as did the Luftwaffe faced with the same problem in the same year. It was a choice of doubtful virtue. Air Commodore Coningham said in 1939 with remarkable foresight that there would be 'a never ending struggle to circumvent the law that one cannot see in the dark.'

Precision bombing at night was a failure. The crews could not navigate with any certainty in the dark and, if they reached the target, they could not bomb it accurately. It took some time for the Air Staff to realize how little damage was being done. This was the second turning point. Precision bombing was abandoned in favour of area bombing. This was a negative rather than a positive decision, but as Kitchener said, 'In war you must do what you can do, not what you would like.'

Navigational and bombing aids were essential; and so was a bomber with a greater range and bomb load. The new aids and the new bomber went into action in 1942, under Bomber Command's new C-in-C, Air Marshal Sir Arthur Harris. This was the third turning point. Under Harris the Command was to grow in authority and size. The bomber offensive was much criticised in 1942; Harris determined to assert the Command's authority by a demonstration of its growing power. This he did by the Thousand Bomber raid on Cologne. At that time the Command had 29 Lancasters; in 1945 it had 1087 — sufficient for a Thousand Bomber raid by Lancasters alone!

Harris was persuaded by personal conviction and by the situation in which he found himself that area bombing was the only strategy open to him. In his battle for the aids and the resources he so desperately needed, he overstated his case. 'Victory, speedy and complete,' he said 'awaits the side which first employs air power as it should be employed.' It was true, as his critics have conceded, that strategic bombing was the best, and, in fact the only, contribution that could be made at that time towards winning the war. But the claim that bombing alone could win the war was never tested by events. Harris was never given a free hand or the resources which he deemed necessary.

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But the evidence contained in 'The Strategic Air Offensive against Germany' points to the conclusion that he would have been proved wrong. There are three reasons for believing this. First, although the Battles of the Ruhr and Hamburg in 1943 went to Bomber Command, the Battle of Berlin undoubtedly went to the Luftwaffe. The absence of a long range fighter to protect the night bomber force was the determining factor. In March 1944, Harris conceded the Battle of Berlin to the Germans. Whether the growth of the German night fighter force from 665 aircraft in 1943 to 1047 aircraft in 1944 could have been prevented by precision bombing or more intensive area bombing is a difficult question — and the crux of the problem which faced the Air Staff and Harris. The Air Staff were moving more and more towards precision bombing whilst Harris stoutly defended area bombing.

Second, the German war economy, as can be seen from the figures above, was far from exhausted by the continuous onslaught during 1943 and 1944. The production of armaments continued to rise until the last quarter of 1944. This increase took place in spite of, and almost as a result of, the attacks on the Ruhr and Hamburg. The British Ministry of Economic Warfare failed to appreciate the resilience of the German economy. The truth was that it was never fully extended; there was a great deal of slack which could be taken up to offset the effects of bombing and even to increase production. The idea that the German economy was under such strain that it would fall apart by the slightest pressure at any point was incorrect.

Third, there was a grave misconception that German morale would be affected by bombing. The citizens of Solingen and Berlin were just as heroic as those of Sheffield and London. Morale was not seriously affected until the spring of 1945 when, with Germany

caught between the advancing Allied armies, defeat and occupation faced the German population.

The final turning point came when Harris was persuaded, one might say forced, to switch his attention to precision bombing, first in preparation for the invasion of Europe and then in support of the Allied armies. To his surprise, he found that precision bombing at night was now possible and effective. Oil and communications, which had always been on his list of targets but which had always been studiously ignored in favour of the area bombing of city centres, proved sensitive target systems. Whether an earlier attack on these systems would have shortened the war is open to debate. The earlier attacks on the ball-bearing industry at Schweinfurt had proved difficult and ineffective; it was those failures which had encouraged Harris in his suspicion of 'panacea' targets.

Professor Medicott has said in his book 'The Economic Blockade,' 'Thus in the last phase of the war the full range of economic weapons was at last being used with the deadly effect that the early economic planners had postulated; and the German fuel disaster had proved that there was after all an Achilles heel. But it had been struck by the bomber and not by the blockade.'

The authors conclude their history with a brilliant survey in which they say strategic bombing 'made a contribution to victory which was decisive. Those who claim that the Bomber Command contribution under different circumstances might have been yet more effective disagree with one another and often overlook basic facts.' In spite of this warning, the argument will doubtless continue. As Sir Charles Webster and Dr Noble Frankland say in their final paragraph, 'Hind-sight contributes powerfully to wisdom.'

THE JOURNAL

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