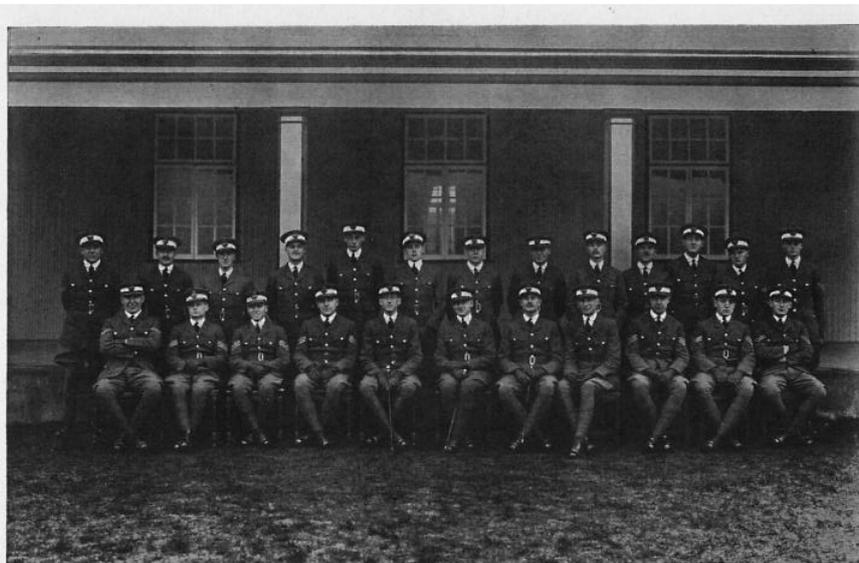


Fewest of the Few Supplement



J29 Entry Graduated December 1930

SURNAME	INITS
EELES	H
HOBSON	WFC
HOGAN	HAV
ROBINSON	MWS
WILKINSON	RL



PASSING-OUT TERM—WINTER, 1930.

[Photo: Gale & Polden, Ltd., Aldershot.]

Standing.—Bennett, Morrison, Smith, Moore, Wilkinson, Moorby, Bleibem, Broad, Nichols, Macdonald, Baker, Robinson, Cecil Wright
Sitting.—Reed, Horner, Windsor, Colett, Gaskell, Eeles, Hogan, Hobson, Casalet, Pearce, Sabine.



Eeles Henry (J29 Entry, A Squadron)



Henry Eeles was born on 12th May 1910 and educated at Harrow School. He entered the RAF College Cranwell in January 1929 as a Flight Cadet. After graduating in December 1930, with a permanent commission, Eeles joined 41 Squadron at Northolt.

On 1st October 1932, he was posted to HQ RAF Middle East as PA to the AOC.

Eeles returned to the UK in early 1934 and, on 11 February, he went to the Air Armament School at Eastchurch for a course. He joined the staff of 5 FTS Sealand on 19 January 1935 to take up armament duties. Eeles was appointed PA to the Chief of Air Staff, Air Chief Marshal Sir Cyril Newall on 1 September 1937.

He was attached to 6 OTU Sutton Bridge from the Air Ministry on 24 June 1940 for a refresher course and conversion to Hurricanes. He took command of 263 Squadron on 6 July, flying the squadron's first Whirlwind from Martlesham Heath to Grangemouth on that day. 263 initially had three of these aircraft and fourteen Hurricanes. During the Battle of Britain, the squadron flew operational sorties with its Hurricanes. There is a suggestion that Dowding had little faith in the new aircraft fuelled by a troubled reputation of its manufacturer.

Eeles is not shown in the squadron ORB as having flown operationally during the Battle of Britain period, but correspondence between him and the Air Ministry in 1960 confirmed his eligibility for the Battle of Britain clasp. The evident frustration that his squadron should be kept away from the Battle of Britain possibly influenced his decision to decline the clasp, on the grounds that his squadron did not operate in southern England but only from Grangemouth and later Drem.

He received two Mentions in Despatches, the CBE (1943) and the CB (1956).

Eeles remained in the RAF after the war and was AOC and Commandant of the RAF College Cranwell from 25 August 1952. He retired from the RAF on 29 January 1959 as an Air Commodore and died in 1992.



**Hobson, William Francis Cripps
(J29 Entry, A Squadron)**



54



64



601

William Francis Cripps Hobson was born on 28 December 1910 and educated at Wellington College. He entered the College on 10 January 1929 as a Flight Cadet. On graduation in December 1930, he joined 54 Squadron at Hornchurch.

On 26 February 1934, he went to the Air Armament School in Eastchurch and afterwards joined the 1 Air Defence Group staff in London on 9 September 1935.

After a posting to the Aircraft Depot in Karachi on 14 March 1936, he returned to the UK to join the staff at 6 Armament Training Station, Warmwell, on 16 August.

He then went to West Freugh on 8 May 1939, to start a tour with 4 Armament Training Station. On 4 June 1940, Hobson moved to 6 OTU, Sutton Bridge, for a refresher course and, after converting to Hurricanes was posted to 64 Squadron as a supernumerary on 4 July.

On 20 July, he took command of 601 Squadron at Tangmere, as a Squadron Leader, leading it till 10 August when he was admitted into hospital.

He retired on 23 May 1956 as a Wing Commander, but retaining the rank of Group Captain.



**Hogan, Henry Algernon Vickers
(J29 Entry, B Squadron)**



54



501



Son of a colonel in the Indian Army, Hogan was born on 25 October 1909 and educated at Malvern. He joined the RAF College Cranwell in January 29 and, on graduation, was commissioned in December 1930.

He joined 54 Squadron at Hornchurch where he flew Siskins and Bulldogs.

In 1932, he joined 404 Fleet Fighter Flight and served in the aircraft carrier 'Courageous'. The next year he moved to 800 Squadron. After qualifying at the Central Flying School, he was posted as an instructor to No 1 Flying Training School, Leuchars.

In 1938, the RAF launched an attempt on the Soviet Union's non-stop long-distance record of 6,306 miles, and Hogan joined 1 Group's Long Range Development Unit. Three Vickers Wellesley aircraft took off from Ismalia on 5 November 1938. Led by Squadron Leader Richard Kellett, the pilots made the challenge even more daunting by deciding to fly in formation. Bad weather over the Bay of Bengal and the South China Sea obliged Hogan to land at Kupang in Timor and refuel, but the Wellesley aircraft still handsomely beat the Russian record, covering the 7,157 miles to Darwin in 48 hours.

In 1939, Hogan was at the Air Ministry. He was then posted to 15 Flying Training School as chief flying instructor and moved to 60 Operational Training Unit shortly before taking command of 501 squadron, an Auxiliary Air Force unit, on 21 June. Hogan was posted to Croydon to command this Hurricane fighter squadron throughout the Battle of Britain, as part of Air Vice-Marshal Park's frontline 11 Group, Fighter Command.

On 10 July, the first day of the Battle of Britain, the Squadron was stationed at Middle Wallop. As the sun rose on the second day of the battle, 501 scrambled to engage 10 Ju 87 Stuka dive-bombers and 20 Me 109 fighters, heading in from the Cherbourg area. In the engagement, Hogan lost a Hurricane and had to come to terms with both the numerical odds against 11 Group and the Hurricane's inferiority to the 109.

On August 15, at the height of the Luftwaffe's much trumpeted "Eagle Offensive", Hogan led 501 (by now based at Gravesend) in an attempt to save coastal fighter fields at Lympne and Hawkinge from destruction. Heavily outnumbered, 501 fought valiantly to break up large Luftwaffe formations. Three days later, Hogan and the squadron, now almost continuously in action, shot down two Me 110's at the cost of seven Hurricanes.

As losses mounted, Hogan and his surviving pilots grew ever more skilful. Foremost among them was the ace Sgt Ginger Lacey who ignored the flames engulfing his Hurricane, and before baling out, persisted in shooting down an He 111 which had bombed Buckingham Palace.

The replacement pilots had an average age of 21 and were inexperienced in combat; it troubled Hogan that they were so vulnerable. Flying Officer Arthur Rose-Price was typical. A former instructor, he joined 501 squadron on 2 September, flew a morning patrol, and that afternoon failed to return from combat over Dungeness.

Hogan continued to lead the Squadron throughout the daily assaults on London. On 18 September, he was shot down by a Me 109 over West Mailing. He baled out and resumed command, none the worse for the experience. He completed the Battle of Britain with at least five enemy aircraft to his credit.

It was Hogan's excellence as a fighter squadron commander which subsequently ensured him a senior role in the vital business of training a generation of fighter pilots who would succeed the veterans of the Battle of Britain. After the Battle of Britain, he commanded 54 OTU until posted to Maxwell Field, Alabama, where he was a key figure in the Arnold Scheme for training RAF pilots in the USA. He was also a member of the RAF delegation to Washington.

In 1944, he returned home as assistant commandant at the Empire Central Flying School. The next year he commanded No 19 Flying Training School at Cranwell, the successor FTS to 17 FTS and the SFTS who had trained pilots throughout the war.

After the war, Hogan was successively: Sector Commander, Northern Sector; Air Officer Commanding 81 Group; Air Officer Commanding 83 Group 2nd Allied Tactical Air Force, Germany; Senior Air Staff Officer Flying Training Command.

He retired in 1962 and served as Midland Regional Director, Civil Defence, from 1964 to 1968.

Hogan was awarded the DFC in 1940 and appointed CB in 1955.



**Robinson, Maurice Wilbraham
Sandford
(J29 Entry, A Squadron)**



Born on 20 September 1910, Maurice Wilbraham Sandford Robinson was educated at Liverpool College. He entered the RAF College on 10 January 1929 as a Flight cadet, representing the College in Rugby and Shooting. Graduating on 19 December 1930 with a Permanent Commission, he was posted to 111 Squadron, Hornchurch, the following day.

He joined 60 Squadron at Kohat, India, on 4 April 1932 and, after returning to the UK, went on to the staff of 3 FTS at Grantham on 22 October 1934.

On 4 April 1932, Robinson was posted to 24 (Communications) Squadron at Hendon, before rejoining 111 Squadron at Northolt as a Flight Commander on 28 September 1938. He was promoted to Squadron Leader and took command of 29 Squadron at Debden on 1 December that year, leading it till February 1939.

On the 13th, he was posted to 1 RAF Depot, Uxbridge, on hold. As an acting Wing Commander., he assumed command of 8 B&GS, relinquishing the rank on 22 April 1940.

On 10 July 1940, he was posted to 7 OTU, Harwarden, and after converting to Hurricanes, rejoined 73 Squadron at Church Fenton as a supernumerary on 31 July. He assumed command of the squadron on 10 August, relinquishing the post the same day to the returning Squadron Leader JWC More (ex-S28 Entry). He remained as a supernumerary and regained command of the squadron on 5 September when More's planned post at HQ 9 Group was available.

In combat, Robinson destroyed a Ju 88 and probably two others on 15 August and probably destroyed an He 111 on 5 September. On the same day, he had to make a forced landing at Wallasea Yacht Club, Rochford, when his Hurricane P2815 was damaged in combat over Burnham.

On 17 August, he destroyed a Bf 110, on the 11th another and on 14 September was shot down in combat in the Tonbridge area. He baled out, wounded, and was admitted to Kent & Sussex hospital; he lost the sight in one eye. He was a CASEVAC at RAF Debden until posted from 73 Squadron on 26 September.

He received an MiD on 1 January 1942.

He was appointed SASO at 81 Group in mid-1942 and, as an acting Group Captain, assumed command of RAF Northolt in early 1943. During this tour of duty, he flew with the resident Polish squadrons.

On 4 May 1943, he was involved in action against enemy fighters on Fortress-escort with 316 Squadron. On another occasion, he attacked a FW 190. For these and other actions he was awarded the Polish KW on 10 March 1944.

The citation stated that *“he displayed great courage and was an example to the remaining pilots, in spite of his advanced age and possessing the sight of only one eye”*.

Robinson was made a CBE on 2 June 1943.

From April to June 1945, he was the Station Commander of RAF Biggin Hill.

He retired from the RAF on 1 March 1958 in the rank of Air Commodore.

He died on 2 April 1977.



Wilkinson, Rodney Levett (J29 Entry, B Squadron)



Rodney Levett Wilkinson, of Rotherfield, Sussex was born in Shrewsbury on 23rd May 1910 and educated at Wellington College. He entered the RAF College, Cranwell, in January 1929 as a flight cadet. On graduation in December 1930, he joined 3 Squadron at Upavon.

On 1 October 1932, Wilkinson was posted to the staff of HQ Transjordan and Palestine, in Jerusalem, where he was personal assistant to the AOC, Sir Wilfrid Freeman.

In January 1934, he was made PA to the AOC Middle East, AVM Newall. He returned to the UK in 1934 and joined the Station Flight at Duxford on 22 October, operating as an instructor to Cambridge University Air Squadron.

He moved to the staff of CFS, Upavon on 19 April 1937. He then took up an Air Ministry post in January 1939.

After a refresher course at 5 OTU Aston Down in June 1940, where he converted to Spitfires, Wilkinson took command of 266 Squadron at Wittering on 6 July 1940.

He claimed a Do17 destroyed on 12 August and a Ju 88 on the 15th. On the 16th in combat over Deal, it is believed that he collided with a Me 109, possibly that flown by Uffz. Bruder of 4/JG51 who baled out. But Wilkinson was killed when his Spitfire, R6768, crashed and burned out at Eastry Court.

Wilkinson was 30. He is buried in Margate Cemetery, Kent.