

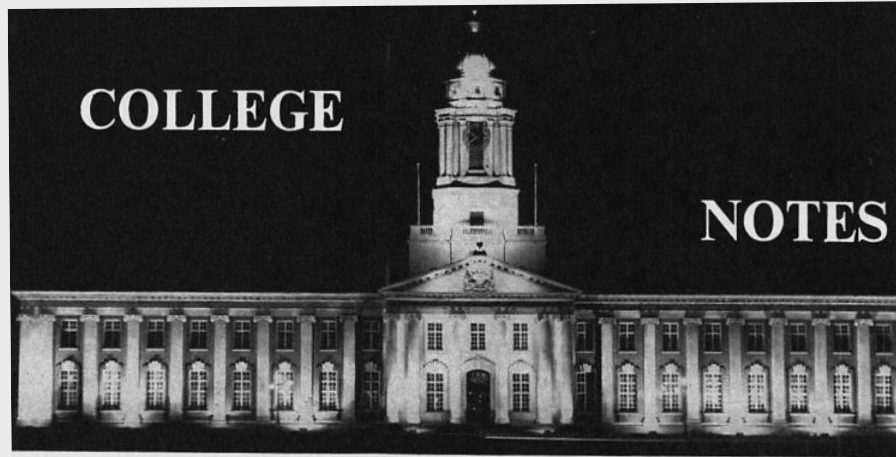
RAF COLLEGE CRANWELL

College Journal Extracts



January and July 1968

January 1968 - College Notes (1)



His Royal Highness Prince Sultan Bin Abdul Aziz, the Minister of Defence of Saudi Arabia, visited the College on Wednesday 24th May 1967. The royal visitor and his party were met by The Right Honourable the Earl of Ancaster, the Lord Lieutenant of Lincolnshire and Air Chief Marshal Sir John Davis, K.C.B., O.B.E., M.A., Air Officer Commanding-in-Chief, Flying Training Command.

One of the College's Saudi Arabian cadets, Senior Flight Cadet Bander Faisal, commanded the Royal Guard of Honour mounted by Cadet Wing. The Queen's Colour was paraded by a Colour Party of cadets.

His Royal Highness toured College Hall, Trenchard Hall and Flying Training Wing. A tree-planting ceremony was carried out to commemorate the visit. During the afternoon the Red Arrows gave a flying and aerobatic display.

Prince Sultan's son, Flight Cadet B. Sultan, acted as interpreter throughout the visit.

A link with the R.A.F.'s and Cranwell's past was broken on 26th July last with the death of Mrs Halahan of The Glebe House, Liphook, Hampshire and of The Glebe, Maughold, Isle of Man. She was a sister of Air Commodore R. M. Groves, C.B., D.S.O., A.F.C. and the widow of Air Vice-Marshal F. C. Halahan, C.M.G., C.B.E., D.S.O., M.V.O., D.L.

Air Commodore Groves was the Royal Air Force's first Vice-Chief of Air Staff. He was killed in a flying accident in Egypt in 1920 and his memory is perpetuated in the R.A.F. College flying prize bearing his name, which was donated by his mother and sister. His son, Group Captain H. M. Groves, was a flight cadet at Cranwell and retired in 1952.

Mrs Halahan's nephew, Sergeant Louis Grimble Groves, the son of Major K. G. Groves, J.P., was killed flying as a Meteorological Observer in the R.A.F. The L. G. Groves Aircraft Safety Prize and Meteorological Prize are awarded annually in his memory as is a Meteorological Observers'

Award and a Second Memorial Award. These are competed for throughout the R.A.F.

Air Vice-Marshal Halahan, whilst in the Royal Naval Air Service, helped to choose Cranwell in 1915 as the site for an R.N.A.S. Station; he subsequently transferred to the Royal Air Force on its formation in 1918. He was Commandant of the College from 1926 to 1929 and he and Mrs Halahan and their family did much for Cranwell during their time here. The existence of our coat of arms is due to their enthusiasm and to their encouragement of research by the then Director of Studies, Professor R. de la Bère, who is buried in Cranwell Churchyard.

The Halahans eventually went to live nearby in Rauceby where many past flight cadets, including the writer, received much kind hospitality. They moved to Liphook after the war, where A.V.M. Halahan died in 1965. They lost a son, Michael, in the R.A.F. in the last war and are survived by one son and one daughter to whom goes our deepest sympathy.



The *Journal* offers its congratulations to the following personnel of the College who have received honours and commendations:

Squadron Leader P. R. Hill was made a Member of the Order of the British Empire.

Flight Sergeant A. A. Hawks was awarded the British Empire Medal.

Wing Commander D. A. Maddox was awarded the Queen's Commendation for Valuable Service in the Air.

The Air Officer Commanding-in-Chief has commended the following for meritorious service: Warrant Officer P. Collison, Sergeant B. H. Smale.



The Imperial Service Medal was presented to Mr L. Inkley by the Commandant. Mr Inkley first served at the College as a batman in 1937, then from 1939 to 1952 as a waiter, apart from service in the R.A.F. during the war years. From 1952 until his retirement in 1966 he held the position of Assistant Mess Steward. The *Journal* congratulates Mr Inkley and wishes him a happy retirement.

The *Journal* offers its congratulations to Mr B. V. Carolan, the College's senior projectionist, on his being awarded the British Empire Medal. Before arriving at Cranwell in 1933 Mr Carolan had already had an interesting career, including service in the Royal Tank Corps from 1921 to 1931. One memorable incident from his army career was of receiving the Order of the Sacred Treasure, 7th Class, from the Emperor of Japan, whilst accompanying H.R.H. the Duke of Gloucester on the Garter Mission.

Mr Carolan first worked for the Air Ministry in 1931 in the service of the D.C.A.S. In 1933 he came to Cranwell with Air Vice-Marshal W. G. S. Mitchell C.B., C.B.E., D.S.O., and since 1934 he has served at the College both as a civilian and, during the war years, as a member of the R.A.F. Apart from his projectionist's duties, Mr Carolan has also devoted time to other College activities, notably the Drama Section where he has given valuable help in building sets and organizing stage lighting.



The *Journal* reports with regret the death last term of Mr A. E. Hobbins, at the age of 63. Mr Hobbins entered the service of the College in 1936, as a porter. He rose to become College Hall Head Servant, breaking his service only during the war years, when he served as a corporal in the Royal Pioneer Corps. Our sincere condolences go to his family.



The competition for the Prince of Wales Trophy and the title of Sovereign's Squadron was won in the Summer term by 'D' Squadron who were winners of the Knocker Cup, joint winners of the Chimay Cup with 'B' Squadron and third in the Ferris Drill Competition.

We congratulate Pilot Officers A. J. Kearney and K. H. Minton (ex No 90 Entry) and G. J. Pilgrim-Morris (ex No 92 Entry) on gaining their B.Sc. (Econ.) degrees with honours from the University of London. They are the last three to study under the system which gave non-engineering cadets the opportunity to read for an external degree.

January 1968 - College Notes (2)

The following promotions were made in No 92 Entry in May 1967 :

'A' Squadron : Flight Cadet Senior Under Officer I. P. Leckenby ; Flight Cadet Under Officers C. S. Burns, A. F. Jones, K. S. Middleton.

'B' Squadron : Flight Cadet Senior Under Officer L. J. Marshall ; Flight Cadet Under Officers M. S. Dyer-Ball, P.R. Jeffers, I. R. Miskelly.

'C' Squadron : Flight Cadet Senior Under Officer P. A. A. Woods ; Flight Cadet Under Officers D. A. G. Bremner, I. G. Hartley, W. T. J. Lawrence.

'D' Squadron : Flight Cadet Senior Under Officer K. M. Rees ; Flight Cadet Under Officers D. A. Diprose, C. N. Hubbard, G. W. F. Wright.

The promotions in No 93 Entry, in October 1967, were as follows :

'A' Squadron : Flight Cadet Senior Under Officer L. J. Anderson ; Flight Cadet Under Officers T. J. Benford, G. C. Dearden, J. G. Elliott, D. Pollington.

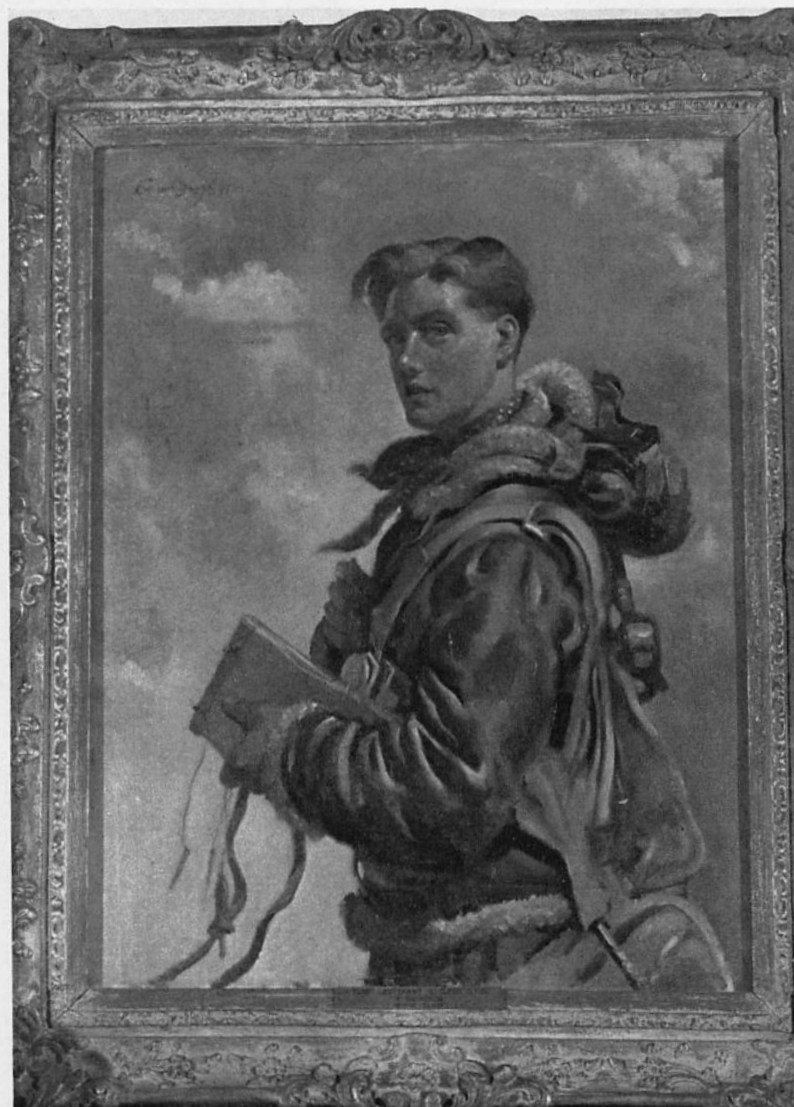
'B' Squadron : Flight Cadet Senior Under Officer P. C. Butt ; Flight Cadet Under Officers D. R. Carvell, P. J. G. E. McG. Cullum, R. H. Goodall, G. P. Smith.

'C' Squadron : Flight Cadet Senior Under Officer D. A. Ray ; Flight Cadet Under Officers C. M. Chambers, A. Evans, I. S. Primrose, G. J. Woodley.

'D' Squadron : Flight Cadet Senior Under Officer A. W. Cope ; Flight Cadet Under Officers B. C. Cushion, R. D. Elder, S. Glencorse, D. M. Moss.



His Royal Highness Prince Sultan Bin Abdul Aziz inspecting the Guard of Honour escorted by Senior Flight Cadet Bander Faisal



January 1968 - College Notes (3)

The painting on the opposite page, "Reconnaissance Pilot" by Edward Seago, was presented to the College by the artist in June 1967. The subject is Flight Lieutenant B. Clegg, D.F.C., a flight cadet in 1939. He was killed whilst flying on active service in 1943.

The portrait is included in a book "A Generation Risen" in which the artist and John Masefield collaborated. The associated poem is :

THE RECONNAISSANCE PILOTS

After the bombing, when the men are home,
(All who are coming) when reports are in,
And every cock has shaken his red comb
Calling upon the morning to begin,
Then these adventure with the morning sun
To see the wounds and judge the damage done.

Sometimes below them, somewhere in the smoke,
Their fallen comrades see them with sad hearts
For homes they will not see this weary while ;
Then flying iron whangs in jagged parts
And super-courage blends with super-guile
To keep the picture with the lens unbroke.

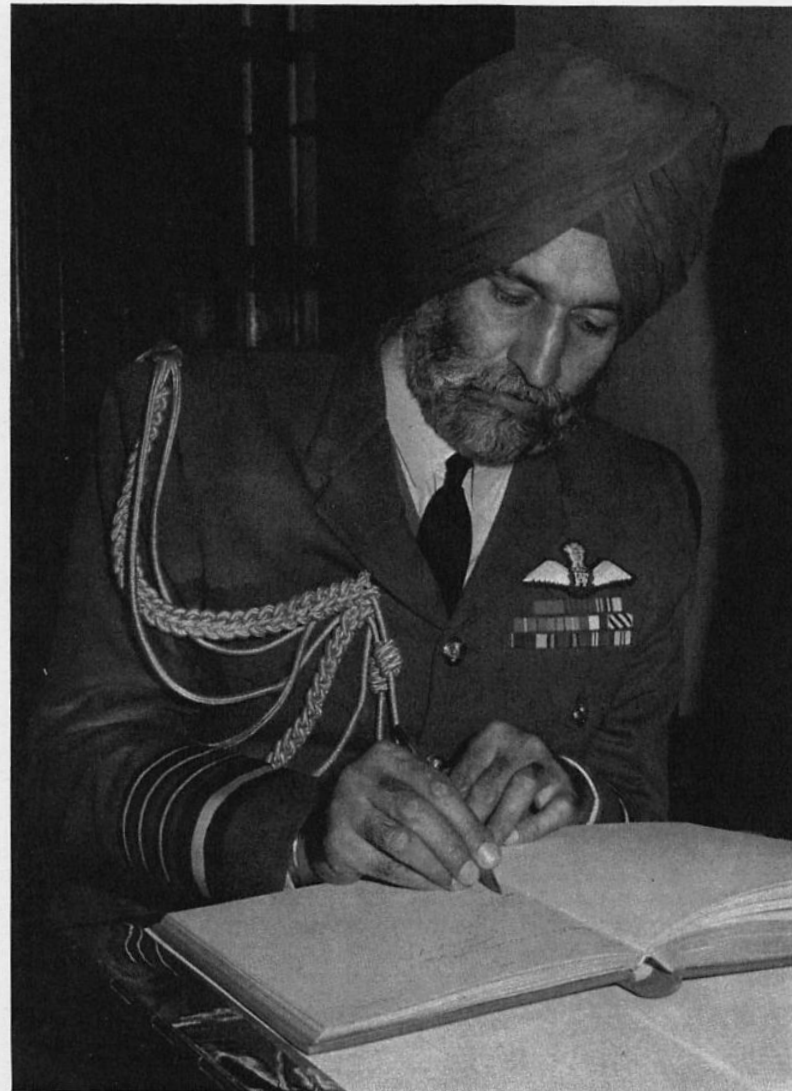
The library now has a copy of the book, which has been presented by Mrs L. G. Bourne, of Barkston, near Grantham.

We record with regret the death of Pilot Officer C. R. Stubington in a motor accident on 20th June, 1967. He had graduated from the College with No 91 Entry less than a month before.

Charles Randolph Stubington was a popular member of his course, who played a full part in the life of the College. He represented the College at rugby, and took a keen interest in sub-aqua and rock-climbing expeditions. He was an outstanding member of the Drama Section, playing a number of leading roles.

Our sympathy goes to his parents on the tragic loss of their son at the very beginning of his career.

January 1968 - Passing Out 91 Entry (1)



Air Chief Marshal Arjan Singh, D.F.C., Chief of the Air Staff, Indian Air Force.

January 1968 - Passing Out 91 Entry (2)

THE WINGS AND PRIZES CEREMONY

No 91 ENTRY

Presentations of Wings and Prizes to No 91 Entry were made by the Commandant, Air Vice-Marshal T. N. Stack, C.V.O., C.B.E., A.F.C., in the Whittle Hall on 25th May, 1967.

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

First a word of welcome to the visitors. I am particularly glad to see so many parents and friends of No 91 Entry as your presence here makes this ceremony for us all. We appreciate the efforts you have made to be here.

Although I have just presented flight cadets with their wings and prizes, the three major prizes will be presented on the Graduation Parade tomorrow by Air Chief Marshal Arjan Singh, the Chief of Air Staff of the Indian Air Force, and a flight cadet at Cranwell before the war. He and I were in fact here together and it is a splendid thing in these unsettled days that the Chief of one of the more powerful air forces in the East comes back as an old boy here to Cranwell to take a graduation parade. I happen to know that he does so with great pleasure.

Now I am sure you will all wish me to congratulate those who have won the major awards. These are :

Senior Under Officer Fonfé, who has won the Sword of Honour: the first occasion ever that a cadet from the R.A.F. Regiment has won the award ;

Senior Flight Cadet Chilvers, an Engineer, who has won the Queen's Medal ; and

Under Officer Watson, who has won the R. M. Groves Memorial Prize and Kinkead Trophy for Flying.

Congratulations to you three on your wins. However, I make no secret of the fact that these were close run awards and I say 'well done' to those who nearly made it.

Incidentally, when writing to prize donors to let them know who has won their particular gift, I have been surprised to hear from some of them that their congratulatory letters to the winners do not always receive an answer. I am sure that the flight cadets here today who have succeeded in gaining an award will not be so remiss, for it does us personally no credit if we neglect common courtesies and still less the good name of the Royal Air Force.

No 91 Entry arrived at Cranwell in October 1964 some 65 strong, was boosted by an extra 48 flight cadets when the R.A.F. Technical College became part of the R.A.F. College, and after the various suspensions and additions which inevitably occur, is now 87 in number. This is one of the largest entries we have had yet and it has taken a very full part in College activities. It is also the entry with the largest numbers of service fathers in recent years ; incidentally I had great pleasure in presenting his father's Wings to one of the graduating entry just now.

As I mentioned, 48 engineer cadets joined the entry. They started as No 13 Entry at Henlow but were transferred to Cranwell when the long-awaited amalgamation of all

flight cadet training took place. Since then they have been integrated in all College activities and all flight cadets have benefited enormously from working and playing alongside their confreres of other specialisations. We all feel here at Cranwell that the training together of flight cadets of all branches is most necessary if officers in future are to understand one another's problems, and indeed the coming formation of the Royal Defence College may be seen as one more step in the same process of getting to know 'the other fellow.'

I emphasise to you all — resist the habit of 'them' and 'us' ; we must all work together if the maximum result is to be achieved from our nation's necessarily limited resources. Not only must the different branches of the R.A.F. work well together ; the three armed services must understand one another far better than in the past. Old bittinesses and prejudices must die, and close teamwork at all levels will be very necessary.

I was concerned to some extent in the recent confrontation in Borneo and it was very obvious that where mutual trust and confidence between the Services existed, there was efficiency ; but on the odd occasions when it was absent, things did not go well. Mutual trust and confidence stemming from a knowledge of one another must be the standard of the future ; know your own job thoroughly but appreciate the other fellow's sufficiently well to be able to understand his problems and his method of working.

Co-operation does not mean sweeping differences under the carpet but does involve free and fair discussion ; thus it is understandable that from time to time the Services have wrangles. Nevertheless, in my view many heated controversies which occur in one sector of the inter-service scene would never arise if prejudices could be broken down to allow the simple and sensible rule to apply that the R.A.F. should concern itself with flying matters, the Navy with the sea and the Army with the land.

In fact such a day draws ever nearer and you who are going into the R.A.F. can take heart from the fact that a great future lies in the air. I remind you that thirty years ago

anyone who flew across the Atlantic became a national hero whose name usually made the headlines. Today at any one moment of time three and a half thousand people are in the air over the Atlantic. In the last ten years, air travel over the Atlantic has quadrupled whereas sea travel has contracted by a quarter. On all sides evidence accumulates that the rate of progression of the use of the air is prodigious — I read the other day that whereas now 250 million people fly annually, in ten years' time it will be a thousand million.

Make no mistake therefore that you are in a growth industry and in the future the military importance of the R.A.F. vis-a-vis the other Services will be an exact reflection of this increasing use of the air by the world's population. This does not mean we should crow unnecessarily but it does give us cause for pride and confidence in the future.

While talking of the future perhaps I should say a word on the new look for our Engineers and on the Royal Defence College at Shrivenham.

We have been concerned at the demands which officer training makes on the young engineer flight cadet's application to academics and with the coming entry their first year's training will be entirely free of specialist training, and the engineer will be able to play a full part in officer training activities here. He will then in his second year start his specialist academic training and be able to concentrate on it.

The G.D. and other flight cadets will continue the current pattern of training until the entrants destined for the R.D.C. come along. They too will then have a year's officer training first, followed by a year's flying or specialist training. After these two years they will leave here and go to Shrivenham, joining their opposite numbers from the Army and Navy for academic training which could lead to a degree.

Much of the detail of this scheme has still to be resolved, but the broad outline is settled.

I am afraid that I have wandered a little way from the graduating entry but felt it opportune at this stage to give you a brief glimpse of the future.

January 1968 - Passing Out 91 Entry (3)

And now to continue with the 91 saga. I am bound to say that the course has not produced the best of academic results on either the G.D. or Engineer side. As far as the former are concerned, this was partly because the entry were the first to be put on to a new syllabus which entailed the G.D. cadets breaking off their flying training to start academic work, resuming flying training later. Not a happy arrangement, and not one conducive to keenness at academics. However, six cadets have gained Civil Service linguist awards in French or German and Roberts has additionally passed as an interpreter in French.

With this entry also, the possibility of being able to read for an external degree came to an end, and finally, more than half way through, the 3 year course was cut to 2½ years. This in itself was not exactly unwelcome to the flight cadets but it has deprived them of a full term as senior entry.

So far as the Engineering element were concerned, they had the handicap of a change of scene from Henlow to Cranwell with the interruption to their continuity of studies implicit in such a move. They also came into an environment very different — perhaps too different — from the rather cloistered calm of Henlow. Both these facts contrived to give us a severe shock at the Part II examination stage, but I am happy to say that we have now weathered that storm with few casualties. Nevertheless I remind the Engineers that their Part III examinations, although some way off, are still to come and they must not relax their efforts for their B.Sc.'s and H.N.D.'s.

The entry also suffered from the new syllabus in their flying training. They started flying in March 1965 but then, in August, were, as I have described, given a year on academics before resuming their flying training. This inevitably made training progress less steady and the pilots required an average of 15 hours more than any other entry in recent years. We are glad that they have now made the grade despite the break in training and I am happy to report that ground school

results were close to the average obtained at Flying Training Schools.

All these setbacks might have grievously affected lesser mortals but No 91 Entry took the series of shocks in their stride (well, nearly!) and on the whole worked willingly and successfully. If nothing else, these changes and vicissitudes will prepare them for life when they leave here, which, much as we may deplore it, seems to consist of a process of constant and ever accelerating change interspersed for good measure with the entirely unexpected.

At sport No 91 Entry have been quite outstanding. 75% of the members represented the College and 31 have gained colours. The athletics victory over Sandhurst and Dartmouth last year was mainly due to the cadets of this entry, and Sandford represented the Combined Services at the 880 yards. At rugby also the entry was prominent at representing the College, and of course Glover, as well as playing for us, also represented the Barbarians, the R.A.F. and England. Bedford won the under-25s R.A.F. Squash Competition and he and Stokes toured Germany with the R.A.F. 'A' team.

I think it is a remarkable effort that you, and indeed other entries here, manage so early in your careers to attain such heights of sporting prowess. I congratulate particularly the individuals whom I've mentioned but commend No 91 Entry as a whole on a splendid sporting record.

In conclusion — you have passed a milestone in your careers; the course at Cranwell is a test of character and endurance and I congratulate you on graduating. It has been a stimulating experience meeting you individually and I know that you will add to the good name of Cranwell when you move to your new units. To each one of you I wish from everyone on the staff at Cranwell, good fortune and success in your future. Don't forget to come back and see us from time to time; the Old Cranwellian weekend each June is always very popular.

Good luck to you all!

THE GRADUATION OF No 91 ENTRY

The Graduation Parade of No 91 Entry was held on the morning of 26th May, 1967. The Reviewing Officer was Air Chief Marshal Arjan Singh, D.F.C., Chief of the Air Staff, Indian Air Force, an Old Cranwellian. The parade was commanded by Senior Under Officer M. D. C. Fonfe and the Parade Adjutant was Senior Flight Cadet A. Chilvers. The Sovereign's Squadron was commanded by Senior Under Officer M. P. Horton, and 'A', 'C' and 'D' Squadrons were commanded by Senior Under Officer A. J. C. Bagnall, Senior Under Officer R. M. Bonney-James and Under Officer A. McKay respectively.

As the Reviewing Officer approached the dais, a formation fly-past of nine Jet Provosts took place. After the Advance in Review Order, the Reviewing Officer presented the Sword of Honour to Senior Under Officer M. D. C. Fonfe, the Queen's Medal to Senior Flight Cadet A. Chilvers and the Kinkead Trophy to Under Officer C. W. D. Watson. He then gave the following address:

Commandant, Flight Cadets, Ladies and Gentlemen:

I feel greatly honoured that I have been asked to review the Passing Out Parade this morning. You will agree that the desire of every Flight Cadet would be to ultimately stand on this dais. I feel, in a way, that one of my greatest ambitions has been fulfilled today. My thanks for my being here are due to the British Government and to Marshal of the Royal Air Force, Sir Charles Elworthy. As many of you know, I have some knowledge of the Royal Air Force College, Cranwell. What you, perhaps, don't know, is that I must have spent more time on the Parade Square than most of you or my contemporaries, as I had the habit of getting extra parades for some reason or another. In fact, I also had to fall in, to fall out soon after as one of the other denominations, for the Church Parade on Sunday morning when many of the other cadets had gone away for the weekend. I feel particularly happy that a number of my contemporaries at Cranwell are here today.

The standard of parade this morning, the turnout, the precision of movements, was such that it filled the heart of an Old Cranwellian with pride. It was as good as in our time. That obvious admission, as we all know, means that the standards of Flight Cadets today are much better than those of my time. The Air Force has become in keeping with the times, a more technical and sophisticated service and demands more of its personnel. It is a tribute to the Flight Cadets and the Instructors that despite many other demands on their time, they have

maintained such an excellent standard on the Parade Square.

You know very little about the Indian Air Force but I would like to mention that it is more or less modelled on the Royal Air Force. We have associations with the Royal Air Force since our inception, i.e. 1st April 1933. We lived and flew together up to 1947 and developed a sense of comradeship and harmony which proved valuable throughout our participation in air operations over the famous North West Frontier against the largely invisible Pathan and over Burma against the Japanese. As we all know, lasting associations are formed during such periods of adversity and success and that is what developed between the members of the Royal Air Force and the Indian Air Force. I have every hope that our close associations formed over the past many decades would be ever-lasting and further strengthened. The Air Forces of the world form a very big community in light blue with a great deal of common thinking amongst them. It is amazing that one feels quite at home even talking to a Russian airman, even though one may be doing so through an interpreter.

I remember that during my period at Cranwell, I was quite saturated with the advice that I got from my Instructors and Professors. Knowing fully well that you must have similarly received an adequate dose of advice, I would not indulge much in that sphere. I would, however, like to mention one or two things which I have learned from

January 1968 - Passing Out 91 Entry (4)

personal experience. The first is that on getting my Wings, I felt terribly over-confident of my skill in flying. It was quite a business for my superior officers to discover and punish my many displays of over-confidence. I did a number of unauthorised things in flying, mainly because of over-confidence, that looking back I feel that I am lucky to be standing here today. The biggest danger on passing out is due to the actions resulting from over-confidence in flying and my advice to you would be to avoid temptations that arise from such attitudes.

The other experience I have is that in the Air Force one is always learning and one always feels a bit out of date because of rapid advance in aeronautics. You will find that to keep abreast you will have to be learning all the time. As a junior officer, I used to think that the senior officers did not have enough work to do. There may be some truth in that but to get to the higher positions one has to work hard during every stage and what is more, produce results. I would simply say, put in your best in performing the various duties assigned to you from time to time. That would equip you to occupy higher appointments. An airman who does not know his job cannot command the respect of his subordinates and that is an uncomfortable position to be in. Furthermore, he will hardly be the man to take decisions which affect operational efficiency of the Service and which, if wrong, may prove costly to the nation.

I consider the Air Force as an interesting and satisfying profession, but only when tempered with sobriety and backed by solid hard work. The training at Cranwell, I know, prepares one to face life in the Air Force and outside in a methodical and sure manner. I have no doubt that all the qualities which you have acquired during your training at this famous institution will stand you in good stead throughout your service with the Royal Air Force.

I wish you luck in whatever you may be asked to do throughout your career in the splendid Air Force to which you now belong and which is respected and admired for its achievements all over the world. And, Gentlemen on Parade, it is now your duty, your responsibility and your proud privilege to uphold that reputation.

Goodbye and Good Luck.



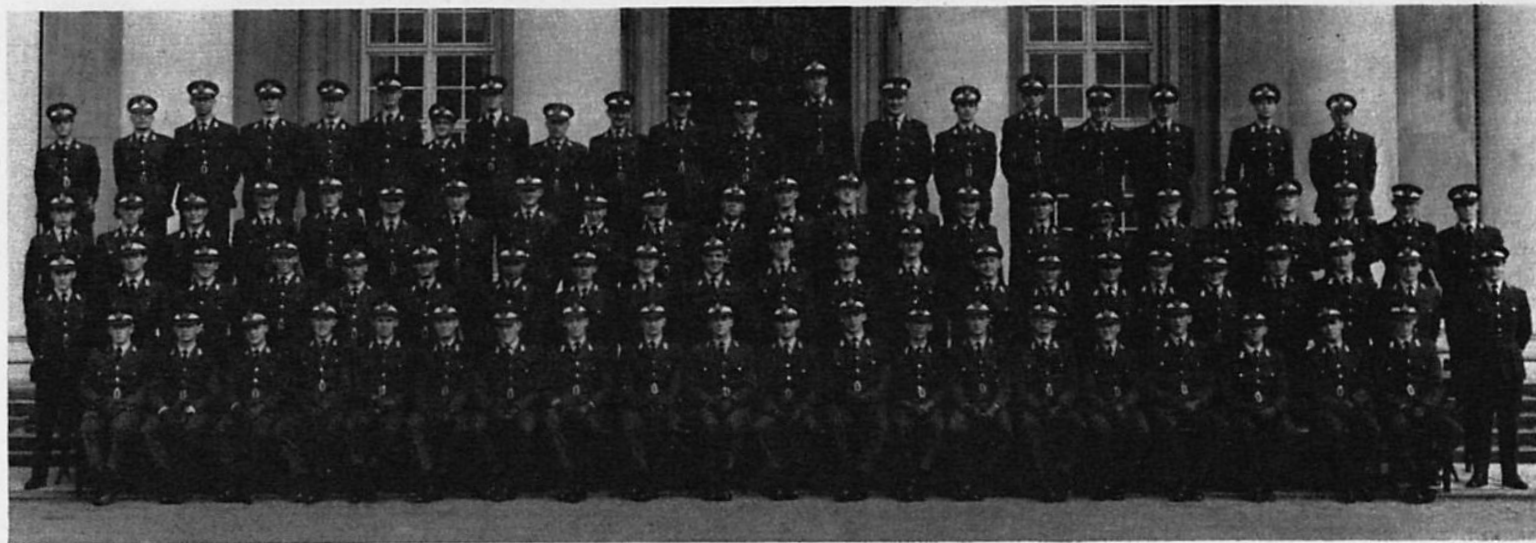
The Prize-Winners . Senior Flight Cadet A. Chilvers, Senior Under Officer M. D. C. Fonse and Under Officer C. W. D. Watson.

January 1968 - Passing Out 91 Entry (5)

COMMISSIONING LIST No 91 ENTRY

- A. J. C. BAGNALL, *Senior Under Officer (Pilot)* : The Philip Sassoon Memorial Prize; The Battle of Britain Trophy; Rowing; Fell Walking; Film.
- R. M. BONNEY-JAMES, *Senior Under Officer (Pilot)* : The Alastair Black Memorial Award; Badminton; Canoeing; Rock-climbing.
- M. D. C. FONFE, *Senior Under Officer (R.A.F. Regiment)* : The Sword of Honour; Canoeing; Sub Aqua; Parachuting.
- M. P. HORTON, *Senior Under Officer (Pilot)* : Rugby; Rowing; Canoeing; Long Distance Walking.
- J. T. BAKER, *Under Officer (Pilot)* : Rugby; German; Dramatic.
- D. W. BROWN, *Under Officer (Pilot)* : Basketball; (Colours); Canoeing; Soccer.
- B. M. COTTAM, *Under Officer (Pilot)* : Fencing; Tennis; Journal.
- L. A. DAVISON, *Under Officer (Navigator)* : Hockey; Cricket; Tennis; Choral; Music; Chess; Film.
- A. T. FORD, *Under Officer (Secretarial)* : The Ministry of Defence Prize for Secretarial Studies; Choral.
- P. A. KELLY, *Under Officer (Navigator)* : Squash; Rugby; Rowing; Canoeing; Tetrathlon; Skiing; Ocean Sailing.
- J. LILLIS, *Under Officer (Navigator)* : The Institute of Navigation Trophy and the Ministry of Defence Prize for Navigators; Cross-Country (Colours); Athletics; Soccer; Rock-climbing; Dramatic; Skiing.
- W. LYNCH, *Under Officer (Engineer)* : Basketball (Colours); Cross-country (Colours); Sub Aqua (Captain); Canoeing.
- A. MCKAY, *Under Officer (Pilot)*.
- R. PILLEY, *Under Officer (Pilot)* : Squash; Tennis; Mountaineering; Debating.
- A. G. SOLLITT, *Under Officer (Pilot)* : Rowing (Captain, Colours, Flying Training Command); Soccer; Basketball; Athletics; Squash; Dramatic; Choral.
- C. W. D. WATSON, *Under Officer (Pilot)* : The Kinkead Trophy; Cricket; Gliding (Captain); Motor Club.
- N. E. APPLEBY, *Senior Flight Cadet (Navigator)* : Hockey; Golf; Car Club.
- A. F. BAILEY, *Senior Flight Cadet (Pilot)* : The Dickson Trophy and Michael Hill Memorial Prize; The Ministry of Defence Prize and New Zealand Air Force Trophy for War Studies and Humanities; Hockey; Rugby; Dinghy Sailing; Slalom; Canoeing; Gliding; Skiing; Journal.
- I. C. BAILEY, *Senior Flight Cadet (Engineer)* : Golf; Rugby; Mountaineering; Dramatic.
- T. F. BALL, *Senior Flight Cadet (Engineer)*.
- B. C. BARRETT, *Senior Flight Cadet (Engineer)* : Soccer.
- P. A. BEDFORD, *Senior Flight Cadet (Pilot)* : Rugby; Squash.
- N. W. BERRYMAN, *Senior Flight Cadet (Pilot)* : Fencing; Sailing (Colours); Operatic; Folk Music; Choir.
- D. J. BETTS, *Senior Flight Cadet (Equipment)* : Hockey; Basketball; Photography.
- P. M. BLEE, *Senior Flight Cadet (Pilot)* : Rugby; Rowing; Shooting; Sub Aqua; Rock-climbing.
- I. BRACKENBURY, *Senior Flight Cadet (Engineer)* : Rugby; Golf; Squash; Mountaineering.
- T. BUFTON, *Senior Flight Cadet (Engineer)* : Swimming; Rugby; Slalom; Sailing.
- M. C. CHARLTON, *Senior Flight Cadet (Engineer)* : Soccer; Tennis; Squash; Golf; Swimming; Sub Aqua.
- A. P. CHILDS, *Senior Flight Cadet (Pilot)* : Soccer (Colours); Shooting; Cricket; Motor Club; Gliding.
- A. CHILVERS, *Senior Flight Cadet (Engineer)* : The Queen's Medal; Hockey; Sailing; Slalom.
- P. S. CLARKE, *Senior Flight Cadet (Engineer)* : Swimming; Badminton; Squash; Soccer; Tetrathlon; Choral; Orchestra.
- T. St. G. COLDICOTT, *Senior Flight Cadet (Pilot)* : Soccer; Cricket; Squash; Skiing; Ocean Sailing; Canoeing; Bridge; Choral; German; Music; Journal (Editor).
- G. H. CORNISH-UNDERWOOD, *Senior Flight Cadet (Pilot)* : Rugby (Colours); Hockey; Cricket; Golf; Music.
- C. C. COVILLE, *Senior Flight Cadet (Pilot)* : Judo; Soccer; Squash; Tennis; Rock-climbing; Folk Singing; Choral; Journal.
- G. J. CROMBIE, *Senior Flight Cadet (Pilot)* : Cross-country; Canoeing (Captain).
- K. H. DALZIEL, *Senior Flight Cadet (Engineer)* : Badminton (Colours); Rugby; Aeromodelling.
- J. G. DAVIES, *Senior Flight Cadet (Pilot)* : Shooting (Captain, Colours); Athletics; Soccer; Choral; Jazz.
- P. DYER, *Senior Flight Cadet (Engineer)* : Cross-country; Athletics; Squash; Riding.
- C. M. EDWARDS, *Senior Flight Cadet (Pilot)* : The Abdy Gerrard Fellowes Memorial Prize; Bridge.
- D. J. FISHER, *Senior Flight Cadet (Pilot)* : Rugby; Tennis; Engineering.
- R. H. FLETCHER, *Senior Flight Cadet (Engineer)*.
- J. FLOOD, *Senior Flight Cadet (Pilot)* : Cross-country; Gliding; Debating; Sub Aqua.
- G. C. FORDHAM, *Senior Flight Cadet (Engineer)* : The Clicksands Cup; Rowing; Soccer; Chess; Aeronautical Society; Motor Club; Ocean Sailing.
- P. B. GLOVER, *Senior Flight Cadet (Pilot)* : Rugby (Captain, Colours, Flying Training Command, R.A.F., England); Athletics; Cricket; Swimming.
- D. HALL, *Senior Flight Cadet (Navigator)* : Swimming (Colours); Water Polo; Soccer; Basketball; Rugby; Sub Aqua; Water Skiing; Fine Arts.
- K. J. HARRIS, *Senior Flight Cadet (Engineer)* : Soccer; Canoeing; Photography; Rock-climbing.
- A. R. HAYNES, *Senior Flight Cadet (Engineer)* : Athletics (Colours); Cross-Country (Colours).
- P. W. HENDERSON, *Senior Flight Cadet (Engineer)* : Golf; Rugby; Soccer; Aeronautical Society; Motor Club.
- G. P. HERMER, *Senior Flight Cadet (Engineer)*.
- T. F. HILTON, *Senior Flight Cadet (Pilot)* : Cross-country; Golf; Film; Dramatic; Fine Arts.
- R. I. HOGG, *Senior Flight Cadet (Engineer)* : Rugby (Colours); Golf; Ocean Sailing.
- R. N. HOLDER, *Senior Flight Cadet (Pilot)*.
- C. A. HOOPER, *Senior Flight Cadet (Pilot)* : The Hicks Memorial Trophy; Cross-country; Canoeing; Sailing; Aeromodelling.
- R. S. HOWE, *Senior Flight Cadet (Navigator)* : Cricket; Basketball (Colours); Photography.
- M. J. L. HURCOMBE, *Senior Flight Cadet (Engineer)* : Rugby; Soccer; Cricket.
- J. G. JAMESON, *Senior Flight Cadet (Engineer)* : Cricket; Hockey; Squash; Golf; Chess; Bridge; Rock-climbing.
- M. V. SMITH, *Senior Flight Cadet (Pilot)* : Modern Pentathlon; Golf; Squash; Rock-climbing (Captain); Debating.
- P. J. SMITH, *Senior Flight Cadet (Engineer)* : Hockey; Sailing; Slalom; Swimming; Photography.
- J. W. STEWART, *Senior Flight Cadet (Engineer)* : Rugby; Athletics.
- M. J. STOKES, *Senior Flight Cadet (Pilot)* : Squash (Captain, Colours); Cricket; Tennis; Skiing; Canoeing; Choir; Orchestra; Choral.
- C. R. STUBINGTON, *Senior Flight Cadet (Pilot)* : Rugby; Sub Aqua; Mountaineering; Drama.
- P. F. TURLEY, *Senior Flight Cadet (Pilot)* : Walking; Choral; Music; Printing.
- M. J. WARD, *Senior Flight Cadet (Engineer)* : The Ministry of Defence Prize for Higher National Diploma Studies; Archery; Squash.
- T. I. JENNER, *Senior Flight Cadet (Pilot)* : Hockey; Sailing; Motoring; Debating; Photography.
- C. G. LEUCHARS, *Senior Flight Cadet (Engineer)* : The De Havilland Trophy; Fencing; Squash.
- K. D. R. MANS, *Senior Flight Cadet (Pilot)* : Hockey; Tennis; Shooting; Chess; Rock-climbing; Journal.
- J. C. MARSH, *Senior Flight Cadet (Pilot)* : Athletics; Rugby; Canoeing; Aeromodelling; Sub Aqua.
- R. A. K. MITCHELL, *Senior Flight Cadet (Engineer)* : Canoeing; Cross-country; Sailing; Music.
- B. P. J. PEARCE, *Senior Flight Cadet (Engineer)* : Rugby; Squash; Tennis; Fine Arts; Mountaineering.
- M. S. PEARCE, *Senior Flight Cadet (Engineer)* : Soccer; Cricket; Squash; Water Skiing; Skiing; Natural History; Canoeing; Sailing; Swimming.
- D. W. POLLARD, *Senior Flight Cadet (Engineer)* : Cross-country; Basketball; Sub Aqua; Aeronautical Society; Skiing; Journal.
- R. A. POULTER, *Senior Flight Cadet (Engineer)* : Rugby; Squash; Water Skiing.
- C. W. PRATLEY, *Senior Flight Cadet (Engineer)* : Rugby; Squash; Swimming; Tennis; Photography; Sailing; Shooting.
- A. ROBERTS, *Senior Flight Cadet (Pilot)* : L'Ecole de l'Air Trophy for French Studies; Cross-country; Soccer; Cricket; Canoeing; Mountaineering.
- J. G. ROOTES, *Senior Flight Cadet (Engineer)* : Squash; Soccer; Hockey; Tennis; Sailing; Canoeing; Water Skiing.
- R. F. SANDFORD, *Senior Flight Cadet (Pilot)* : Athletics (Colours); Cross-country (Colours); Choral.
- N. SEMPLE, *Senior Flight Cadet (Engineer)* : Soccer; Golf; Cricket; Mountaineering.
- P. B. SHARMAN, *Senior Flight Cadet (Pilot)* : Badminton; Rugby; Canoeing; Radio.
- K. E. SHELL, *Senior Flight Cadet (Engineer)* : Dinghy Sailing; Ocean Sailing.
- B. J. SIMON, *Senior Flight Cadet (Equipment)* : The Ministry of Defence Prize for Equipment Studies; Cross-country; Dramatic; Aeromodelling.
- R. A. SLACK, *Senior Flight Cadet (Engineer)* : Soccer; Golf.
- I. P. SMITH, *Senior Flight Cadet (Engineer)* : Rugby; Sailing; Squash; Photography.
- C. L. WHITAKER, *Senior Flight Cadet (Pilot)* : Soccer; Squash; Swimming; Sub Aqua; Motor Club; Sailing.
- R. L. WILSON, *Senior Flight Cadet (Engineer)* : Swimming; Squash.
- C. G. WINSLAND, *Senior Flight Cadet (Secretarial)* : Cross-country (Colours); Athletics; Angling (Captain); Chess (Captain); Bridge; Long Distance Walking.
- A. F. WITHERS, *Senior Flight Cadet (Navigator)* : Shooting; Dramatic; Choral; Field Shooting.
- P. WRAY, *Senior Flight Cadet (Engineer)* : Soccer (Colours); Athletics; Skiing; Ocean Sailing; Sub Aqua; Photography.

January 1968 - 91 Entry (May 67)



NO 91 ENTRY

- Back Row :* Senior Flight Cadets J. G. Rootes, G. P. Hermer, M. J. L. Hurcombe, R. I. Hogg, I. Brackenbury, N. Semple, M. C. Charlton, P. B. Sharman, T. St. G. Coldicott, P. W. Henderson, R. H. Fletcher, B. C. Barrett, R. S. Howe, N. E. Appleby, B. P. J. Pearce, T. I. Jenner, D. J. Fisher, N. R. Holder, P. Dyer, M. J. Ward.
- Third Row :* Senior Flight Cadets P. F. Turley, T. F. Hilton, K. D. R. Mans, P. Wray, A. R. Haynes, G. C. Fordham, D. W. Pollard, K. J. Harris, T. F. Ball, M. S. Pearce, P. J. Smith, T. Bufton, R. A. Poulter, K. H. Dalziel, R. A. Slack, C. A. Hooper, J. G. Davies, R. F. Sandford, N. W. Berryman, J. Flood, C. G. Winsland, C. M. Edwards, C. L. Whitaker.
- Second Row :* Senior Flight Cadets A. Roberts, G. H. Cornish-Underwood, A. P. Childs, A. F. Withers, R. L. Wilson, C. G. Leuchars, A. Chilvers, D. J. Betts, J. G. Jamieson, P. M. Blee, I. P. Smith, M. J. Stokes, J. W. Stewart, B. J. Simon, A. F. Bailey, M. V. Smith, P. S. Clarke, I. C. Bailey, P. B. Glover, P. A. Bedford, D. Hall, C. R. Stubington.
- Front Row :* Senior Flight Cadets C. W. Pratley, C. C. C. Colville, R. A. K. Mitchell, Under Officers J. Lillis, C. W. D. Watson, D. W. Brown, J. T. Baker, R. Pilley, Senior Under Officers R. M. Bonney-James, A. J. C. Bagnall, M. D. C. Fonse, M. P. Horton, Under Officers B. M. Cottam, L. A. Davison, A. T. Ford, A. McKay, A. G. Sollitt, P. A. Kelly, W. Lynch, Senior Flight Cadet G. J. Crombie.

January 1968 - Passing Out 92 Entry (1)

THE WINGS AND PRIZES CEREMONY

No 92 ENTRY

Presentations of Wings and Prizes to No 92 Entry were made by the Commandant, Air Vice-Marshall T. N. Stack, C.V.O., C.B.E., A.F.C., in the Whittle Hall on 17th August 1967.

After making the presentations Air Vice-Marshall Stack addressed his audience :

Good evening, Ladies and Gentlemen and welcome to Cranwell. The ceremony you have seen this evening is a prelude to the Graduation Parade tomorrow and is my opportunity to congratulate the flight cadets of No 92 Entry on completing their cadet training, to award the end of course prizes and to give their wings to pilots and navigators.

Tomorrow the three major prizes will be presented on parade by the Reviewing Officer, General Lemnitzer, who is the Supreme Allied Commander, Europe. I am sure that you will all wish to join me in congratulating the winners :

Senior Under Officer Marshall who has won the Sword of Honour ;

Under Officer Diprose who has won the Queen's Medal ;

and Under Officer Hubbard who has won the R. M. Groves Memorial Prize.

Congratulations to all three of you. You must now make sure that this achievement is only the first of many in your career and you must not rest on your laurels.

We are most fortunate in having General Lemnitzer to review our Parade tomorrow for he is one of the United States of America's most outstanding military leaders. He has filled all the major U.S. army appointments and has distinguished himself wherever he has seen action. In addition to his record on the battlefield, General Lemnitzer is a most able planner and was responsible for this aspect of the North African landings in 1942. Further, from 1952-55 he was the U.S. Army Deputy Chief of Staff in charge of planning and since then has seen service in most of the world's trouble spots. He has held his present appointment for nearly five years. It came as some surprise to me to find that General Lemnitzer has held General rank for nearly 25 years — considerably longer than any of you in 92 Entry have existed !

General Lemnitzer is the third S.A.C.E.U.R. to review a Graduation Parade at Cranwell and I am most glad that he could spare the time from his operational command to be with us.

Before passing on to the exploits and adventures of the departing flight cadets, I would like to say a few words about the

January 1968 - Passing Out 92 Entry (2)

present Defence Review which has had a certain amount of airing recently. To you who are leaving us I would say that the reductions in the three Services which you have heard about will be a carefully phased and long term process ; redundancies as far as the R.A.F. is concerned will affect the older and more senior personnel and not your vintage !

Having received the best training the R.A.F. can offer, you have no reason to fear that this phased reduction will have an adverse effect on your careers provided you maintain the high standard you have set here. Make no mistake, the service is certainly going to become more competitive and efficient, but you have been given a head start.

The Royal Air Force I believe is in a most fortunate position. It still maintains the same defence responsibilities as before, whilst the increased reliance on air mobility and air support has strengthened the need for the new aircraft which will shortly come into service. The task will therefore be more interesting than ever and the selective slimming down should still leave very good career prospects indeed. As I pointed out to the last Entry and cannot resist repeating now, it is a fact of history that the whole trend of progress favours the air and all to do with it.

Now a few words about the flight cadets who are leaving us. No 92 Entry arrived at Cranwell in Spring 1965, 68 strong, and after the inevitable suspensions from and additions to the Entry, now number 60. With this Entry we have more than the usual proportion of flight cadets from other countries and I would like to wish them all good fortune when they eventually return to their own lands and to ask them to remember the bonds of friendship they have formed here with the staff and other flight cadets. We are very glad to have had you and you have been worthy representatives of your air forces.

The pilots and navigators of 92 Entry have followed a split flying course as had their predecessors. This is acknowledged not to have been the best way of teaching young men to fly and we now concentrate our flying training into one year. Nevertheless,

No 92 have achieved a very good flying standard and have performed creditably in their ground examinations. It was not long ago that the graduates from the College, because of the additional training demands made on them as flight cadets, were expected to have a generally lower flying standard than those who joined the R.A.F. under the direct entrant scheme. However, thanks to the efforts of the College flying staff, the standard here has risen continuously and none of the pilots graduating today need feel that their flying training has been in any way below that received by their colleagues who have been trained at the Basic Flying Schools.

The navigators in the Entry have achieved a similarly good standard and I would particularly mention that Williams gained the highest average ground school marks for some years.

Flight cadets of the other specialisations have also done well, although of course the secretarial and equipment flight cadets will remain at Cranwell for a further six months as officers to complete their training.

I am glad too that in this Entry, flight cadets of all branches could be found holding executive posts amongst the ranks of the Senior Under Officers and Under Officers.

For some time now we have been anxious to give more flight cadets an opportunity in their final term to develop their leadership through practical experience. Starting next term, therefore, there will be an extra under officer in each squadron. Furthermore, we are investigating giving members of the senior entry greater responsibilities so that they will all have an opportunity to practise some of the principles we have taught them earlier in the course.

Academically, the Entry impressed us by settling down rather more quickly than most to their studies, and by on the whole seeming to appreciate better the value to their future careers of a sound academic background. This attitude contrasts somewhat with that of other recent entries and I congratulate them. Although the overall academic result has been good rather than brilliant I should mention that Pilgrim-Morris gained a 3rd Class Honours Degree in Economics and

that Hartley, Roberts and Sparrow became French linguists.

This is the third entry to graduate during my time here as Commandant and I have on each occasion been impressed with the sporting record of the departing flight cadets. I have even become somewhat apprehensive that after so much excellence has left we must eventually end up with a very low standard in our sports teams. However, thanks to oncoming talent in the later Entries, I'm glad to say that this has not yet happened and I hope it never will ; but on this occasion we must again say farewell to many good sportsmen.

The Entry won 19 sports colours and four flight cadets have gained two colours. In particular Pilgrim-Morris and Lawrence represented the Royal Air Force at Athletics ; Webster represented Scotland at water polo and also holds the R.A.F. 110-yards free-style record ; Dyer-Ball captained the College ski teams which beat the other two service cadet colleges for the first time ever and was himself second in the R.A.F. ski championships. Lastly Fishwick represented the R.A.F. at fencing. Well done, all of you. You have set a fine standard for your juniors to try and beat.

And now I would like to offer you all one piece of advice as you go out into the Service, and this concerns the business of settling down. I have seen that most of you have fast and modern cars and I know you all to be adventurous and dashing. You are thus the natural targets for the beguiling charms of the opposite sex who are always at hand to lure you from the profession of arms to which you have now committed yourselves ; and I thus seriously advise you to stave off marriage for a few years yet.

One of our most distinguished Marshals of the Royal Air Force at a similar ceremony here five years ago had this to say about the matter :

" . . . For Heaven's sake don't go and get married too young ; you know a young Air Force Officer must have fire in his belly and there is nothing like too early a marriage for dampen-

ing down fire in the belly, and apart from that instead of preparing for Staff College you will have to be washing nappies and putting babies to bed : you will not be as good an officer, and if I were you I would bear in mind what my father said to me — ' don't get married unless you can afford to support a wife ; unless you are lucky enough to find a wife who can support you ! ' "

While the injunction to delay marriage until after Staff College is perhaps somewhat spartan, the general sense is as true as ever, especially when we see that more mobility and deployment will be required of the armed forces in future, and that financial restrictions are unlikely to give married officers under the age of 25 the full rate of marriage allowance.

Those of you who take my advice need have no fear that because you don't act now much may be lost — in a few years hence the ladies will be just as charming — unlike hats, dresses or even your motor cars, their attractive basic design will, I assure you, remain much the same. What does of course happen is that the eye of the beholder becomes more discriminating with time. You will thus be doing yourselves and the service a considerable benefit by delaying marrying until you have completed at least your first tour.

Perhaps from the gleam which I see in some of your eyes I am too late to cry ' Halt,' but to those still uncommitted I advise you to enjoy your early service life as a bachelor free from family responsibilities.

In conclusion I am glad to have met you all and must say that you have set a high standard in all aspects at Cranwell, your entry being recorded here as one of the better ones. From now onwards we revert to the norm of two graduations a year, which will give each entry six months to exercise their influence on the remainder of the flight cadets ; and in this connection I am very sorry indeed that your spell has only lasted for two and a half months. I trust that your successors will try and live up to your example.

Good luck to you all in your future careers.

January 1968 - Passing Out 92 Entry (3)

THE GRADUATION OF No 92 ENTRY

The Graduation Parade of No 92 Entry was held on the morning of 18th August 1967 in fine but blustery weather. The Reviewing Officer was General Lyman L. Lemnitzer, United States Army, Supreme Allied Commander Europe. The parade was commanded by Senior Under Officer L. J. Marshall and the Parade Adjutant was Under Officer D. A. Diprose. The Sovereign's Squadron was commanded by Under Officer P. R. Jeffers and 'A', 'C' and 'D' Squadrons were commanded by Senior Under Officers I. P. Leckenby, P. A. A. Woods and K. M. Rees respectively.

The traditional formation fly-past of nine Jet Provosts took place as the Reviewing Officer approached the dais. After the Advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer L. J. Marshall, the Queen's Medal to Under Officer D. A. Diprose and the Kinkead Trophy to Under Officer C. N. Hubbard. He then gave the following address :

It is a great honour for me to participate with you here today and a particular privilege for me to act as the Reviewing Officer at this Passing-Out Parade.

First, permit me to congratulate you on a truly first-class parade — a fitting conclusion to your stay here and a direct tribute to you and to your instructors.

Just last week a noted international educator remarked that, "We must hasten to remind ourselves of the terrifying old truth that every generation of adults has the type of youth it deserves. The young did not make the world in which they grew up — that was an adult accomplishment."

From my observations during my short visit with you, I am most impressed by the qualities of the members of this class whom I have been privileged to meet. With no reluctance whatsoever I feel securely that Entry Number 92 can be entrusted to take up your important responsibilities in the service of your Queen and, thus, of your country. Your families and friends rightfully should be proud of you.

By virtue of the mission entrusted to you, you will contribute directly to the safety and security of your nation. In the performance of your duties, you may be required to offer the greatest human sacrifice — your own life in the defence of your country.

But I can assure you that your dedication and sacrifices are richly rewarded. Two of the many valuable gifts of military service are a pride-inspiring heritage and a deep sense of satisfaction in your service to others.

In the past two decades I have repeatedly heard a series of vague statements to the effect that missiles would soon replace the manned aircraft. Some even venture to suggest that the machine will soon replace man. Nothing is farther from the truth. Missiles and machines certainly are no substitute for men who can think, decide and act. The Royal Air Force College can rightfully take great pride in having consistently achieved the objective of providing leaders who possess not only the educational background, but the integrity and professional skills to merge our most important asset — the human being — with the sophisticated machinery of this nuclear age in order to

produce the most effective results. Men will continue to play the key role in thinking, judging and deciding those things which cannot be conveniently reduced to computers and punch cards.

Soon after your graduation you will be aware that there are representatives of other services whose mission is much the same as yours. They too are vitally interested in the safety and security of your country and they too share the pride and inspiration that comes from service to a nation. Some are in uniform and some are not.

You will soon recognize — if you haven't already — the importance of each part to the

successful functioning of the whole of your defence structure. In turn, you will also learn to appreciate the relationship of the defence structure in the overall pattern of your national government. A complete understanding of these relationships should not for one minute relegate you or the Royal Air Force to a role of lesser significance. In fact, through this complete comprehension you will gain, in proper perspective, a knowledge of how vital your personal contribution is, together with a full understanding of the precise part played by the service which you represent.

Soon many of you, in the course of your service, will find that your country is also



The Prizewinners . Under Officer C. N. Hubbard, Senior Under Officer L. J. Marshall and Under Officer D. A. Diprose

January 1968 - Passing Out 92 Entry (4)



General Lyman L. Lemnitzer United States Army

contributing, along with the other N.A.T.O. nations, to the peace and security of the whole of N.A.T.O. Europe. Again, you will appreciate that your horizons have been broadened dramatically. You will learn that airmen, soldiers and sailors of many nations share the same general mission. You will find that these individuals take the same pride in being part of the greatest defensive Alliance in the history of mankind. Despite differences in languages and customs — despite nominal variances in methods or procedures — and despite national or service interests, these individuals willingly combine their motivated efforts in a common interest — that of deterring aggression and preserving the peace and security of the N.A.T.O. area.

Developments in air transportation and communications are fundamentally the basis for the internationalization which we have today. We have found for example, from our experiences at the Supreme Headquarters Allied Powers Europe, that no nation — and, indeed, no service — has a monopoly on brains, ideas or abilities. In fact, it is difficult for me to conceive of an officer in the future dealing solely in the business of one service or even of one nation. You are growing up into the increasingly joint service, international military world of the future. It is a largely unexplored world with much room for development and refinement. This will be the environment in which much of your service life will be spent.

As a result of the past two world wars of this century we learned — or should have learned, the need in times of peace for an integrated military structure. We now have in our N.A.T.O. military headquarters a degree of international integration and co-operation which is beyond the imagination of even the most progressive and forward-

looking leaders of the recent past. This N.A.T.O. structure is based largely on organizational concepts and many valuable experiences derived from World War II. It is now in being and it is capable of co-ordinating the vast forces and resources of the N.A.T.O. nations. I hope that those of you who in the future will participate in this key alliance deterrent and defence endeavour will find — as I have — that there is virtually no limit to the achievements of a true international collective effort. You will also gain a wealth of knowledge and sharpen your professional skills through the understanding and mutual respect nurtured in the environment of integrated international military service.

In closing, I would like to congratulate you on having been selected to attend the Royal Air Force College and for your successful completion of the course here. You have truly completed a very important step in your life. It is an essential foundation step. It is a step of orientation into an almost unlimited future. But it is only a step. If you allow your learning process to end here at Cranwell, I would predict that your career will be extremely limited in scope, because, when you are through learning, you are through *period*.

My warm congratulations to you and to your families. The challenging opportunities which await the motivated graduate today far surpass those of the many distinguished graduates who have preceded you — many of whom I have been privileged to serve with and I hold in the highest esteem.

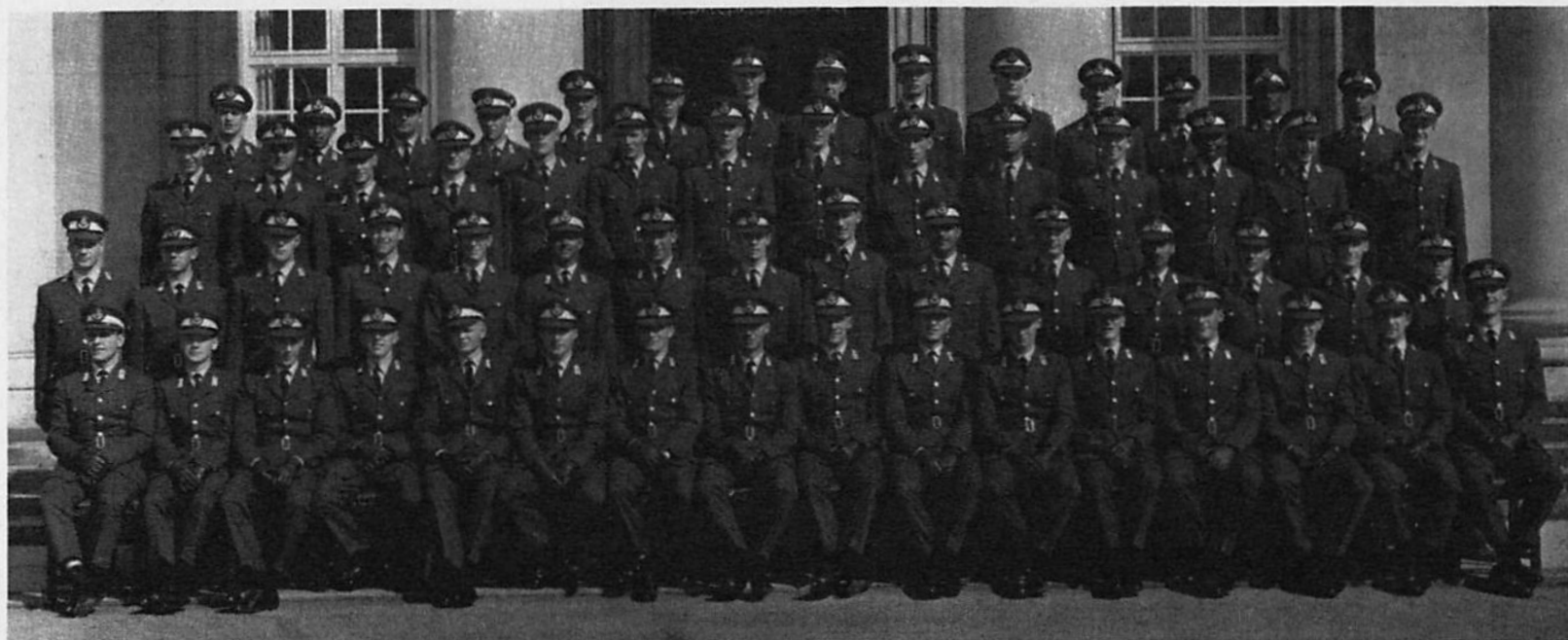
I appreciate the opportunity of participating with you in this Passing-Out Parade and I look forward to sharing service with you in the future

January 1968 - Passing Out 92 Entry (5)

COMMISSIONING LIST No 92 ENTRY

- I. P. LECKENBY, *Senior Under Officer (Pilot)*: Judo; Rugby; Water Polo; Basketball; Shooting; Pot-holing; Water-Skiing.
- L. J. MARSHALL, *Senior Under Officer (Pilot)*: The Sword of Honour; Basketball; Cricket; Bridge; Angling; Dramatic; Fine Arts.
- K. M. REES, *Senior Under Officer (Equipment)*: The Ministry of Defence Prize for Equipment Studies; The Alastair Black Memorial Award; Rugby; Water Skiing (Captain); Walking; Nijmegen Marches (Captain).
- P. A. A. WOODS, *Senior Under Officer (Equipment)*: Tennis; Squash; Choral; Skiing.
- D. A. G. BREMNER, *Under Officer (R.A.F. Regiment)*: Hockey; Athletics; Sandhurst Ethiopian Expedition.
- C. S. BURNS, *Under Officer (Navigator)*: Cricket (Captain, Colours); Soccer (Colours).
- D. A. DIPROSE, *Under Officer (Pilot)*: The Queen's Medal; Cross-country; Athletics; Modern Pentathlon; Chess; Bridge; Hovercraft.
- M. S. DYER-BALL, *Under Officer (Pilot)*: Hockey (Colours); Tennis (Captain, Colours); Skiing (Captain); Golf; Cross-country; Squash; Dramatic.
- I. G. HARTLEY, *Under Officer (Pilot)*: Shooting; Soccer; Fine Arts.
- C. N. HUBBARD, *Under Officer (Pilot)*: The Kinkead Trophy; The Dickson Trophy and Michael Hill Memorial Prize; Cross-country; Soccer; Squash; Canoeing; Gliding.
- P. R. JEFFERS, *Under Officer (Pilot)*: Rugby; Squash; Golf; Parachuting; Shooting; Sailing.
- A. F. JONES, *Under Officer (Pilot)*: The Philip Sassoon Memorial Prize.
- W. T. J. LAWRENCE, *Under Officer (Equipment)*: Athletics (Colours, Flying Training Command, R.A.F.); Rugby; Basketball; Music; Photography.
- K. S. MIDDLETON, *Under Officer (Secretarial)*: The Ministry of Defence Prize for Secretarial Studies; Rugby; Golf; Squash; Dramatic.
- I. R. MISKELLY, *Under Officer (Navigator)*: Sailing (Captain, Colours); Rugby; Shooting.
- G. W. F. WRIGHT, *Under Officer (Pilot)*: Rugby; Motor Club.
- M. ABDULLAH, *Senior Flight Cadet (Pilot)*.
- C. J. ABRAM, *Senior Flight Cadet (Pilot)*.
- A. ASHATRY, *Senior Flight Cadet (Pilot)*.
- M. J. BENNEE, *Senior Flight Cadet (Pilot)*: Swimming; Water Polo (Captain, Colours); Basketball (Colours); Tennis; Motor.
- D. P. BOOTH, *Senior Flight Cadet (Equipment)*: Athletics; Badminton; Hockey.
- E. J. BOYLE, *Senior Flight Cadet (Navigator)*: Soccer; Canoeing; Climbing.
- I. A. J. BRUNTON, *Senior Flight Cadet (Pilot)*: Cricket; Fencing.
- A. K. BRYAN, *Senior Flight Cadet (Pilot)*: The Hicks Memorial Trophy; Shooting; Squash; Swimming; Gliding; Dramatic.
- T. T. BUCKLAND, *Senior Flight Cadet (Pilot)*.
- J. L. BUCKLER, *Senior Flight Cadet (Pilot)*: Rugby; Swimming; Water Polo; Squash; Parachuting (Captain); Sailing; Shooting.
- B. P. CLUCAS, *Senior Flight Cadet (Equipment)*.
- R. CONDON, *Senior Flight Cadet (Secretarial)*: Golf (Captain); Rowing; Cross-country; Athletics.
- A. R. H. DAOUD, *Senior Flight Cadet (Pilot)*: Soccer; Badminton; Chess; Bridge.
- J. B. DODD, *Senior Flight Cadet (Pilot)*: The Abdy Gerrard Fellows Memorial Prize; Rowing; Printing; Chess; Photography; Swimming.
- A. FAISAL, *Senior Flight Cadet (Pilot)*: Soccer; Swimming; Basketball.
- B. FAISAL, *Senior Flight Cadet (Pilot)*.
- R. J. FISHWICK, *Senior Flight Cadet (R.A.F. Regiment)*: Fencing (Captain, Colours, Flying Training Command, R.A.F.); Sailing; Motor Club.
- C. C. FUNNEL-BAILEY, *Senior Flight Cadet (Pilot)*: Basketball; Canoeing; Skiing; Parachuting; Climbing.
- D. A. GREEN, *Senior Flight Cadet (Equipment)*: Cross-country; Rugby; Golf; Skiing; Gliding.
- K. G. GRUMBLEY, *Senior Flight Cadet (Pilot)*: Hockey; Tennis; Squash; Climbing; Shooting.
- K. G. IVELL, *Senior Flight Cadet (Pilot)*: The Battle of Britain Trophy.
- P. N. KEEBLE, *Senior Flight Cadet (Pilot)*: Sailing; Rowing; Fencing.
- S. K. KHAN, *Senior Flight Cadet (Pilot)*: Hockey; Gliding; Sailing.
- R. F. KING, *Senior Flight Cadet (Pilot)*: Fencing.
- A. M. MARDI, *Senior Flight Cadet (Pilot)*.
- K. M. MCBURNEY, *Senior Flight Cadet (Navigator)*: Athletics; Rugby; Canoeing.
- N. S. NIAZ, *Senior Flight Cadet (Pilot)*: Hockey; Cricket; Gliding; Sailing (Captain).
- J. G. OGILVIE, *Senior Flight Cadet (Pilot)*.
- B. V. PERRY, *Senior Flight Cadet (Navigator)*: Rugby; German; Walking.
- G. J. PILGRIM-MORRIS, *Senior Flight Cadet (Secretarial)*: B.Sc. (Econ.); Athletics; (Captain); Gymnastics; Cross-country; Judo; Hockey; Natural History.
- J. R. PUGH, *Senior Flight Cadet (Pilot)*.
- A. M. ROBERTS, *Senior Flight Cadet (Pilot)*: Rugby; Cricket; Rowing; Parachuting; Skiing; Sailing; Shooting; Dramatic.
- J. K. ROBERTS, *Senior Flight Cadet (Pilot)*: Rugby; Cricket; Golf; Sub Aqua; Mountaineering.
- I. C. ROSS, *Senior Flight Cadet (Pilot)*: Water Polo (Colours); Basketball; Cricket; Shooting; Sub Aqua; Water Skiing.
- M. SAAD, *Senior Flight Cadet (Pilot)*: Fencing; Swimming; Cross-country; Falconry; Shooting.
- P. R. M. SMITH, *Senior Flight Cadet (Pilot)*: Cricket; Shooting; Rowing; Walking.
- J. D. SNELL, *Senior Flight Cadet (Pilot)*: Rowing (Colours); Sailing; Squash; Basketball; Shooting.
- M. V. D. SPARROW, *Senior Flight Cadet (Pilot)*: L'Ecole de l'Air Trophy for French Studies.
- N. B. SPILLER, *Senior Flight Cadet (Pilot)*: Ministry of Defence and Royal New Zealand Air Force Trophy for War Studies and Humanities; Rowing; Canoeing; Athletics.
- D. R. STANLEY, *Senior Flight Cadet (Pilot)*: Basketball; Athletics; Walking.
- M. SWANN-PRICE, *Senior Flight Cadet (Pilot)*: Shooting; Potholing; Canoeing.
- S. D. WAKELY, *Senior Flight Cadet (Pilot)*: Hockey; Rugby; Basketball; Water Polo; Swimming; Athletics; Cricket; German; Parachuting.
- J. C. WEBSTER, *Senior Flight Cadet (Pilot)*: Swimming (Captain, Colours); Water Polo (Colours); Canoeing.
- D. C. WILLIAMS, *Senior Flight Cadet (Navigator)*: Tennis (Colours); Golf; Squash; Institute of Navigation Trophy and the Ministry of Defence Prize for Navigators.

January 1968 - 92 Entry (Aug 67)



NO 92 ENTRY

- Back Row :* Senior Flight Cadets K. G. Ivell, A. A. Ashatry, B. V. Perry, E. J. Boyle, B. P. Clucas, M. J. Bennee, R. Condon, R. J. Fishwick, J. L. Buckler, C. C. Funnell-Bailey, K. M. McBurney, I. A. J. Brunton, A. R. H. Daoud, S. K. Khan.
- Third Row :* Senior Flight Cadets J. B. Dodd, A. M. Roberts, J. D. Snell, T. T. Buckland, M. V. D. Sparrow, K. G. Grumbley, G. J. Pilgrim-Morris, P. R. M. Smith, A. K. Bryan, Faisal Abdullah, I. C. Ross, A. M. Mardi, J. K. Roberts, D. R. Stanley.
- Second Row :* Senior Flight Cadets D. P. Booth, S. D. Wakely, J. G. Ogilvie, N. B. Spiller, D. A. Green, N. S. Niaz, C. J. Abram, J. C. Webster, R. F. King, M. Abdullah, P. N. Keeble, M. Saad, J. R. Pugh, M. Swann-Price, D. C. Williams.
- Front Row :* Under Officers W. T. J. Lawrence, D. A. Diprose, I. G. Hartley, A. F. Jones, I. R. Miskelly, G. W. F. Wright, C. N. Hubbard, Senior Under Officers I. P. Leckenby, K. M. Rees, L. J. Marshall, P. A. A. Woods, Under Officers M. S. Dyer-Ball, P. R. Jeffers, C. S. Burns, K. S. Middleton, D. A. G. Bremner.

January 1968 - Lead Article (1)

NATO Visit—September 1967

On Sunday 24th September, the visit of 95 Entry to NATO formations in Belgium, Germany and Holland began; it was to last for an excellent but exhausting six days. A smooth Britannia ride took the party to Brussels, the base for the first day's activities. Here the cadets were divided between two hotels with very comfortable facilities; perhaps the comfort was wasted on some of the party, since the allure of this fine city allowed the more adventurous cadets only a short time in their beds.

On the first day the programme got under way with a visit to the 'top': Supreme Headquarters Allied Powers Europe (SHAPE) at Castelle, near Mons. One could not fail to be impressed by this vast organisation, functioning completely normally in large modern buildings on what was, only a year ago, waste land. As a result of the French 'initiative' in 1965, NATO was given one year to move its entire military headquarters away from Paris. With tremendous effort on the part of the Belgian contractors, the new buildings were erected from scratch at Mons and the deadline was met, not without enormous costs.

The day at SHAPE comprised several general lectures on the roles and organisation of NATO, which were aptly concluded by a spirited question period. After this, a coach tour of the base ended, naturally enough, in the officers' mess bar, for the Vin d'Honneur. The 'vin', in fact, turned out to be beer, and since it was continental beer there was not too much honour attached to it either. However, the party left SHAPE contented, greatly impressed and much enlightened.

On the second day, the party left Brussels in two coaches, bound for Germany. One travelled to Wildenrath and Bruggen, stopping en route at Kleine Brogen, a Belgian Air Force station where the cadets were given a comprehensive tour and allowed to ogle the F104G at close range. The other party

travelled to Rheindalen that day, via Beauvechain, another BAF station where they received the same hospitality. That night, the cadets were accommodated at the three RAF stations, Wildenrath, Bruggen and Rheindalen, where they were greeted in true style with a party.

The next morning, all three groups were reunited at AFCENT, the headquarters of Allied Forces Central Europe, just inside the Dutch border. This, like SHAPE, had been recently moved from Paris and was now located at a former colliery, providing an incongruous contrast between the modern buildings and the old minewheel. Here, the pattern of lectures and a question period were similar to that of SHAPE; a tour was unfortunately impossible owing to strict security.

From AFCENT, the three groups returned to Bruggen, Wildenrath and Laarbruch, where the next two days were spent according to arrangements made by the individual stations. The exception was Wildenrath, where runway repairs forced that party to travel to Bruggen each day. On the whole, the cadets explored the stations, studied sections at work and negotiated for the occasional flight. In the evenings they were free to find their pleasure in the mess, on the station, or in the nearby village. In some cases, nocturnal expeditions were made to larger cities such as Cologne.

On 30th September, all three groups converged on Bruggen, from where their safe journey to Cranwell was ensured by Air Support Command (gone are the days of common-or-garden 'Transport'). All agreed that the NATO visit was both instructive and memorably enjoyable: it will not be surprising to see a large number of applications for posting to Germany as soon as 95 Entry finish their training!

P. W. Roser.



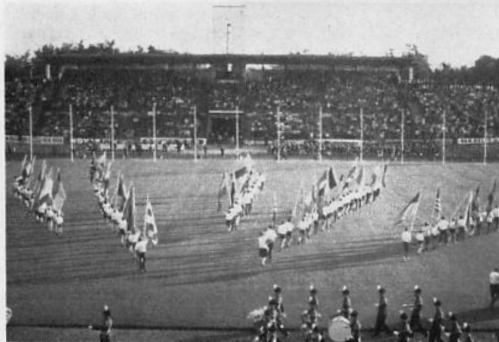
NIJMEGEN 1967



AFTER TWENTY FIVE MILES A DAY

January 1968 - Lead Article (2)

FOR FOUR DAYS
..... INCLUDING



AN IMPRESSIVE
OPENING CEREMONY . . .

YOU FEEL
HUNGRY



January 1968 - Obituary

AIR MARSHAL SIR GEORGE BEAMISH

The Journal reports with deep regret the death at his home, in Castlerock, Northern Ireland, on 13th November 1967 of one of our most distinguished and well-loved Old Cranwellians, Air Marshal Sir George Robert Beamish, K.C.B., C.B.E., at the age of 62.

An outstanding flight cadet, George Beamish was awarded the Sword of Honour at the passing out parade in December 1924. A quarter of a century later, in 1949, he was to return to the College as the second Old Cranwellian to become Commandant, an appointment in which he was especially happy since he so enjoyed the company of the younger generation.

The war brought his first command: the R.A.F. in Crete in 1941. Other posts during the war included Senior Air Staff Officer in the Desert Air Force, Senior Air Staff Officer in No 1 Tactical Air Force and Air Officer Commanding No 44 Group. After the war he became president of the R.A.F. Selection Board, then Director of Weapons at Air Ministry before returning as Commandant to Cranwell. Later he served as Air Officer Commanding, Iraq, and then as Director-General of Personnel back at the Air Ministry. He became Air Officer Commanding-in-Chief, Transport Command in 1954; his final appointment before retirement in 1958 being as Air Officer Commanding -in-Chief, Technical Training Command.

With his three Royal Air Force brothers the Air Marshal had a considerable reputation as an all-round sportsman. As a flight cadet, he represented the College at soccer, cricket, hockey and athletics, besides captaining the rugby XV. He won the R.A.F. Golf Championship in 1925 and the R.A.F. heavyweight boxing championship in 1929. But the rugby field brought him his greatest sporting success, including 26 caps for Ireland and the captaincy on several occasions.

He was a founder-member and mainspring of the Old Cranwellian Association, serving on the first committee, and until his retirement keeping in close touch with its affairs. Since 1958 he had lived quietly in Ireland, and, although recently he had been somewhat unwell, his death was entirely unexpected.

He will be sadly missed by his many friends and all those who served with him for, in spite of his formidable and impressive size he was basically a modest, rather shy and very approachable person.

We extend our deepest sympathy to his relatives.

The following letter to the Editor was received from an old friend of Air Marshal Sir George Beamish.

The Editor,
Royal Air Force College Journal,
Cranwell,
Lincs.

Dear Sir,

The sad news of the death of Air Marshal Sir George Beamish will no doubt bring many tributes to his memory and I expect you will be writing something yourself for the next issue of the College Journal. Accordingly, you might like to have a few notes about him from one who knew him throughout his Service career.

I joined the College as a Flying Instructor when he was an Under Officer and, later, came to know him more intimately when, in 1930, we worked together on the Officers' Engineering Course at Henlow and, afterwards, did a short tour there as "E" Officers. A firm friendship developed then and endured throughout the subsequent years, during which time I was often privileged to be his confidant in many matters affecting his Service and his private life.

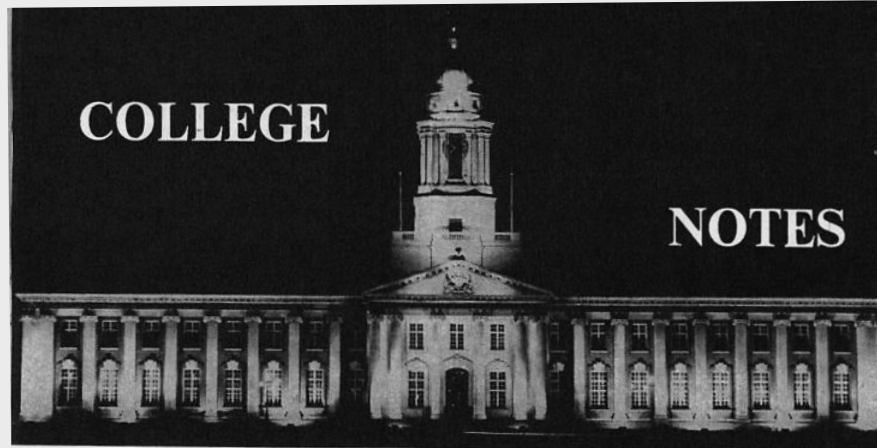
No words of mine are needed to enlarge upon his well known prowess in sport. Suffice it to say that his early distinctions as a heavyweight boxer and a rugger forward extended to virtually every British sport, in which he not merely participated but excelled. This ability was the keynote of his character. Whatever he undertook he did it with utter dedication and with all the physical and mental powers at his command.

July 1968 - Lead Photo



The Secretary of State for Defence, the Right Honourable Denis W. Healey, M.B.E., M.P., accompanied by the Commandant, Air Vice-Marshal T. N. Stack, C.V.O., C.B.E., A.F.C. at the Graduation Parade of No 93 Entry.

July 1968 - College Notes



Air Commodore J. S. Rowlands, G.C., O.B.E., B.Sc., has left Cranwell, with promotion to the rank of Air Vice-Marshal, to take up the appointment of Director General of Ground Training. This is a most important post at the present juncture and one in which he will be able to make good use of the experience he has gained at Cranwell.

He came to Cranwell in June, 1965, and assumed his duties as the first Assistant Commandant (Engineering) in January, 1966 when the merger between the Royal Air Force Technical College and the Royal Air Force College Cranwell was implemented.

In the early days, apart from his main responsibility of controlling engineer training and in making the Department of Engineering an integral part of the College, he found plenty to do. His activities ranged from visiting other educational and Service establishments, both in this country and America, to comparatively mundane but none the less important tasks like ensuring that Trenchard Hall was ready for use on time and that it and its surroundings presented a worthy picture to the many visitors who descended upon it from all sides.

Air Vice-Marshal Rowlands will be remembered for his incisive and clear thinking approach to problems and for the great impact he made on the philosophy of engineer training. In particular he made a major contribution to the formulation of the new C.N.A.A. engineering degree course. This course differs from the present one mainly in its emphasis on the need for a broadly based training covering both the electrical and mechanical disciplines and in the inclusion of a substantial amount of management training.

The coming of engineer training to Cranwell inevitably introduced many problems. Air Vice-Marshal Rowlands tackled these with enthusiasm and a willing readiness to experiment with new ideas and solutions. He worked hard himself and expected others to do the same. It is a measure of the respect in which he was held that he obtained loyal and unstinting support from all levels of his staff.

Outside working hours, both he and Mrs Rowlands made untiring efforts to entertain and get to know every member of the Trenchard Hall staff and student bodies

as well as many others at Cranwell. They will both be greatly missed. We wish Air Vice-Marshal Rowlands and his family every success and happiness.



Air Commodore Colin Stanley Thomas, C.B.E., was appointed Assistant Commandant (Engineering) on 29th January 1968.

Air Commodore Thomas was born in Pembrokeshire and was educated at Pembroke Dock Grammar School until joining the Royal Air Force as an Aircraft Apprentice at Halton in 1934.

He was commissioned in 1942 whilst serving in Malta and served in several squadron engineer officer posts, which included a tour in Kenya, until he was posted to R.A.F. South Cerney for pilot training in 1949. On completion of the flying course he served on the staff of Headquarters Maintenance Command until 1953 when he was posted to R.A.F. Biggin Hill as the Senior Technical Officer.

In 1955 he was posted on to the staff of Headquarters 2nd Tactical Air Force and

two years later was posted to R.A.F. Geilenkirchen as the Senior Technical Officer.

On his return to the United Kingdom in 1959 he was posted to R.A.F. Wittering as the Senior Technical Officer and in 1962 he joined the staff of the R.A.F. Selection Board at R.A.F. Cranwell. From 1963 to 1965 he commanded the Apprentice Training School at Cosford and was then posted to Headquarters Air Forces Middle East as Staff Officer Engineering.

The *Journal* extends a warm welcome to Air Commodore Thomas and his family.



The following promotions were made in No 94 Entry in March 1968 :

'A' Squadron : Flight Cadet Senior Under Officer R. H. Sargent ; Flight Cadet Under Officers R. A. Peele, P. R. D. Deffee, C. R. Bolt, W. J. L. Birrell.

'B' Squadron : Flight Cadet Senior Under Officer J. R. T. Clarke ; Flight Cadet Under Officers J. S. Wilson, M. W. Ball, J. N. Luke, M. S. Jones.

'C' Squadron : Flight Cadet Senior Under Officer A. J. Gritten ; Flight Cadet Under Officers B. R. Neal, Mugrin bin Abdul-Aziz, G. McLeod, J. E. Steenson.

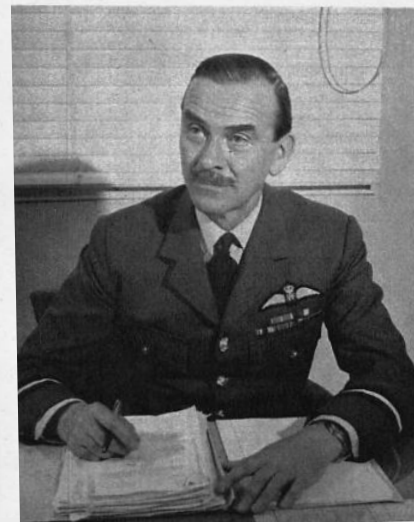
'D' Squadron : Flight Cadet Senior Under Officer R. W. Hooper ; Flight Cadet Under Officers C. R. Spink, M. E. Woodley, C. D. Stevens, D. McTeer,



The competition for the Prince of Wales Trophy and for the title of Sovereign's Squadron was won by 'B' Squadron, who won the Chimay and Knocker Cups, but came fourth in the Ferris Drill Competition.



St. Michael and All Angels Church has had a new bell installed, weighing three hundredweight and possessing an automatic tolling mechanism. The bell, which was



July 1968 - Passing Out 93 Entry (1)

THE WINGS AND PRIZES CEREMONY

Presentations of Wings and Prizes to No 93 Entry were made by the Commandant, Air Vice-Marshal T. N. Stack, C.V.O., C.B.E., A.F.C., in the Whittle Hall on 29th February, 1968.

After making the presentations Air Vice-Marshal Stack gave the following address :

Good afternoon, ladies and gentlemen : welcome to Cranwell on this important occasion when we say goodbye to the flight cadets of No 93 Entry who are leaving us at the end of their 2½ years of training. You have just seen most of the end of course prizes awarded but tomorrow the three major ones will be presented on the Graduation Parade by the Reviewing Officer, Mr Denis Healey, the Secretary of State for Defence. I am sure you will all join me in congratulating the winners of these prizes :

The Sword of Honour winner, Senior Under Officer Ray,

The Queen's Medal winner, Senior Under Officer Butt,

The Groves Memorial Prize winner, Under Officer Carvell, who tomorrow will in fact receive the Kinkead Trophy, a conjoint award with the Groves Prize.

It is perhaps rather hard lines on the rest of the Entry that they have among their number Butt and Carvell who have collected between them nine of the prizes. But this doesn't in any way detract from a splendid performance. Well done, you two !

I am very glad that our Secretary of State is able to Review the parade tomorrow for he has a distinguished background and is widely acknowledged to be one of the finest defence ministers to have served this country. Although he has had the ill fortune to be in

his appointment at a time when the necessity for powerful defence forces has not been nationally popular, I am sure that he has done his utmost in cabinet discussion to argue for efficient and effective armed forces. He has certainly publicly gone on record as deploring the previous over-stretch of the services and has throughout tried to match commitment with capability.

Before continuing with my usual address I would just like to remind you that we are shortly to celebrate the foundation 50 years ago of ours, the first air force in the world. I think it would be appropriate for us to pause to consider the legacy we have been left by our predecessors, and the part that Cranwell has played in the development of the Royal Air Force. As most of you may know, Lord Trenchard conceived the policy of a central cadre within the Service on which a rapid and effective expansion could be based in time of emergency. Thus apprentice training, cadet training and staff training were to be undertaken at special establishments. The R.A.F. College was accordingly founded here to train flight cadets and opened its doors in February 1920, becoming thereby the first air academy in the world.

The soundness of Lord Trenchard's system was proved during the rapid expansion in the later 1930s, and the fighting efficiency and good organisation of the R.A.F. at the start of World War II was in large measure the direct result of his training schemes. Over 600 decorations for gallantry were awarded

to graduates from the R.A.F. College and, tragically, more than 400 Old Cranwellians out of 1100 trained during the inter-war years were killed during World War II. Although many gallant officers joined during the pre-war expansion it was upon the regulars from Cranwell that the main burden of the initial conflict fell. It is to their long-lasting credit that their performance was without fault and it is fair to say that we here owe our freedom in large part to their sacrifices. Today once again with a smaller air force, it is not beyond the realm of possibility that a similar expansion might be necessary in future, and we should learn from our predecessors' example and make sure that we fit ourselves for any emergency.

On re-reading the three Wings and Prizes speeches which I have given in the past year, I find that I have on each occasion had to refer to defence cuts and reviews. There are still some re-assessments of our military power being conducted, of which we have yet to assess the full effect, but I am sure that these will not produce the marked changes introduced by the earlier defence reviews. We are now to be left with a European-orientated force and our previous defence commitments in the Middle and Far East are to be largely eliminated. Undoubtedly the R.A.F. of the future is going to be a different animal from that of the past but I remind you that on current plans it will still be the largest, most powerful and most comprehensive in Europe. By no means will it be necessary for us to bow our heads in shame at the equipment we will be operating in the 1970s and in several respects we will still be pioneering new features. The Harrier close support aircraft is widely acknowledged as a world leader only approached in capability by a Russian aircraft as yet some years behind in development ; our Nimrod jet propelled maritime aircraft will give a greater advance to the N.A.T.O. anti-submarine capability than has been realised for many years ; and the scale of our transport and helicopter support for army deployments is now to be proportionately on a par almost with that available to United States forces.

Well, I think that is enough of the past and the future. Now for the present and the entry to whom we are about to say goodbye. No 93 arrived at the College in October 1965 and of

the original 91 members some 12 failed the course and two were tragically killed while rock-climbing in Derbyshire. Taking into account the usual transfers between entries and branches, 78 flight cadets will graduate tomorrow. I might just explain here that only the pilots and navigators will leave Cranwell to continue their training ; Equipment and Secretarial students remain for a further six months to complete their studies and Engineers stay in the Department of Engineering for a further 2 years and 2 months before they too take their final bow. However, for all of them, tomorrow is the end of their flight cadet status when they become officers ; and their training to fit them for this role will then be put to the test. I am confident that the devoted and painstaking care of the staff will be repaid by the performance of our graduates, but I would just warn them that from tomorrow, and particularly for those that leave Cranwell, they will be expected to maintain the highest standard and will be critically judged should they not do so.

The entry have contributed much to College life and have played their part very fully on the sporting field. Twenty-nine have represented the College first teams and they have made a particularly strong showing at cricket, although good representation by the entry has also enabled the shooting team to beat all Flying Training Command stations, has resulted in the best ever flight cadet achievement in the Modern Pentathlon, and has been largely responsible for the very successful rugby results this season, which include beating Sandhurst and our French opposite number, Salon. Incidentally, this year was the 20th anniversary of our annual sporting fixture with Salon and we effectively celebrated it by also winning, very convincingly, the other event — fencing. I should like to mention a few individual sporting achievements. Cushion was awarded both Flying Training Command and R.A.F. Colours for shooting as was Locke for Badminton and Norris for swimming. Stewart has played in the 1st Soccer Team since his arrival and captained them to their success in reaching the semi finals of the Argonaut Cup — which is for amateur clubs not taking part in the Amateur Cup.

You might like to know that there are some 62 sports and societies including some unusual ones the latest of which is para-

July 1968 - Passing Out 93 Entry (2)

sailing, all available at Cranwell for flight cadets and as part of their leadership and administrative training, the more senior ones are expected to do most of the running of these activities. Although a guiding officer is appointed in each case, he leaves day to day management to the flight cadet captain, secretary and treasurer, only taking a hand when major policy decisions are needed. No 93 Entry have played their part in looking after these societies and I commend them on their keenness and competition.

Perhaps I should mention to you (or, looking around and seeing some of the fair young guests here this evening, perhaps again I shouldn't), that this entry provided the escorts for the Miss World competitors after that well-known contest. This is one of the onerous annual duties which we have at the R.A.F. College, and although it means long hours and a tiresome journey up to London, I'm glad to be able to report that there was again no lack of volunteers and — I am reliably informed — No 93 Entry acquitted themselves well and, as one expects from flight cadets, above and beyond the normal course of duty.

This is the last entry to have been trained under the Holder Syllabus which consisted of a pattern whereby specialist training was split into two six-monthly periods separated by a year's academic instruction. This is now acknowledged not to have been the best sequence of training and I know the departing entry have seen some of its defects. Despite this hurdle however the pilots' results have been most heartening and they have ended with an over-all high average assessment.

You will have noticed already how successful Under Officer Carvell has been in winning all the flying trophies. His previous flying experience before arriving at the College obviously stood him in good stead, but I am glad to say that he at no time rested on his laurels and his exceptional final assessment was determined largely through his unceasing hard work. To emphasise this outstanding achievement, I can tell you that the standard of flying of this entry's competitors was so high that Senior Under

Officer Ray, who came second, gained higher marks than the winners of three out of the last five competitions — and this takes us back to No 89 Entry who left here in August 1966.

I am glad to say that there are good results also from the Navigator and other specialist training staffs on this entry. Provided the Engineer, Equipment and Secretarial student maintain their individual efforts, I am confident that they will successfully complete their further training here before joining the R.A.F. at large.

At academics the entry has earned considerable praise from the staff for its literary merit. Notwithstanding the high proportion of science specialists, the overall level of written work has been well up to arts levels. Academics in a service institution, and particularly a flying one, can sometimes be considered a second-class activity but we try to produce a balanced man here who in the years to come, as a senior officer, can make use of his thinking and reasoning powers. Thus I am pleased that a sensible proportion of 93 has made use of their opportunities here. Nevertheless there have been acknowledged faults in the academic syllabus which they experienced, and I am sure that the revised programme now being followed by subsequent entries will be more valuable. The linguistic merit of the entry has been recorded by Makinson-Sanders gaining a high mark to become a second-class interpreter in French; and by Butcher, Butt and McCairns gaining their linguistic qualifications, also in French.

To conclude, it is true to say that a senior entry leave their mark on the College by their leadership and example and 94 Entry who will be next to take over the reins of office, have a good example to follow. Thank you, No 93 Entry for your high endeavour, your enthusiasm and your cheerfulness.

Good luck to you all in your future careers and in your next stage of training; and keep up the high standards which you have achieved here.

THE GRADUATION OF No 93 ENTRY

The Graduation Parade of No 93 Entry was held on the morning of 1st March 1968. It was a cold, overcast day. The Reviewing Officer was the Right Honourable Denis W. Healey, M.B.E., M.P., Secretary of State for Defence. The parade was commanded by Senior Under Officer D. A. Ray and the Parade Adjutant was Senior Under Officer P. C. Butt. The Sovereign's Squadron was commanded by Senior Under Officer A. W. Cope and 'A', 'B' and 'C' Squadrons were commanded by Senior Under Officer L. J. Anderson, Under Officer G. P. Smith and Under Officer A. Evans respectively.

As the Reviewing Officer approached the dais, accompanied by the Air Officer Commanding-in-Chief, Flying Training Command, Air Chief Marshal Sir John Davis, K.C.B., O.B.E., M.A. and the Commandant, Air Vice Marshal T. N. Stack, C.V.O., C.B.E., A.F.C., a formation fly-past of nine Jet Provosts took place. After the Advance in Review Order the Reviewing Officer presented the Sword of Honour to Senior Under Officer D. A. Ray, the Queen's Medal to Senior Under Officer P. C. Butt and the Kinkead Trophy to Under Officer D. R. Carvell and then gave the following address:

I would like to start by congratulating you on a first class parade. It marks a fitting end to the time you have spent here at Cranwell and the training you have undergone.

I know it has not been an easy course — it was not intended to be. But both for you and the Royal Air Force it has been a very vital one. The performance and efficiency of the Royal Air Force depend in the last resort on the men who man it, above all, the men who lead it.

You have been learning here not just how to become efficient in your particular skill — important in itself as that is — but also how to become leaders. And as leaders in the Royal Air Force you will have not only a degree of technical competence which nowadays puts the young officer in the forefront of all the professions in Britain.

You will also have an all-round ability to more than hold your own in any company — including, let me say from personal experience — the company of politicians like myself.

The role of the Royal Air Force, like that of the other Services, is not static. It is continually changing as the world around it changes. I want to say something to you this morning about the future role of the Royal Air Force and the part you have to play in it.

You will know that the main concentration of our armed forces in the future will be in Europe. In Europe the Royal Air Force will be second to none. It has a vital and indispensable part to play in guaranteeing the security of Britain within the Western alliance. We have just begun a major programme of re-equipment with some of the most modern aircraft in the world.

As the Vulcans and Canberras phase out, the Buccaneers will for the time being take over the strike/reconnaissance role. Some of you will regret as I do that circumstances have compelled the Government to do without the F.111.

In close support for the Army the Hunter is being replaced by the Phantom and the Harrier. The Phantom will remain the most advanced aircraft of its type for the next decade. The Harrier will for several years be the only operational aircraft in the Western World with the ability for vertical take-off. The Phantom will also supplement the Lightning in the air defence role as a fighter and interceptor.

VC 10s, Britannias, Belfasts, Hercules and Andovers will form the bulk of our strategic and tactical transport force. For maritime reconnaissance the Nimrod will take over from the Shackleton, with completely new computerized equipment.

July 1968 - Passing Out 93 Entry (3)

All these aircraft will need trained men not only to fly them but also to provide the increasingly complex and extensive framework of backing and support without which the Royal Air Force could not exist. And these men will need leaders. This is the contribution you will be making when you graduate from Cranwell.

As the technology of warfare becomes ever more sophisticated and expensive — not only in money but in skills as well, teamwork becomes of critical importance both for economy and for efficiency. That is something as essential in the Service as a whole as it is in the single aircraft and squadron.

That is why we are now taking steps to strengthen the unity of the Royal Air Force by integrating its Commands. Bomber and Fighter Commands will this year be amalgamated into one operational arm, Strike Command — which will later take in Signals

and Coastal Command as well. Air Support Command will provide all the transport backing for this force, and later this year we will have one unified Training Command.

This type of teamwork is vital not only inside the Royal Air Force itself but also between the Royal Air Force and the other services. Co-operation between the services has always been important. Today it is indispensable. I have already said that your future role will be chiefly in Europe. That is true of the Royal Navy and Army as well. Your Phantoms and Harriers will be providing support for the Army's forward operational units. Your Nimrods, Buccaneers, and Phantoms will often be working closely with ships of the Royal Navy. The Army and Navy will depend on you as you depend on them.

In a month's time the Royal Air Force will be celebrating the 50th Anniversary of its

foundation. If I look out of my office window in Whitehall, I can see the statue of Lord Trenchard — the founding father. At that time I was still a babe in arms.

Most of you on parade today — all I hope — will live to see the first centenary of the Royal Air Force. Some of you will be retired Air Marshals by then, and I have no doubt that there will be among your number someone who will have been a Chief of Air Staff.

It is still less than 10 years since the first ex-Cranwell cadet held that exalted position. You are going from here to take your place in a Service whose traditions are still new and which has always been among the pioneers in the technological changes which have characterized this century.

The future will be neither simple nor comfortable. Neither was the past. I remember being told that in the early days of the First World War, pilots had to get used to flying

and fighting in a continuous spray of castor oil from their engines. I do not think you will encounter that particular problem. You may feel a continuous spray of Defence White Papers is almost as difficult to cope with.

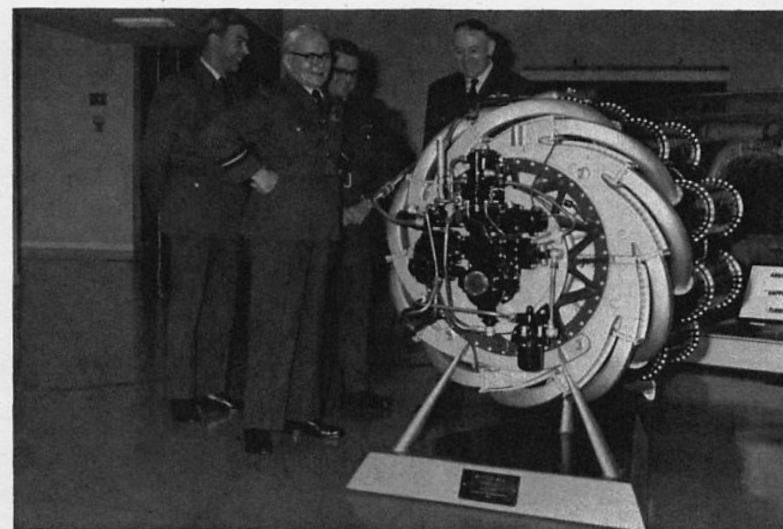
Almost the only statement I can make with certainty about the 50 years that lie ahead is that we cannot be certain precisely what they hold for us.

There is one other. Whatever the future may hold for the Royal Air Force I am sure that in your keeping it will be in safe hands. Now that you have successfully completed this first critical stage in your career let me wish you all success in the rest of it.

The efficiency and well-being of your Service depends on you. And on the efficiency of your Service — and of your fellow Services — depend — and will depend — the security of every man, woman and child in these islands.



Under Officer D. R. Carvell, Senior Under Officer P. C. Butt and Senior Under Officer D. A. Ray with the Secretary of State



Sir Frank Whittle inspecting his engine in Trenchard Hall

July 1968 - Passing Out 93 Entry (4)

THE PRESENTATION OF DEGREE AND DIPLOMA AWARDS

A ceremony to mark the award of Bachelor of Science degrees and Diplomas of Technology to Nos 9, 10 and 11 Engineer Entries was held in the Whittle Hall on 1st November 1967. The certificates were presented by Air Commodore Sir Frank Whittle K.B.E., C.B., Sc.D., D.Sc., LL.D., D.Tech., M.A., F.R.S.

In his introductory speech, the Commandant, Air Vice-Marshal T. N. Stack, C.V.O., C.B.E., A.F.C., welcomed Sir Frank Whittle, the guests and the graduate officers. He pointed out that this was the first time that degrees had been awarded to engineer officers trained completely within the Royal Air Force.

No 9 Engineer Cadet Entry had started training at Henlow in 1960 and graduated from there in 1965. No 10 Entry had started at Henlow in 1961 and graduated from Cranwell in 1966 and No 11 Entry had started at Henlow in 1962 and graduated from Cranwell in 1967. The Commandant went on to explain that the course had originally qualified for a Diploma in Technology under the aegis of the National Council for Technological Awards. When the Council for National Academic Awards took over responsibility in 1964, the Diploma course became an Honours B.Sc. course, though some candidates were allowed to choose which award they should receive. 35 officers

from the three entries had qualified, of whom 26 were present for the ceremony.

The Commandant found it particularly appropriate that Sir Frank Whittle should present the awards, in the Whittle Hall, named in his honour and opened by him in 1962. The Commandant referred to Sir Frank's distinguished career and his continued interest in the College. It was a particular pleasure to ask him to make the presentations.

In his address to the award winners, Sir Frank Whittle related several amusing anecdotes about his own career at Cranwell and the development of the jet engine. He congratulated the graduates warmly, though reminding them that paper qualifications are no more than a beginning. Their true worth would be shown in the practical application of their knowledge in their careers in the Royal Air Force and in the cultivation of enquiring minds.

DEGREE AWARDS

No 9 TECHNICAL CADET COURSE

Flight Lieutenant C. T. HARROW: B.Sc. (1st class Honours).
Flying Officer W. A. RICHARDSON: B.Sc. (1st Class Honours).
Flying Officer A. J. BENTLEY : Diploma in Technology (1st class Honours).

Flying Officer J. BLAKELY : B.Sc. (2nd class Honours, 1st division).
Flying Officer T. H. BUSH : B.Sc. (2nd class Honours, 1st division).
Flying Officer M. J. PERRIDGE : Diploma in Technology (2nd class Honours, 1st division).

Flying Officer F. BRAYSHAW : B.Sc. (2nd class Honours, 2nd division).

Flying Officer K. M. R. GRACIE : B.Sc. (2nd class Honours, 2nd division).

Flying Officer B. M. HUMPHRIES : B.Sc. (2nd class Honours, 2nd division).

Flying Officer A. J. VOYLE : B.Sc. (2nd class Honours, 2nd division).

Flying Officer I. MOIR : Diploma in Technology (2nd class Honours, 2nd division).

Flying Officer A. J. SAW : Diploma in Technology (2nd class Honours, 2nd division).

Flying Officer R. D. SMITH : Diploma in Technology (2nd class Honours, 2nd division).

Flying Officer G. F. WALKER : B.Sc. (3rd class Honours).

Flying Officer J. A. GARDNER : B.Sc. (3rd class Honours).

No 10 TECHNICAL CADET COURSE

Flying Officer P. I. KERRISON : B.Sc. (2nd class Honours, 1st division).

Flying Officer D. J. SAUNDERS : B.Sc. (2nd class Honours, 1st division).

Flying Officer R. W. WHITE : B.Sc. (2nd class Honours, 1st division).

Flying Officer D. M. ALLEN : Diploma in Technology (2nd class Honours, 1st division).

Flying Officer P. Walters : Diploma in Technology (2nd class Honours, 1st division).

Flying Officer R. A. RIDLEY : B.Sc. (3rd class Honours).

Flying Officer R. J. WHITE : B.Sc. (3rd class Honours).

Flying Officer V. N. WINTERHALDER : B.Sc. (3rd class Honours).

No 11 B.Sc. (HONOURS) SANDWICH COURSE

Flying Officer C. J. CHIPPINGTON : B.Sc. (2nd class Honours, 1st division).

Flying Officer M. J. HORNE : B.Sc. (2nd class Honours, 1st division).

Flying Officer B. C. MCCANDLESS : B.Sc. (2nd class Honours, 1st division).

Flying Officer A. S. MACKICHAN : B.Sc. (2nd class Honours, 1st division).

Flying Officer C. V. THOMPSON : B.Sc. (2nd class Honours, 1st division).

Flying Officer C. G. COCHRANE : B.Sc. (2nd class Honours, 2nd division).

Flying Officer P. L. HILLS : B.Sc. (2nd class Honours, 2nd division).

Flying Officer P. A. MERRIMAN : B.Sc. (2nd class Honours, 2nd division).

Flying Officer M. J. PEACHEY : B.Sc. (2nd class Honours, 2nd division).

Flying Officer G. B. ATKINSON : B.Sc. (3rd class Honours).

Flying Officer C. R. L. BELL : B.Sc. (3rd class Honours).

Flying Officer P. R. FOGGIE : B.Sc. (3rd class Honours).

July 1968 - Passing Out 93 Entry (5)

COMMISSIONING LIST No 93 ENTRY

- L. J. ANDERSON, *Senior Under Officer (Pilot)*: Swimming (Colours); Water Polo (Captain, Colours); Rugby.
- P. C. BUTT, *Senior Under Officer (Secretarial)*: The Queen's Medal; The Philip Sassoon Memorial Prize; The Ministry of Defence Prize for Secretarial Cadets; The Ministry of Defence Prize for War Studies and Humanities and the Royal New Zealand Air Force Trophy; The Alastair Black Memorial Trophy and Prize; Cricket (Colours); Hockey (Colours); Soccer; Journal (Editor); Drama; Debating.
- A. W. COPE, *Senior Under Officer (Pilot)*: Rowing (Captain, Colours); Athletics; Drama.
- D. A. RAY, *Senior Under Officer (Pilot)*: The Sword of Honour and R. S. May Memorial Prize; The Abdy Gerrard Fellows Memorial Prize; Hockey; Sub-Aqua (Captain); Mountaineering; Walking; R.Ae.S.
- T. J. BENFORD, *Under Officer (Equipment)*: Cricket; Hockey; Walking; Fine Arts; Drama; Choir; Folk Club.
- D. R. CARVELL, *Under Officer (Pilot)*: The Kinhead Trophy and R.M. Groves Memorial Prize; The Hicks Memorial Trophy; The Dickson Trophy & Michael Hill Memorial Prize; The Battle of Britain Trophy; Badminton.
- C. M. CHAMBERS, *Under Officer (Pilot)*: Hockey; Mountaineering; Karting.
- P. J. G. E. MCG. CULLUM, *Under Officer (Pilot)*: Squash; Para-Sailing; Cricket; Drama.
- B. C. CUSHION, *Under Officer (Pilot)*: Shooting (Captain, Colours, Flying Training Command, R.A.F.); Walking.
- G. C. DEARDEN, *Under Officer (Engineer)*: The Ministry of Defence Prize for Cadets following the Higher National Diploma Course; Squash; Sailing; Diving; Bridge; Walking.
- R. D. ELDER, *Under Officer (Pilot)*: Rugby (Captain, Colours).
- J. G. ELLIOTT, *Under Officer (Pilot)*: Athletics (Captain, Colours); Rugby (Colours).
- A. EVANS, *Under Officer (Engineer)*: The Chick-sands Cup; Soccer; Rugby; Angling (Captain); Drama.
- S. GLENCOURSE, *Under Officer (Pilot)*: Rugby.
- R. H. GOODALL, *Under Officer (Pilot)*: Cricket (Colours); Soccer (Colours).
- D. M. MOSS, *Under Officer (Pilot)*: Rowing (Captain, Flying Training Command).
- D. POLLINGTON, *Under Officer (Pilot)*: Hockey (Captain, Colours).
- I. S. PRIMROSE, *Under Officer (Pilot)*: Cricket Shooting (Colours).
- G. P. SMITH, *Under Officer (Pilot)*: Squash (Captain, Colours); Tennis (Colours).
- G. J. WOODLEY, *Under Officer (Engineer)*: Rugby Tennis; Karting (Captain); Drama; Walking.
- J. A. ANGUS, *Senior Flight Cadet (Pilot)*: Modern Pentathlon (Captain, Colours); Swimming; Water Polo; Judo; Music.
- J. BATES, *Senior Flight Cadet (Engineer)*: Squash; Sailing; Tennis; Photography; Drama.
- A. J. BLAKE, *Senior Flight Cadet (Pilot)*: Rugby (Colours).
- R. A. V. BOND, *Senior Flight Cadet (Equipment)*: Canoeing; Volleyball; Rugby; Badminton; Angling; Folk Club.
- K. D. BURNS, *Senior Flight Cadet (Pilot)*: Golf; Squash.
- P. C. BUTCHER, *Senior Flight Cadet (Pilot)*: Soccer.
- A. T. CARTER, *Senior Flight Cadet (Pilot)*: Rugby.
- H. T. CHANDLER, *Senior Flight Cadet (Pilot)*: Hockey; Karting; Mountaineering.
- I. S. CORBITT, *Senior Flight Cadet (Pilot)*.
- R. T. CUTHILL, *Senior Flight Cadet (Pilot)*: Water Polo (Colours, R.A.F.); Swimming (Colours, R.A.F.); Badminton; Squash; Golf.
- P. F. DOBBS, *Senior Flight Cadet (Engineer)*: Rugby; Sailing; Bridge; Walking.
- M. H. DOBSON, *Senior Flight Cadet (Pilot)*.
- R. R. J. DOWLER, *Senior Flight Cadet (Pilot)*: Modern Pentathlon; Hockey; Soccer; Cricket; Drama; Opera.
- D. J. DREW, *Senior Flight Cadet (Pilot)*: Riding (Captain, Colours); Mountaineering; Karting; Opera.
- A. J. EVANS, *Senior Flight Cadet (Navigator)*: Canoeing (Captain); Karting; Rowing; Rugby; Angling; Bridge.
- R. A. GALLAUGHAN, *Senior Flight Cadet (Equipment)*: Rowing (Colours, Flying Training Command); Riding; Skiing; Sailing; Christian Union; Journal; Folk Club; Karting.
- P. A. M. M. GELARDI, *Senior Flight Cadet (Pilot)*: Modern Pentathlon (Colours); Riding (Colours); Tennis; Literary and Debating.
- A. V. HALL, *Senior Flight Cadet (Engineer)*: Volleyball; Motor Club; Photography; R.Ae.S.
- J. W. HOLLOWOOD, *Senior Flight Cadet (Equipment)*: The Ministry of Defence Prize for Equipment Cadets; Volleyball; Potholing (Captain); Fine Arts.
- A. J. HURST, *Senior Flight Cadet (Equipment)*: Volleyball; Photography; Drama; Choral.
- G. A. JOHNSTON, *Senior Flight Cadet (Engineer)*: Soccer (Colours); Tennis; Bridge.
- R. W. KING, *Senior Flight Cadet (Navigator)*: The Institute of Navigation Trophy and the Ministry of Defence Prize for Navigators; Soccer.
- S. F. M. KNOWLES, *Senior Flight Cadet (Pilot)*.
- T. F. LOCKE, *Senior Flight Cadet (Pilot)*: Badminton (Captain); Fencing (Colours).
- M. H. MAAN, *Senior Flight Cadet (Engineer)*: Rowing; Squash; Photography; Rock-climbing; Walking.
- J. M. F. MAKINSON-SANDERS, *Senior Flight Cadet (Pilot)*: L'Ecole de l'Air Trophy for French Studies.
- J. MARCUS, *Senior Flight Cadet (Engineer)*: Cross-Country (Captain, Colours); Athletics (Colours); Christian Union.
- D. C. MARLOW, *Senior Flight Cadet (Pilot)*: Rowing (Flying Training Command, Colours); Printing; Squash.
- A. MELVILLE-JACKSON, *Senior Flight Cadet (Pilot)*: Squash; Modern Pentathlon; Drama.
- R. B. G. MILTON, *Senior Flight Cadet (Pilot)*: Hockey; Paragliding (Captain).
- P. B. MORRELL, *Senior Flight Cadet (Equipment)*: Hockey; Tetrathlon; Field Shooting; Jazz.
- T. A. F. MULLEN, *Senior Flight Cadet (Pilot)*: Rugby; Water Polo; Swimming.
- C. J. MCCAIRNS, *Senior Flight Cadet (Pilot)*: Rugby; French Circle.
- I. D. NIXEY, *Senior Flight Cadet (Engineer)*: Swimming; Water Polo; Walking; Photography.
- R. A. D. NORRIS, *Senior Flight Cadet (Engineer)*: Hockey; Swimming (Royal Air Force, Flying Training Command); Water Polo; Bridge.
- M. J. O'CONNOR, *Senior Flight Cadet (Pilot)*: Mountaineering (Captain); Walking; Badminton; Cross-Country; Music; Literary and Debating.
- J. C. L. PARKER, *Senior Flight Cadet (Pilot)*: Rugby; Squash.
- A. B. PENFOLD, *Senior Flight Cadet (Pilot)*: Judo (Captain); Hockey; Karting; Film.
- J. W. PHILLIPS, *Senior Flight Cadet (Pilot)*: Canoeing; Cross Country; Walking; Mountaineering; Potholing.
- A. S. PRICE, *Senior Flight Cadet (Pilot)*: Rugby; Paragliding.
- R. J. REEVE, *Senior Flight Cadet (Pilot)*: Rowing; War Gaming.
- P. S. J. ROWLEY-BROOKE, *Senior Flight Cadet (Engineer)*: Rugby; Cricket; Drama; Choral; Judo; Music; Volleyball.
- G. SAMBROOK, *Senior Flight Cadet (Pilot)*: Soccer.
- P. A. SMITH, *Senior Flight Cadet (Navigator)*: Karting.
- R. J. STEWART, *Senior Flight Cadet (Navigator)*: Soccer (Captain, Colours); Athletics (Colours).
- P. G. SUMMERS, *Senior Flight Cadet (Engineer)*: Squash; Golf; Photography; Journal; Aeromodelling.
- G. H. TAINSH, *Senior Flight Cadet (Navigator)*: Badminton; Folk Club.
- J. H. THOMPSON, *Senior Flight Cadet (Pilot)*: Rugby; Parachuting.
- D. A. L. TOMBLESON, *Senior Flight Cadet (Engineer)*: Rugby (Colours); Squash; Judo; Bridge.
- J. G. TURNBULL, *Senior Flight Cadet (Pilot)*: Riding; Rugby; Folk.
- A. J. VAREY, *Senior Flight Cadet (Engineer)*: Athletics; Cross Country; Judo; Gliding; Drama.
- D. WEBB, *Senior Flight Cadet (Navigator)*: Modern Pentathlon (Colours); Rugby; Riding; Fencing (Colours).
- P. E. WEIGHT, *Senior Flight Cadet (Engineer)*: Shooting; Volleyball (Captain); Photography; Drama; Gliding.
- J. C. WILDMAN, *Senior Flight Cadet (Engineer)*: Fencing (Colours); Hockey; Sub Aqua.
- B. WILLMOTT, *Senior Flight Cadet (Navigator)*: Rugby; Diving; Athletics; Drama.
- P. WITHERS, *Senior Flight Cadet (Engineer)*: Soccer; Cricket; Tennis; Walking (Captain); Chess.
- B. WOOLSTENCROFT, *Senior Flight Cadet (Engineer)*: Rowing; Rugby; Walking; Drama.
- B. YOUNG, *Senior Flight Cadet (Pilot)*: Rugby; Cricket; Paragliding.

July 1968 - 93 Entry (Mar 68)



No 93 ENTRY

- Back Row :* Senior Flight Cadets A. J. Hurst, C. J. McCairns, A. J. Evans, J. H. Thompson, G. H. Tainsh, J. Bates, P. E. Weight, D. J. Drew, J. W. Phillips, R. A. Gallagher.
- Fourth Row :* Senior Flight Cadets K. D. Burns, R. A. D. Norris, A. J. Blake, A. J. Varey, P. B. Morrell, A. T. Carter, T. F. Locke, B. Woolstencroft, P. Withers, P. G. Summers, P. A. Gelardi, A. S. Price, P. C. Butcher, R. R. J. Dowler.
- Third Row :* Senior Flight Cadets A. V. Hall, R. J. Stewart, G. A. Johnston, D. C. Marlow, J. W. Hollowood, I. D. Nixey, A. B. Penfold, J. A. Angus, R. J. Reeve, J. M. F. Makinson-Sanders, J. C. L. Parker, A. Melville-Jackson, S. F. M. Knowles, J. C. Wildman, P. S. J. Rowley-Brooke.
- Second Row :* Senior Flight Cadets J. G. Turnbull, R. A. V. Bond, R. W. King, I. S. Corbitt, M. H. Dobson, P. A. Smith, B. Young, R. T. Cuthill, D. A. L. Tombleson, R. B. G. Milton, H. T. Chandler, T. A. F. Mullen, D. Webb, M. H. Maan, G. Sambrook, M. J. O'Connor, P. F. Dobbs, J. Marcus, B. Wilmott.
- Front Row :* Under Officers D. Pollington, G. C. Dearden, B. C. Cushion, G. J. Woodley, A. Evans, R. H. Goodall, D. R. Carvell, S. Glencourse, R. D. Elder
Senior Under Officers A. W. Cope, D. A. Ray, P. C. Butt, L. J. Anderson, Under Officers I. S. Primrose, J. G. Elliott, D. M. Moss, C. M. Chambers, P. J. G. E. Mc. G. Cullum, T. J. Benford.

July 1968 - Lead Article (1)

MANAGEMENT AND MANAGEMENT TRAINING

by WING COMMANDER D. WOODS

I have written this article as the first of a series to be produced by Engineering Management Wing and published half yearly in the College Journal. The Engineering Management Wing is the junior member of all the Wings of the College and has been in existence since January 1967, although most of the staff did not arrive until the summer of that year. Although the task of the Wing is primarily to teach management principles and practice to Engineer Officers on courses run within the Department of Engineering, the expertise of the management teaching staff is used generally in the College and training is given to engineer, equipment and secretarial cadets and, eventually, will be given to GD cadets. This first article attempts to look at management in general terms and serves as an introduction to future articles from Engineering Management Wing Staff on specific subjects that each member is experienced in.

Management Defined

Firstly then, what do we mean by management? How many of us can precisely define what it is? Very few I'll be bound. We would even be hard pressed to find amongst the many books written about management, two which would give the same definition. Nevertheless if we are to learn about management and in the process analyse its various functions then we must know its meaning. In his book on 'Management, its Nature and Significance' Brech suggests that management is a social process entailing responsibility for the effective planning and regulation of the operations of an enterprise. Louis Allen, in his book 'The Management Profession,' defines management as the mark of planning, organising, leading and controlling, performed by a person in a leadership position to enable people to work effectively together to attain identified ends. Yet another definition is by Koontz and O'Donnell in their 'Principles of Management,' who say that management is the

accomplishment of desired objectives by establishing an environment favourable to performance by people operating in organised groups. There are many other definitions, some short and some long, some meaningful and some obscure, but all slightly different in one way or another. However, from the multitude of words of the many different definitions at least one common thought tends to emerge which is that management is concerned with people. Without people there cannot be management. Perhaps we should pause here because your immediate reaction will be to challenge this statement. What about the small shopkeeper running his own business you'll say, or any one man enterprise for that matter? Are these people, who are working for themselves, not managers? Do they not plan, organise and control their business toward the objective of making profit? Of course they do, and if management is defined solely as the act of planning, organising and controlling, then indeed they are managers. But this is not all that management is about: it is about the co-ordination of people at work and the creation of an environment within which human beings can be directed to achieve objectives both effectively and efficiently. Management is about people and is an activity which any person can perform given the authority to do so; although even without authority managers (or leaders) emerge from groups of people working together. If a person exercised authority to co-ordinate the work of others toward the achievement of an aim, then he is a manager. In the process, he is expected to make the optimum use of all his resources.

The Development of Management

In co-ordinating work and in optimising the use of resources, the manager follows a process, or series of processes, which guide his actions. These concern the forecasting of trends and developments to determine ob-

jectives; the organisation of resources; the delegation of responsibility; the direction and motivation of staff; the control of work. These processes are determined from principles arrived at over many years and documented only in haphazard fashion. There are few books which codify management principles to any serious degree, because principles have been slow to emerge and, until recently, there was a dearth of management literature. It is worthwhile studying the work of management pioneers of the nineteenth and twentieth centuries. Only in the nineteenth century were great advances made in management thinking largely as a result of the Industrial Revolution. But the art of management is not new for it has been in existence almost as long as man has existed. In earliest civilization the human race still had its problems of organization and control. The tasks which were performed in days gone by were perhaps less complicated, but were often most ambitious. A good example is the construction of the pyramids of Egypt where planning and organization for the project, formidable by any account, required many years of co-ordinated effort of men and materials, coupled with the expert use of the most rudimentary of equipment. Compare this project to that of a present day construction task of, say, a thirty storey building. There is not so very much difference. But the application of modern ideas and modern equipment of the present day results in shorter time scales and an improved finish to the product. Until the nineteenth century industrial production was carried out largely in small scattered units, other than in the larger industries of steel and ship building. With the advent of the steam engine and power driven machinery the need for large scale organizations was created. From many one man businesses, partnerships and other associations evolved alongside the rapid technological advance of the Industrial Revolution. A new era began in the application of management, giving fresh relationships between men, materials and machines. The main advances were in scientific thinking, in administration and in the investigation of human problems. Improvements were also forthcoming in financial management, marketing, recruiting of labour and in personnel management.

Perhaps the most outstanding man in the nineteenth century for his ideas on scientific management was the American, Frederick Winslow Taylor. He laid down the essential principles of the scientific approach to business management. He was a brilliant engineer and his work on the philosophy of organization is perhaps the most important of his achievements. He was a well educated man but started work as a machinist, and it was then he became aware of the restrictive practices carried on at the shop floor. He wanted to tackle this particular problem and the opportunity arose when he was promoted shop foreman. The problem was largely one of ignorance by the works management who had no idea what men could and should produce, or how to provide the right incentives giving fair rewards for a fair day's work. In those days the environment at the shop floor was long established and management accepted such things as the indifferent supply of materials and tools, the erratic running of machines, petty disturbances to the work routine and so on. Far from putting these right, management was often unaware of them. Also, rates of pay for production were decided without any real fact finding and without precise and accurate knowledge for calculating what they should be, as a result they were often wildly astray. If they erred on the side of the producer then they were arbitrarily cut. Taylor set out to change all this. He started by examining in detail the work of a single worker on a lathe working through the complete process of metal cutting. He systematically analysed the problems to find what caused them; he investigated the reasons for delays and corrected them; he isolated the more difficult problem areas and gave them special attention. He took measurements wherever possible and set about improving those factors which would lead to high performance. He found that many delays in production were not attributable to the machines but were caused by a lack of planning. For instance, materials might not arrive on time, at the finish of one job no other was there immediately to take its place and so on. The organisation of the factory in those days required specialist foremen to cope with their own planning, and this they were invariably unable to do. So Taylor changed the organization, separated planning from the functional production line and

July 1968 - Lead Article (2)

created functional foremanship with separate planning departments. This is quite remarkable when one realises we are talking about events in the 1880's.

Throughout his life Taylor spread an understanding of his ideas. The principles he advocated are most evident in the words he used at a formal gathering much later in his life. He said :

'Scientific management is not any efficiency device nor is it any bunch or group of efficiency devices. It is not a new system of figuring costs ; it is not a new scheme of paying man ; it is not holding a stop watch on a man and writing things down about him ; it is not time study ; it is not motion study nor an analysis of the movements of men ; it is not the printing and ruling and unloading of a ton or two of blanks on a set of men and saying 'Here's your system ; go to it.' It is not divided foremanship or functional foremanship ; it is not any of the devices which the average man calls to mind when scientific management is spoken of

'Now, in its essence, scientific management involves a complete mental revolution on the part of the working man engaged in any particular establishment or industry And it involves an equally complete mental revolution on the part of those on the management's side — the foreman, the superintendent, the owner of the business, the board of directors And without this complete mental revolution on both sides, scientific management does not exist.

'The great revolution that takes place in the mental attitude of the two parties under scientific management is that both sides take their eyes off the division of the surplus as the all important matter, and together turn their attention toward increasing the size of the surplus There is one more change in viewpoint which is absolutely essential to the existence of scientific management. Both sides must recognise as essential the substitution of exact scientific investigation and knowledge for the old individual judgement or opinion, either of the workman or the boss, in all matters relating to the work done in the establishment.'

Management and the Behavioural Sciences

Although Taylor firmly believed in the need for scientific thought, he was aware of the limitations of scientific knowledge when he said :

'There is another type of scientific investigation which should receive special attention namely, the accurate study of the motives which influence men.'

This quotation is evidence of his awareness of the human side of management. As a man he was generous and large-minded, but it was for others to explore how individuals react in particular work settings. Such a person was Mary Parker Follett, a political scientist and philosopher, whose main interest was the psychological foundation of human activity and the emotional reactions which come into play in the working of human groups. An important part of her doctrine was an acceptance by her of the universal nature of the principles of organization. By this she meant that in whatever field of management one might be engaged, be it government, industry or in a military setting, the fundamental principles of organisation were the same. Unlike Taylor she was not concerned with expounding the systematic method of conducting and controlling work, or with analysing the function and duties of managers. She concerned herself solely with the basic human emotions and forces that underlie the process of organization — the dynamic as opposed to the static or structural aspect of the subject.

Winslow Taylor and Mary Follett are two of the pioneers of management ; I could equally have mentioned the works of others. I chose these two because they were concerned with two principal areas of management teaching ; namely, the approach which is mathematical and systematic, and that which concerns human behaviour. There are also other studies of management and many books outline the empirical approach (the case study method) and the operational approach which simply is a combination of the other schools. In my opinion the last named is the more practical way to learn about management which is a subject which cannot be isolated solely into a study of

behavioural science, of economics, of quantitative analysis, or of any single discipline, but is a combination of all these disciplines (and many more), married together by a good understanding of how to apply this knowledge. Management is often talked about as a system and indeed this is a sound way of understanding the management process. The often described functions of management involving planning, organizing, directing and controlling, which are so often put across in such dreary fashion, are the foundation of the management system. Whether we consider a simple task in our own home or the most involved military project, both are managed by a process of planning and organization, by telling people what to do and by monitoring what they do and correcting their deviations. Having said this in half a dozen lines I hasten to add that for a large complex project, the management function requires a degree of sophistication to match the complication of the task and would at all stages involve the use of modern ideas and techniques to implement the four functions: techniques involving the use of computers for forecasting and for resource allocation, mathematical programming, replacement theories, data processing, simulation techniques and so on. All of these and more might be employed extensively if the size and complication of the task justified it. The use of extensive and time consuming specialist skills must however be applied only to the right degree, for it is never necessary to 'use a sledge hammer to crack a nut.'

Our management teaching at this College is viewed as a total process. From a foundation of fundamental principles a sound understanding of the process is established together with a deeper understanding of human behaviour and the application of quantitative techniques. This might also involve other disciplines, such as economics, and indeed it can be said that management, above all subjects, is truly interdisciplinary.

There is not space in this article to consider in detail the subject material embraced by behavioural science or by systems analysis and operational research. The intention is to discuss more fully these subjects in future articles in this Journal, and then follow them by further articles from engineer members of the management staff, who will put forward their own thoughts on the application of these topics to the management task of Engineer Officers and to the Royal Air Force in general.