

THE
ROYAL AIR FORCE
COLLEGE



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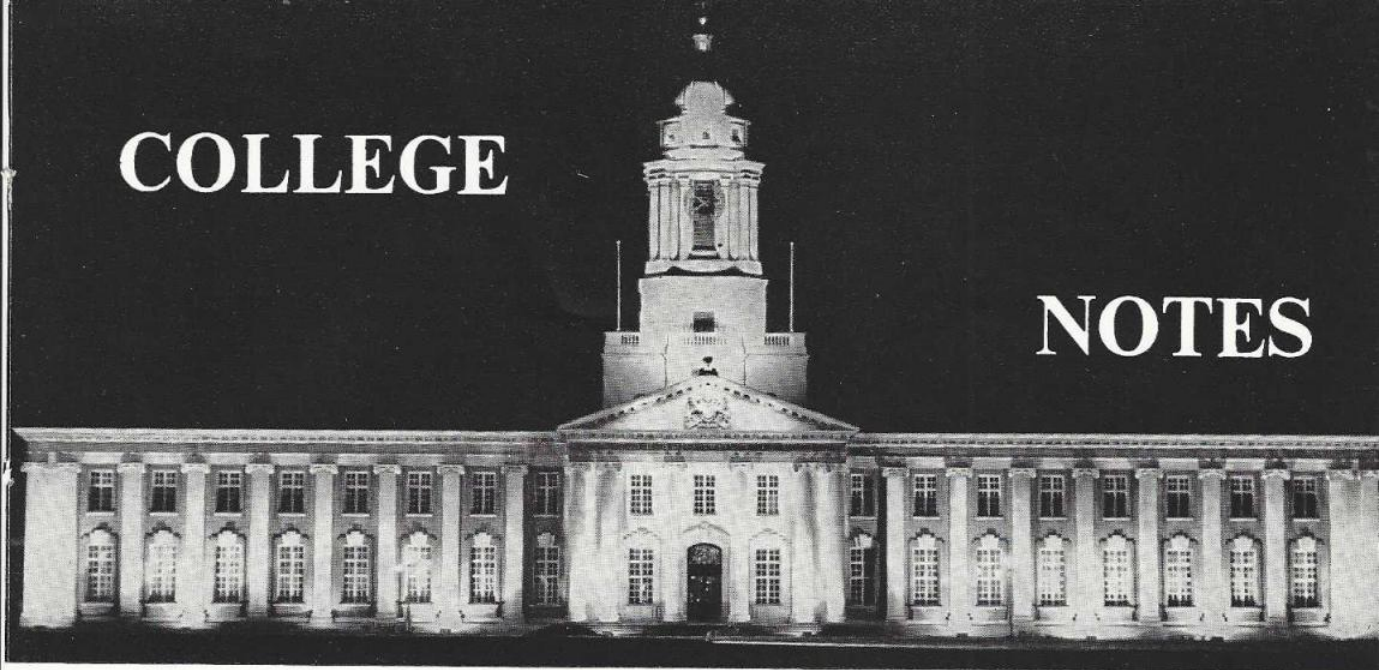
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Air Vice-Marshal R. D. Austen-Smith, DFC, RAF

COLLEGE

NOTES



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AIR COMMODORE W. C. TAYLOR OBE

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

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

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

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

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

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

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

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

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

GROUP CAPTAIN F. A. COLEMAN MA AFRAeS

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

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

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

HONOURS AND COMMENDATIONS

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

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

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

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

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

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

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

IMPERIAL SERVICE MEDALS

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

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

The *Journal* offers its congratulations.

PROMOTIONS — No 101 ENTRY

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

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

RETIREMENTS

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

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

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

DEATH

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

Mr L. R. Garland.

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WARRANT OFFICER J. GARBET



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

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

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

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

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

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

VISITS 1971-72

Visitors to Cranwell included:

JULY

On 27th. Air Commodore P. F. Marshall, Director Women's Royal Air Force.

On 29th.-31st. Lieutenant General A. P. Clark, Superintendent of the United States Air Force Academy.

AUGUST

On 20th. His Royal Highness Prince Philip, Duke of Edinburgh. Air Chief Marshal Sir Denis Spotswood, Chief of the Air Staff (Reviewing Officer, Passing-Out Ceremony, No 1 Graduate Entry).

SEPTEMBER

On 19th. The Right Reverend Kenneth Riches, Bishop of Lincoln.

On 30th. General Al Mettimano, Commandant of the Italian Air Force Academy.

OCTOBER

On 5th.-7th. Lieutenant-Colonel J. Mortvedt, Commandant of the Royal Norwegian Air Force Academy.

On 8th. Air Marshal Sir John Hunter-Tod, Director General of Engineering, Royal Air Force.



Lord Balniel, Minister of State for Defence with the Commandant.



Air Commodore Maisner, Assistant Commandant (Training), His Royal Highness The Sultan of Selangor, The Commandant.

On 15th. Air Chief Marshal Sir Andrew Humphrey, Air Officer Commanding-in-Chief, Strike Command (Reviewing Officer, Passing-Out Ceremony, No 2 Graduate Entry).

NOVEMBER

On 19th. Lord Balniel, Minister of State for Defence.

On 30th. His Excellency Roesmin Nurjadin, the Indonesian Ambassador.

DECEMBER

On 6th.-7th. Air Vice Marshal B. P. Young, Commandant General, Royal Air Force Regiment.

On 10th. Air Vice Marshal M. M. Gardham Air Officer i/c Administration Training Command (Reviewing Officer, Passing-Out Ceremony, Supply and Secretarial Students of No 3 Graduate Entry).

JANUARY

On 27th. Dr D. F. Mann, Professor of

Chemical Engineering, Royal Military College Canada.

FEBRUARY

On 18th. Marshal of the Royal Air Force Sir Charles Elworthy, Constable of Windsor Castle (Reviewing Officer, Passing-Out Ceremony, Pilot and Engineering Students of No 3 Graduate Entry).

On 25th. Admiral of the Fleet Sir Peter Hill-Norton, Chief of Defence Staff (Reviewing Officer, Graduation Parade, No 100 Entry).

MARCH

On 16th. Air Chief Marshal Sir Lewis Hodges, Air Member for Personnel.

APRIL

On 18th. Major General J. K. I. Douglas-Withers.

MAY

On 25th His Royal Highness The Sultan of Selangor.



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

THE GRADUATION OF No 100 ENTRY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The best of luck to you all in the future.



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



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

THE WINGS AND PRIZES CEREMONY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

God love ye . . . and God speed !

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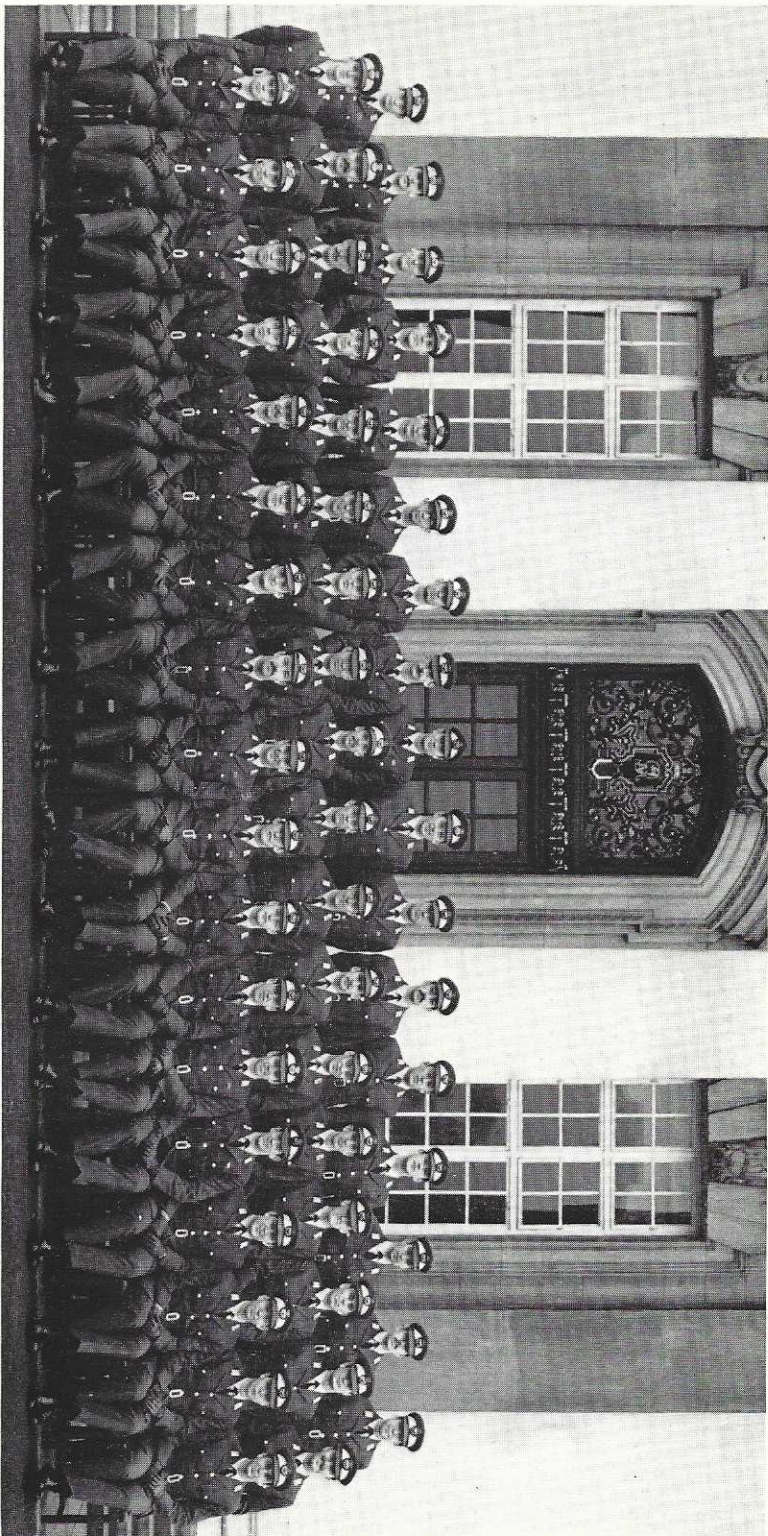
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No 100 ENTRY SOVEREIGN'S SQUADRON SENIOR ENTRY FEBRUARY 1972

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

COMMISSIONING LIST

No 100 ENTRY

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

G. B. JONES, *Senior Flight Cadet (Engineer)*.
 T. P. MARSH, *Senior Flight Cadet (Pilot)*.
 K. J. MIDDLETON, *Senior Flight Cadet (Pilot)*.
 P. W. MEDHURST, *Senior Flight Cadet (Pilot)*.
 G. P. NASH, *Senior Flight Cadet (Pilot)*.
 P. I. A. NEIL, *Senior Flight Cadet (Pilot)*.
 J. S. PARKER, *Senior Flight Cadet (Engineer)*.
 T. E. C. PEMBREY, *Senior Flight Cadet (Pilot)*.
 P. A. B. ROBERTS, *Senior Flight Cadet (Engineer)*.
 P. A. RUSHMERE, *Senior Flight Cadet (Engineer)*.
 D. R. SKINNER, *Senior Flight Cadet (Navigator)*.
 S. STANTON, *Senior Flight Cadet (Pilot) ; The Hicks Memorial Trophy for Ground School Subjects*.
 D. J. TAYLOR, *Senior Flight Cadet (Supply)*.
 R. V. THOMPSON, *Senior Flight Cadet (Supply) ; The Ministry of Defence (Royal Air Force) Prize for Supply Flight Cadets*.
 B. D. UPRICHARD, *Senior Flight Cadet (Navigator)*.
 G. USHER, *Senior Flight Cadet (Pilot)*.
 P. N. VALE, *Senior Flight Cadet (Engineer)*.
 J. W. WITNEY, *Senior Flight Cadet (Engineer)*.
 M. J. WRIGLEY, *Senior Flight Cadet (Engineer)*.
 A. V. M. YOUNG, *Senior Flight Cadet (Secretarial) ; The Ministry of Defence (Royal Air Force) Prize for Secretarial Flight Cadets*.

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

PASSING OUT CEREMONY OF No 2 GRADUATE ENTRY

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

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

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

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

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

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

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

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

Good luck to you all !

LIST OF PASSING-OUT OFFICERS No 2 GE

G. P. ALDHOUSE, *Flight Lieutenant (Engineer)*; *Philip Sassoon Memorial Prize.*

C. F. ASHE, *Flying Officer (Pilot).*

D. H. W. BACKHOUSE, *Flying Officer (Engineer).*

J. C. BAGNALL, *Flight Lieutenant (Pilot).*

C. C. BOSANQUET, *Flying Officer (Pilot).*

B. K. BURRIDGE, *Flying Officer (Pilot).*

R. BUTTERWORTH, *Flying Officer (Pilot).*

A. C. CASSIDY, *Flying Officer (Engineer).*

K. L. CROUCH, *Flight Lieutenant (Engineer).*

N. J. DAY, *Flight Lieutenant (Pilot)*; *The Kinkead Trophy. The Dickson Trophy. The Hicks Memorial Prize. The Battle of Britain Trophy.*

R. J. DUNSFORD, *Flying Officer (Pilot).*

J. A. DYSON, *Flying Officer (Pilot).*

P. M. ECKERT, *Flying Officer (Engineer).*

D. B. FARQUHAR, *Flying Officer (Pilot).*

A. FOSTER, *Flying Officer, (Engineer).*

J. P. GOPSILL, *Flying Officer (Engineer).*



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



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

B. A. GREENE, *Flying Officer (Pilot).*

D. HADLEY, *Flying Officer (Pilot).*

A. J. HAIGH, *Flying Officer (Engineer).*

R. HEAD, *Flying Officer (Pilot).*

P. F. HOARE, *Flying Officer (Pilot).*

C. J. JONES, *Flight Lieutenant (Pilot) ; The
Sword of Honour.*

J. F. M. KAYE, *Flight Lieutenant (Pilot).*

R. J. LEWIS, *Flying Officer (Engineer).*

C. W. MCGIBBON, *Flight Lieutenant (Pilot).*

K. J. PARKES, *Flying Officer (Pilot).*

A. F. PHILIP, *Flight Lieutenant (Pilot).*

J. D. PIEREY, *Flying Officer (Pilot).*

D. W. REES, *Flying Officer (Pilot).*

H. REES, *Flying Officer (Engineer).*

G. B. ROSS, *Flying Officer (Pilot).*

N. C. RUSLING, *Flying Officer (Pilot).*

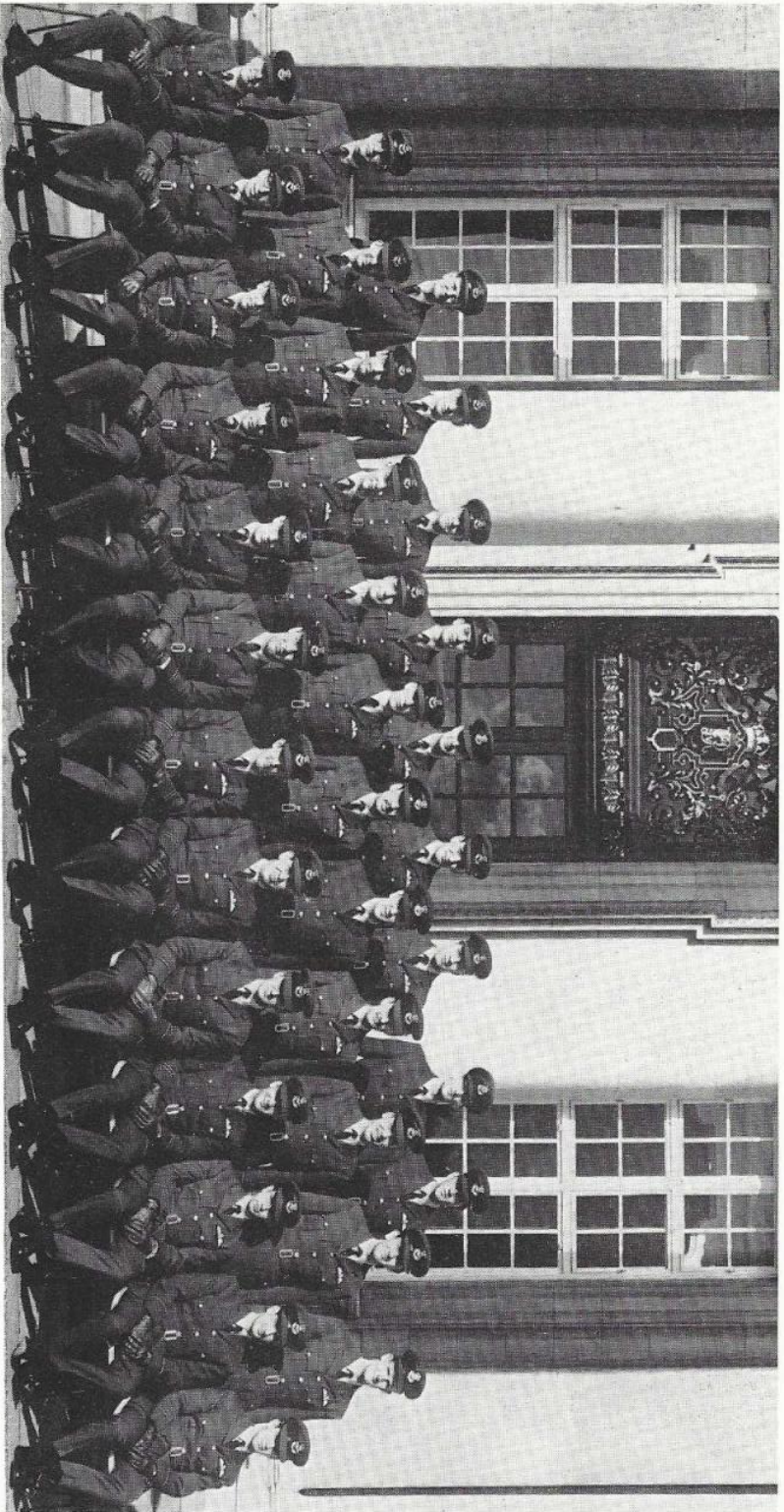
I. F. SCOTT, *Flight Lieutenant (Pilot).*

T. J. H. SHAW, *Flying Officer (Engineer).*

G. F. R. TRUEMAN, *Flight Lieutenant
(Engineer).*

C. J. TURNER, *Flying Officer (Pilot).*

B. W. WOODCOCK, *Flying Officer (Engin-
eer) ; Engineering Studies Prize.*



NO 2 GRADUATE ENTRY OCTOBER 1971

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

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

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

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



The Reviewing Officer inspecting the Parade.

PASSING OUT CEREMONY OF No 3 GRADUATE ENTRY

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

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

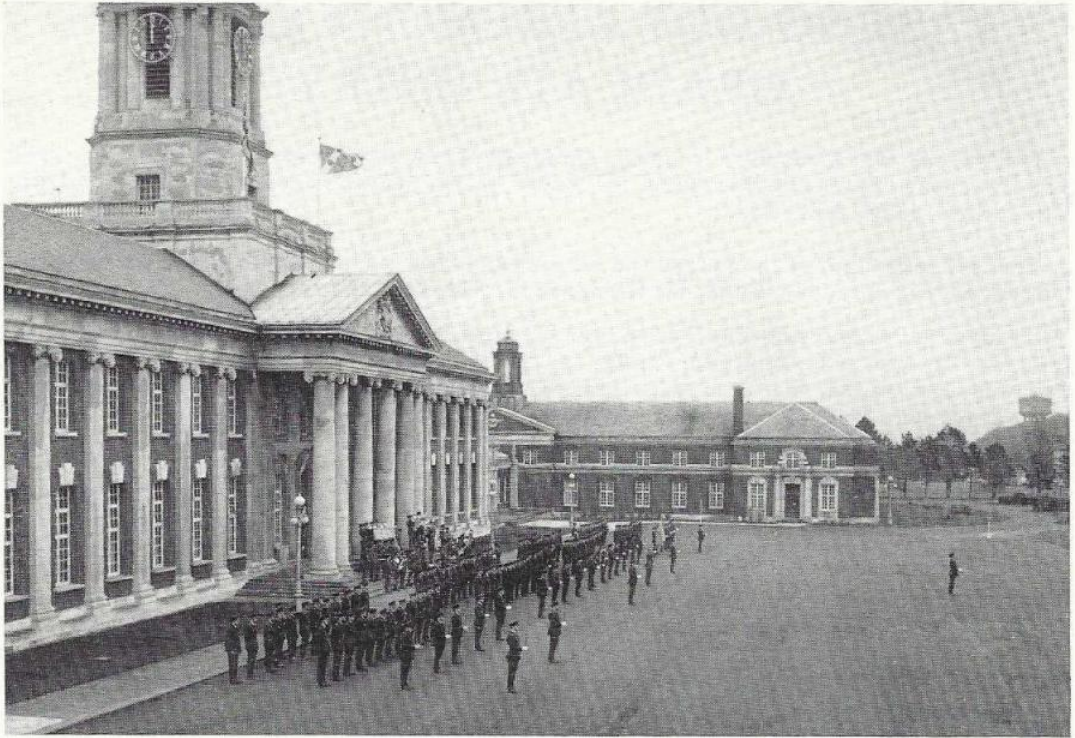
Today is the second time that I have been privileged to take a Passing Out Parade at Cranwell, and on that first time seven years ago I came here with a certain sense of inadequacy because I, myself, had not been through Cranwell. And so it is today, only hopefully today, I at least have in common with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

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

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



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



The Parade awaiting the arrival of the Reviewing Officer.

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

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

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

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

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

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

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

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



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3 GRADUATE ENTRY FEBRUARY 1972

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

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

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

LIST OF PASSING-OUT OFFICERS No 3 GE

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

THE PRESENTATION OF ACADEMIC AWARDS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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SECOND CLASS HONOURS (1ST DIVISION)

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

SECOND CLASS HONOURS (2ND DIVISION)

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

THIRD CLASS HONOURS

Flying Officer M. W. POTTER : Mechanical.

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

FIRST CLASS HONOURS

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

SECOND CLASS HONOURS (1ST DIVISION)

Flying Officer B. D. SWINSCOE : Mechanical.

SECOND CLASS HONOURS (2ND DIVISION)

Flying Officer B. WAKELY : Electrical.

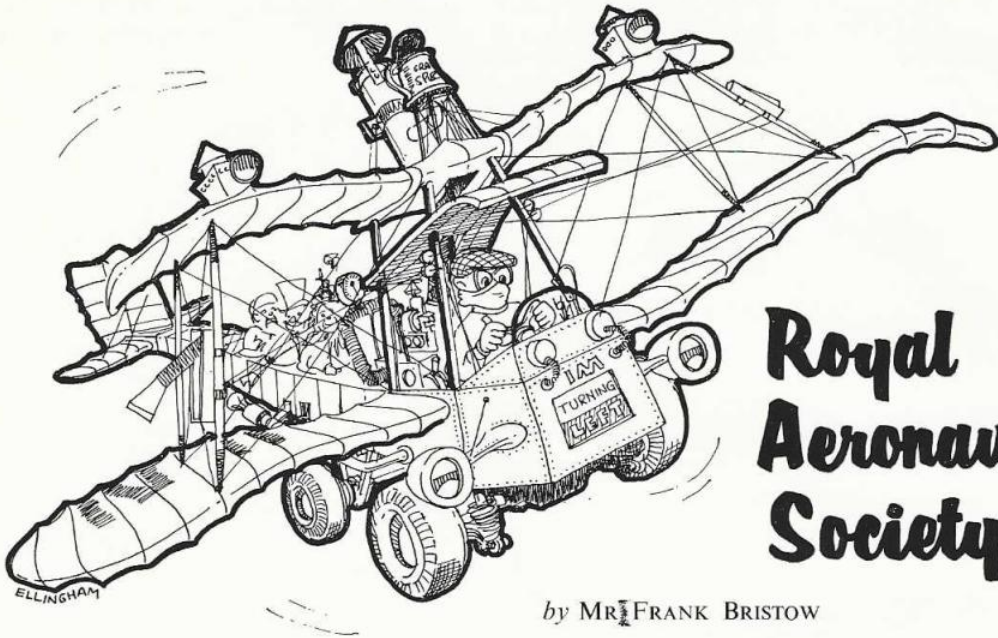
THIRD CLASS HONOURS

Flying Officer M. J. ABBOTT : Electrical.

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

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

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



Royal Aeronautical Society

by MR FRANK BRISTOW

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

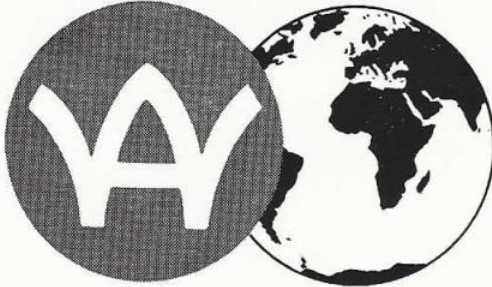
A bar is open in Whittle Hall after the lectures to give members an opportunity to meet the lecturers informally and social events are arranged from time to time, the most recent being particularly successful. This took the form of a cocktail party and buffet supper following a most stimulating lecture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

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

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

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

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



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The Armorial Bearings and Supporters of the
ROYAL AIR FORCE COLLEGE, CRANWELL

College of Arms
London

A. Blincoe
Windsor Herald and Registrar

The Elements of a Coat of Arms

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

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

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

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

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

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



THE FULL ACHIEVEMENT OF ARMS OF THE ROYAL AIR FORCE COLLEGE

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

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

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

In heraldic terms, the draft showed the following :—

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

Crest — Daedalus proper.

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

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

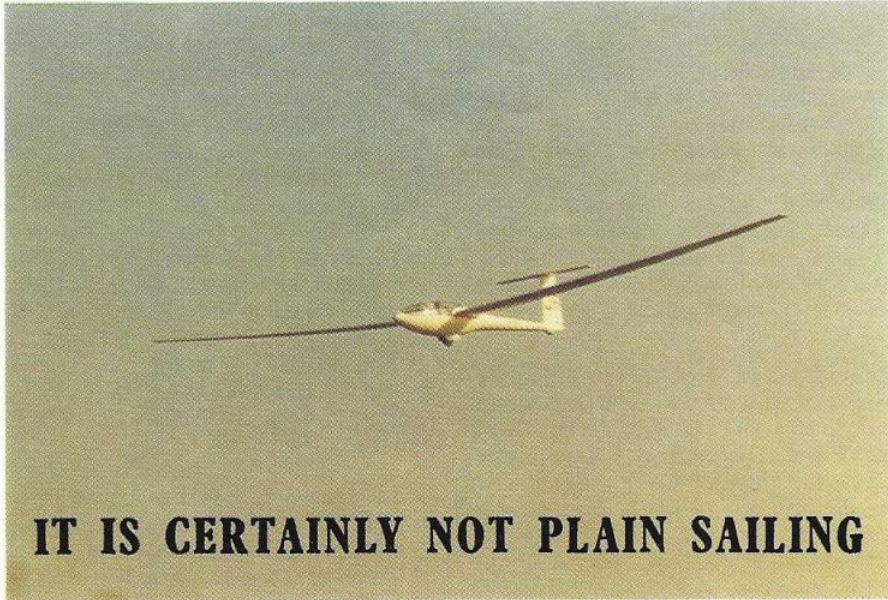
In designing a full achievement of arms, especially with the addition of Supporters, the design must maintain its balance, without distracting from the original arms, depicted upon the shield. Consideration should also be given to the variations in scale in reproduction to ensure that the shape and form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

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

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

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

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



IT IS CERTAINLY NOT PLAIN SAILING

by SQUADRON LEADER JOHN DELAFIELD

the 1972 National Open Class gliding champion

Daily Telegraph, 2 June 1972, news item headline: '88 Kph Reached in Gliding Championship.' The text: 'A Standard Class pilot . . . flying an ASW 15 averaged the fastest speed of 88 Kph on the 150 Km dog-leg race to Husbands Bosworth at the National Gliding Championships on Wednesday.'

Confronted by such a report the average reader, already late for the 0802 to Waterloo and concerned more with that last piece of toast than with such news, would no doubt imagine that some idiot of a glider pilot had successfully dived his machine to the fantastic speed of 88 Kph. Perhaps he does not know what Kph meant, (Actually, it means Kilometres per hour—glider pilots went metric many years ago). If he decided to miss the 0802 and go for the 0813, and thereby have time for a second cup of coffee, he might

even read the text of the report. What would that tell him? Perhaps, and most likely, he would think that the pilot in question had been towed, by some device, to sufficient altitude to enable him to glide down hill for 150 Km at 88 Kph and actually arrive at this unheard of place, Husbands something or other. As for the 'dog-leg', that presumably refers to his drinking too much coffee prior to take-off and his resultant problem aggravated by the cramped cockpit.

But perhaps I malign the average reader.

In reality, it is quite correct to say that the great majority of people have little idea of the workings of gliding competitions. I have therefore been bludgeoned by the Editor to write an article explaining what these competitions consist of, and, hopefully, giving an

insight into the many problems facing a competitor in such competitions. This article is aimed at those who know that they know nothing about the subject. Those who think they know something may stop reading here and merely content themselves with looking at the excellent colour photograph of a glider.

Why, then, do we hold gliding competitions? Surely there must be sufficient rewards in gliding itself to eliminate the need for competition? The answer to these questions is that with increasing experience the glider pilot's task of keeping a glider airborne becomes so straightforward that it becomes almost boring. He has to search out new challenges, and, as in other sports, competition provides this challenge. But what form do competitions take?

The basic mechanism for measuring a glider pilot's competitive ability is the gliding race. In analogy, this is strikingly similar to a yacht race; a course is declared around which each competitor is encouraged to fly his glider, the winner being the one who defies the elements most successfully and achieves

the shortest elapsed time for the course. The size and shape of the course depends upon the weather conditions expected, and this, naturally, will vary from country to country. The weather conditions which suit glider pilots are similar to those which suit most people — sunny periods. The influence of the sun's heating causes portions of the air to move in a vertical sense, and it is the ascending bits which excite glider pilots. In more sunny climes than England these vertical currents, in glider pilot's language: 'thermals', can reach vertical speeds of well over 1,000 feet per min (300 metres/min) and useable heights of over 15,000 feet. Gliders can go very much higher, in storm clouds or clear-air mountain wave lift, but this has little application to competition gliding. In England we normally regard a thermal strength of 400 feet per minute and a flying height of 4,000 feet as being quite good.

The course for a gliding race must also take account of major airfields, airways, danger areas, not to mention areas of anticipated bad or deteriorating weather. All of these should be avoided. The course set for any one day



will seldom be the same as for any previous or succeeding day as the weather will seldom be the same. What, then, are the types of course a glider pilot could be asked to fly?

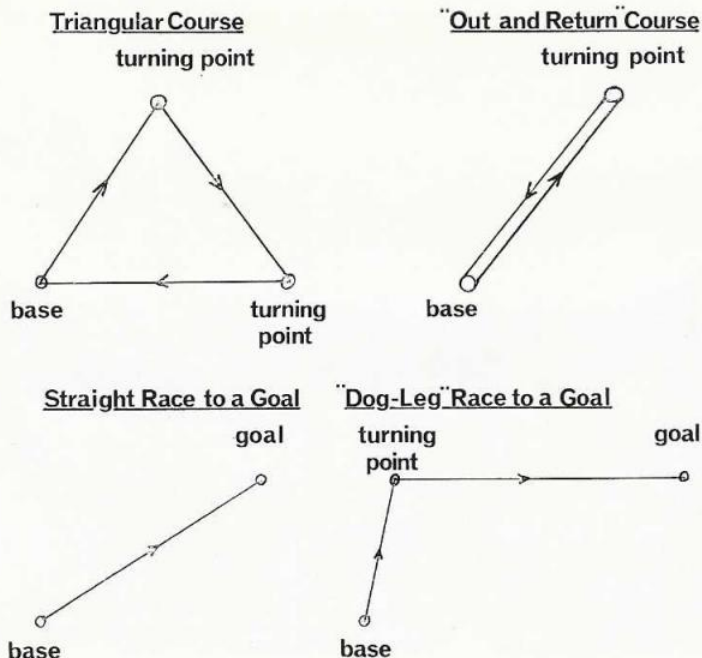
The most common course is a triangular shaped one, with a starting point and two turning points. The starting point being the competition airfield, which has its own starting and finishing lines for the purpose of measuring a glider pilot's elapsed time for the course. The turning points are prominent objects on the ground and the pilot would be required to photograph each to prove he had been around them. The photographic system used is virtually 'cheat' proof. The distances around these courses normally varies, under English conditions, from 100 Km to over 300 Km. From the basic triangular course a whole variety of others can be devised, as *Figure 1* depicts.

Naturally, there are other types of course which can be set, but, whenever possible, it is planned as a race. Sometimes the weather

deteriorates unexpectedly and no competitor completes the course; the race then becomes, in effect a distance flight, the winner of the particular event being the one who completes the greatest part of the course. Sometimes a deliberate distance course is set, when pilots are sent around a number of turning points, the object being to achieve the greatest elapsed distance between take-off and landing. The pilot who flies the fastest for the longest will cover the most ground — this may mean up to nine hours in the cockpit! But, these distance type of tasks are only set when the weather is too bad for a race to be fair to all competitors. Tactics are therefore the key to negotiating the weather and achieving successful distance flights, as indeed it is with races, but to a lesser extent.

Tactics win competitions. The glider pilot is faced with a whole host of variables during his flight. He must choose the optimum time to cross the starting line — a good start can gain him valuable seconds over his forty-odd competitors. He must continually monitor

Figure 1

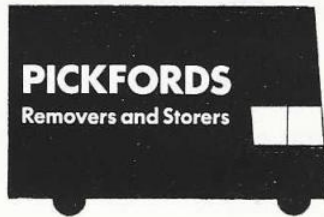


weather conditions out on the course so that each time he has to regain altitude he does so as rapidly as possible by choosing the strongest thermals he can find. This saves more seconds. He must decide whether, and by how much, he can detour off track in order to achieve better gliding conditions. Whether to climb high in cloud, and risk the subsequent loss of performance due to ice formation on the smooth glider wings, is another frequent decision that has to be made. In fact, one previous World Champion pilot has said that if you do not consciously make, or review, a decision every two minutes, you will not win. Competition gliding is therefore largely an exercise in sound, rapid decision making, in addition to a game of flying skill. If we add to this that competitions normally last at least a week, and that each flying day will involve several hours of mentally, and, in adverse climates, physically strenuous flying, we can see that the sport is by no means a rest-cure. Some top World class pilots take physical fitness very seriously, as it can play a significant role in improving their performance. When competitions involve

stress, fitness certainly can make the difference between success and failure.

Gliding competitions are hard work. The champion will be the pilot who achieves the highest aggregate score for each day's flying; he may win each day by seconds or a few minutes — not hours. He will probably be the pilot who has flown most consistently over the many championship courses; he will probably have been the most cunning and the most mentally alert of the pilots. He will have been flying a good machine, but not necessarily the best; his own performance often counts far more than that of the glider. He will also have had an excellent ground crew to not only pluck him and the glider back home after those unscheduled landings away from the base or goal airfield, but also to advise him, by radio, of weather changes and such like. In short, a gliding competition is a sophisticated and demanding event requiring hard work from the pilot and his crew, good decision making, good mental and physical fitness and, as in all sports, a bit of luck.

It is certainly not plain sailing.



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POACHERS '72

by

FLYING OFFICER K. JACKSON

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

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

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

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

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

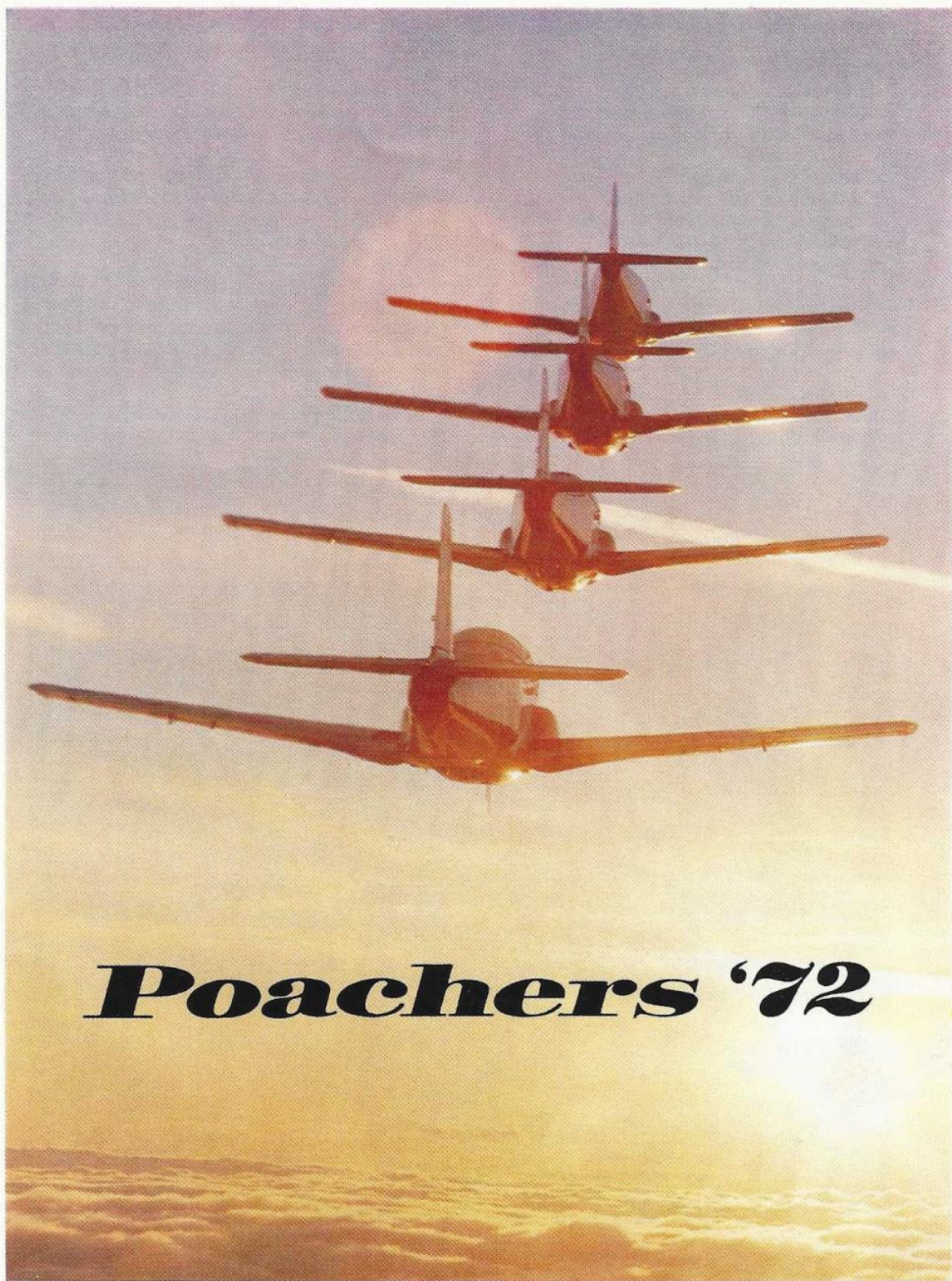
probably know the feeling, of course I said yes. This meant that I had to look at them again, and by this time they were wearing their royal blue flying suits and white polo-necked sweaters ! Is my chip showing ?

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

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

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

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



Poachers '72

Wales bomb-burst, where everyone disappears.

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

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

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

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

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

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

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

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

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



Training Wing

Sports

Society Notes

Poetry Review

Short Story

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BADMINTON 1971 - 72

The 1971 - 72 season was rather unfortunate with virtually no players from the cadet population since the departure of 99 Entry. The teams had to look for players from the Student Officers and Graduates.

A College team eventually emerged with a graduate officer and six other student officers. Due to the shortage of time available before the vital matches against RMA Sandhurst and BRNC Dartmouth, the College team had only a single opportunity to play against Royal Air Force Digby. We won with a score of 7 - 2.

As usual, the College team won when matched against RMA Sandhurst with a score of 7 - 2. Unfortunately we lost once again to BRNC Dartmouth, but not without determination and hard work. The score was 2 - 7. Dartmouth did not win any straight sets in the match except those played against their first pair.

The College team was captained by Pilot Officer B. S. Gooi, the other members being Flying Officer K. B. Yeoh, Pilot Officers P. S. C. Chan, Hudson, Tazar and Mahadar, and 2nd Lieutenant Wang.

Our thanks go to Squadron Leader Gearing and also to our coach Sergeant Joyce for their encouragement and advice throughout the season.

KARTING

The last few months have seen a rapid expansion of the Kart Club. We now have more members who are actively engaged in racing than ever before. A lot of hard work has also been done in the workshop and this has considerably increased the reliability of our machines.

The club has been taking part in the usual weekly outings to practice at Fulbeck and we have met with a reasonable amount of success (considering the strength of the opposition) at race meetings there. Our captain, Flying Officer H. J. Boardman, is now a member of Royal Air Force Motor Sports Association

team and has already put in some good driving for them, and he will, we hope, be able to do much good for the sport as a member of the RAFMSA Karting Committee.

But what of the future? Our immediate plans include entering a team of five people for the Royal Air Force Karting Championships to be held in April. There should be some good competition to contend with on this occasion at Royal Air Force Little Rissington, but we hope to do well in this, the highlight of the karting season.

We hope that the expansion of the club will continue and we are happy to see any new members who appear at the 'ever open' workshop doors.

DEBATING SOCIETY

A debate was held in the College Hall Lecture Hall on 18 January 1972, under the Chairmanship of Wing Commander D. G. A. Barham. The motion was 'In the opinion of this House the reintroduction of some form of conscription would be in the National Interest'.

The motion, proposed by Senior Flight Cadet I. M. Frost and Pilot Officer C. J. Blencowe and opposed by Flight Cadet T. J. Watson and Flying Officer A. T. Brearly was defeated by 141 votes to 39.

COLLEGE JOURNAL

The next edition of the *Journal* will see the re-introduction of the 'miscellany' section, which will offer an opportunity to staff and students to contribute articles on subjects in which they have a particular interest.

The obvious criteria of good taste and intelligent expression will be applied to all material submitted but no attempt will be made to limit the range of subject matter or censor expressed attitudes providing that these criteria are met.

It is hoped that this section of the *Journal* will reflect the wide range of specialised knowledge and informed opinion which exist at the College.

ASSOCIATION FOOTBALL 1971 - 72

The 1971-72 season was one of mixed fortunes. The three most important matches of the season were lost. In the Stadium, RMA Sandhurst beat the College 5-3, although we lead at one stage 3-2. Against BRNC Dartmouth we lost a player through injury after two minutes, and another a short while later. The team played well in mud and rain, and lost a close-fought match 2-1. At the end of the season a very strong Icarus team beat us 3 - 1 to retain the Burma Trophy.

We won the majority of the remaining matches, and the final record was as follows :

Played	Won	Drawn	Lost	Goals	
				For	Against
16	7	0	9	39	42

After the Inter-College matches, the captaincy was awarded to Flight Cadet M. J. Rudd. During the season, the highest number of appearances were made by Flight Cadet A. C. Spinks (15) and Flight Cadet T. J. Watson (14). Flight Cadet A. J. Malcolm was the top scorer with 7 goals. The best win of the season was 6 - 1 at Laxton Grammar School and we had another good win against Northern Icarus (1 - 0).

The most disheartening fact was that the same team never played in more than one match. A total of thirty-seven different students played in just sixteen matches. The reason for this was that students who had agreed to play football at the start of the season were either unable or not prepared to stand by their decision at a later stage. There were a number of good players, but they did not play together enough to make a team. We are naturally hoping for a more successful season next year, so let us hope this situation does occur then.

The season, for all its disappointments, was a very enjoyable one. All those who played regularly know of the spirit of the club which was especially evident in away matches. Thanks go to Squadron Leader G. Goulding, Guiding Officer Football, for his sympathetic understanding and help when matches did not go quite as we had hoped.

Colours this season were awarded to : Flight Lieutenant R. A. Malcolm, Senior Flight Cadets D. J. Taylor and G. F. Clifford, and Flight Cadet M. J. Rudd.

POTHOLING

The year 1971 was, as they say, 'a very good year,' for the Potholing Club at the College. Although the rather impulsive idea to gallop around the French Pyrenees during the long summer break never actually left dear old England, the enthusiasm was always there. Despite the fact that expeditions to the Yorkshire Dales were confined to weekends, a lot of experience was gained, under the ever watchful, if not always completely sober eye of the captain, Under Officer Burwell.

The club has a hard core of about ten members, and difficulty has been found in obtaining the minimum numbers needed for an expedition, due to other sports activities taking precedence. The club owns all its own equipment, and has the College minibus at its disposal.

When staying at the Officers' Mess at Royal Air Force Leeming or camping behind the Crown at Horton-in-Ribblesdale, the club can find an enormous selection of both caves and potholes to either gain experience on or simply (and sometimes not so simply) explore. Which reminds one of the time when Under Officer Burwell, Senior Flight Cadet Gash and Flight Cadet Willmott ventured down a new cave only to find that they couldn't turn round at the end. Seeing Christ Burwell reversing out of a cave entrance is an alarming sight ! Nevertheless most of our intrepid band have now become familiar with many holes including Sell Gill Pot, Old Ing Cave, Browgill Cave, Alum Pot, Birkwith Cave, Gunnarfleet Caves, Calf Holes and Long Churn Caves.

With the graduation of 100 Entry the club lost its captain, Chriss Burwell, and several other well-seasoned 'groggs.' Their help, guidance and generosity in the pubs of Yorkshire will be sorely missed. Thanks to you all : Chris, Dave, Chris No 2, Roger, Paul and all those whose names escape me.

Our main problem now lies in rekindling interest among the graduate population. We have received offers from elsewhere on the station, but only one from the West end of the College. Most of our present members only came along to see ' what it was like,' and are now well and truly bitten by the ' troglodite bug.' You'll be surprised by what you can see on a College potholing expedition !

HOCKEY 1971 - 72

To date, this has been a very good season for the Station 1st XI. A strong team has been fielded every Wednesday afternoon and, under the captainship of Flight Lieutenant P. Fish, the team has lost only three matches. The team has also notched up some very convincing victories. the 1st team ' needle ' team must undoubtedly be Royal Air Force Wittering. Three matches have been played, two of these in the Royal Air Force Cup. Royal Air Force Wittering won 2 - 0 in the Cup match replay after a 1 - 1 draw. These matches have been hard, with little to choose between the two teams.

The 2nd XI have had fewer matches than the 1st XI, but have had equally good results.

Unfortunately the Saturday fixtures have not been as successful due to the old problem of players not being available at weekends. Yet, despite understrength teams the majority of matches have been very enjoyable. So far the victories equal defeats. The College held its annual Six-a-Side tournament in October and the winners were Lincoln Imps.

The U24 XI have had only two matches this season. These were against RMA Sandhurst and BRNC Dartmouth. The team lost 3 - 1 against Sandhurst, the result being a fair assessment of the match considering the lack of match practice. Against Dartmouth the team played extremely well to draw 1 - 1, despite the lack of experience in playing on an all-weather cinders pitch.

Senior Flight Cadet P. I. A. Neil was selected to play for the Royal Air Force U22

XI and the Royal Air Force XI. He also played for the Combined Services team and Training Command. Flying Officer G. Bakewell, Flying Officer S. Hill, Flying Officer L. Walsh and Pilot Officer Abu Hassan were all selected to play for Training Command.

Our thanks go to those ' part-time ' hockey players who turned out at very short notice to enable teams to play at full strength and also to Squadron Leader G. C. M. Miles, Officer I/C Hockey, Flying Officer J. Bakewell, Match Secretary and Flight Lieutenant K. Cardy, Fixture Secretary.

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CROSS COUNTRY 1971 - 72

At the end of the 1970 - 71 season we lost our team captain, Roger Clarke, who is the Royal Air Force and inter-services champion. This left a large gap in the team. Fortunately just before the beginning of the present season two very welcome additions arrived on the graduate side of the College. These were Flying Officer K. Daykin and Pilot Officer I. Wilton-Jones. The only two remaining cadets are Senior Flight Cadets Uprichard and Rushmere.

The team's primary function during the season was participation in the Lincolnshire Cross Country League. The league consists of thirteen teams from Royal Air Force stations throughout Lincolnshire and each week a match is held at a different station giving a great variety of courses. The competition is very strong with an average turnout of one hundred runners. With two-thirds of the races gone, Royal Air Force Cranwell is lying in second place. Our main problem is putting a full team in the field as training commitments have been very demanding.

The only traditional event was the annual triangular match against RMA Sandhurst and BRNC Dartmouth. This year the match was held at the Royal Air Force College. The College had great difficulty in finding six runners who qualified for the race. Eventually the four usual team members and two unknown factors were entered. The four regular members put up an excellent performance to take four of the first five places. Flying Officer Daykin won easily with Senior Flight Cadet Uprichard third, Pilot Officer Wilton-Jones fourth and Senior Flight Cadet Rushmere fifth. The final result showed that Royal Air Force Cranwell had beaten RMA Sandhurst and BRNC Dartmouth for the first time for many years in the same season. The results showed a victory for the College by two points over Sandhurst and three over Dartmouth.

The future could hold more excitement as there is the Command Championship in the not too distant future and the Royal Air Force Championship at the end of the season with Royal Air Force Cranwell looking for honours in both.

Colours this season are to be awarded to : Senior Flight Cadets' Uprichard and Rushmere.

SHOOTING 1971 - 72

Shooting this term was confined to .22 rifle and pistol in the miniature 25 yards range. We had an interesting weekend at RMA Sandhurst where we went to shoot the annual triangular match against Sandhurst and BRNC Dartmouth. We were unlucky, however, to lose both to our hosts and Dartmouth. We achieved greater success in our shoulder-to-shoulder matches against Oundle School and United London Hospitals. We won on both occasions. Other competitions entered included the Lincolnshire League and the Nobel Cup. The results of the first round of the Nobel Cup have just been published and at time of writing we hold second position.

The graduate entries are now producing some useful shots and with their support we should do well in the remainder of the .22 season. Our hope is that more of the graduate officers will join us, especially with the full bore season coming nearer.

We have had the pleasure of welcoming Flight Lieutenant D. Dale who was our guiding officer until the beginning of 1971. Under his influence we trust that 1972 will be an even more successful year than 1971, during which three members of our team Pilot Officer R. Harris and Flight Cadets W. J. Hair and T. A. Harper were selected to shoot for Training Command. Flight Cadet Hair has been selected to represent the Royal Air Force during 1972.

Results :

Oundle School (H) Won 1501 - 1485
United Hospitals (A) Won 568 - 558

Inter-College: RMA Sandhurst 747, BRNC Dartmouth 718, Royal Air Force College Cranwell 712.

THE GRAVEDIGGER

The road was long and dry
and the sun suspended
like a candle on a tree
above my head
I walked only slowly
and presently passed a garden
surrounded
by flowers and living things
Inside the garden was a man
digging holes to hide death away
I stopped and so did he
and
we talked awhile
of life and its many treasures
but
he said nothing
I stopped and so did he
and
we talked again
of death and its many pains
and
then he spoke
He told me of death
and the fascination he found
in watching
the dead spring back to life
in the form
of flowers and living things
and
as I walked away I wondered
just how dead are the living
and how living are the dead ?

J. WILLMOTT.

POETRY REVIEW

SPRING-GREEN

The time that trickles like the sand
Through every gap in outstretched hand
Is lost, and wasted, if unfulfilled
By some constructive thought, or willed
To purposes, of depth and worth
Enrichment added, up from birth.

How much passes, lost, unused
How many hours slipped, abused
Into the past, unmarked and gone
Whilst yet a hope will linger on ;
That what one does will mark somehow,
Will leave a print on here and now.
A desert footprint ; to fulfil
A deeper urge in every will
For recognition, from the rest
That its short span, perhaps, was blessed.

Is this the basis of ambition ?
This the lure of youth's position ?
To still await at fortune's pleasure,
The unknown space that has no measure,
The golden hours hung ahead
Instead of age, where time has bled
The hours away, dripped, dropped,
And gone, lost, soaked up, stopped.

Still I'll outstretch the cup, await
The golden drops allowed by Fate —
Collect them all . . . before too late.

M. H. J. MAXWELL

A PRIVATE WAR

Streams of light were flashing by
I want to live, before I die
Stay down, fool
Orders growl deep
I stayed there
But I want to weep
Screams only answering in the air
Why must I have to do my share ?
See my home, not stay out here
I'm no hero, I'm afraid of fear
Let me pass, I'm only a boy
Let me pass, I'm not a toy
Men up there with putty in hand
Driving people from a land
Satisfied, but they must have more
Let me pass, not fight this war
Let me pass, I'm only a boy
Let me pass, I'm not a toy.

How long ago, I've lost all count
Staying quiet, but I want to shout
Let them know, I'm just the same
Let them know, my lonely name
Just like them we shout and kill
Just like them we die at will
The will of those who move the toys
Let us pass, we're only boys
Let me pass, I'm only a boy
Let me pass, I'm not a toy
Men were there, but now they've gone
And the sun shines on and on
Show the world what's been done
Tell the world war's such fun
Let me pass, I'm only a boy
Let me pass, I'm not a toy.

But what about those left behind ?
Those men lost to all mankind
Tell me why
It's so unfair
All I say is
' I was there '

All I can feel is so ashamed
Remembering faces that I maimed
Hear again the screams in the air
And all I say is ' I was there '

Let me pass, I'm only a boy
Let me pass, I'm not a toy
I can never think of what to say
But the results are here to stay
On my grave, write an epitaph
' Have a war, it's such a laugh ! '

Let me pass, I'm only a boy
Let me pass, I'm not a toy.

The Return

It doesn't really matter what year it was. Nor does it matter what month or day, except that it was a typical English winter's night. The moon was trying hard to exert its authority on the massing rain clouds as they scudded across an uneventful sky. The telegraph wires by the side of the railway line were shouting to each other and the leafless trees replied in discordant bursts. But Mother Nature wasn't alone that unsociable night.

Hell, thought Paul, any brass monkeys out tonight will be feeling the worst for wear. He continued walking towards the distant railway station, and shivered as an icy blast found its way through his overcoat. Instinctively, he pulled the garment closer round him and lowered his head further in determined resistance to the wind. Paul was what you might call an average person. Average weight, average height, average everything. He had the rare distinction, however, of being one of the few people who commuted daily from the City to the suburbs. He worked as a clerk in an insurance broker's office in one of those many small communities of outer suburbia. Now he was on his way home to enjoy a traditional weekend in front of the television with a wife, a pipe and a pair of carpet slippers. Yes, Paul was a very average person.

He reached the station just as the clouds burst with a crash and threatened to engulf him with their watery load. He took off his hat as he entered the ticket office, and he walked straight through onto the platform. He quickly replaced his hat as the wind caught his hair, and surveyed the lonely scene. Not a person in sight. A dull glow struggled out of the buffet window, but otherwise the whole building looked lifeless. He still had half an hour or so before his train arrived, and he decided to take pity on himself and have a cup of tea. He strode purposefully down the platform and entered the grubby room that revelled in the name of 'buffet.'

The buffet looked darker inside than it did from outside. It was empty. Paul put his briefcase down by a table and walked over to the counter. He waited a few seconds and then knocked on the counter. Nothing happened, no response. He walked back to his table and sat down. After a few minutes he gazed around the room, and somewhere, deep down inside him, Paul knew there was something wrong. A strange atmosphere had filled the room even while he had been there. Paul yawned, and the change of pressure in his ears must have made him more aware because he suddenly knew that he was being watched.

Paul was not alone. In the corner at the far end of the room, a figure was sitting in the dark; his face glowed white in the gloomy surroundings, and he was looking directly at Paul. Paul, a little embarrassed, glanced down at his feet. Hell, thought Paul, I might as well go and talk to him as I've still got twenty minutes left to wait. Paul arose and nonchalantly strolled down the room. He gave the stranger an uncertain nod and sat himself down.

'Unpleasant evening.'

'Yes, isn't it?'

The man was quite young. Good looking, with shaggy blonde hair and piercing blue eyes. He was quite tall, and had a look of fraility one felt hid a certain inner strength.

'Have you got long to wait?' asked Paul.

'Who can tell?'

What an odd fellow, thought Paul.

'I've only got twenty minutes or so to wait, but it's nice to have someone to talk to. You don't mind, do you?'

‘No, no. What would you like to talk about?’

Peculiar. Paul put on a brave smile that belied the uneasiness in his bones. God, he thought, it’s getting cold in here.

‘Well, I don’t exactly. Uh, I see the Americans exploded another atomic bomb last week.’

The last words came out in a rush. Paul had decided he didn’t like this man. He was too sure of himself. Yet there was something about him.

‘Yes, I know. The fools, they don’t know they’re killing themselves off.’

‘Well, I wouldn’t go as far as to say . . .’

‘You’re wrong.’

The reply was so vehement it startled Paul.

‘Nature gave those men their lives. Nature has the right to take them away. But now, these fools with their experiments and so-called progress have stepped beyond themselves. Once, the world held man’s fate for him. Now? Man holds the fate of the world in his hands. A minority decide what must become of the rest of us. No, man is not wise or old enough to hold such a responsibility.’

Paul shrugged.

‘Well, it’s all those bloody Communists, isn’t it?’

‘Do not make rash statements, my friend. In Communism could lie all the answers to man’s confusion. It is a simplicity of life that all men can understand. If it is possible for a figurehead, devoid of the emotions that rule men’s minds, to show the world what is love, there may be hope yet.’

This was a little beyond Paul’s limited outlook, but it was making him think.

‘Democracy has looked after me. It gives all men an equal chance and if they don’t take their chances, well, that’s hard luck.’

A derisive laugh answered Paul.

‘I, my friend, mean to do something about such attitudes. All men are born equal. There is no such thing as democracy. It is a figment of corrupt imaginations. Democracy? It is the shining example of the way people in the world today shrink away from each other, thinking only of themselves and ways of bettering themselves against their own de-graded standards.’

‘Oh, that’s all very well, and may be true to some extent, but I’m sure I’m a lot better off than my counterpart in the East.’

The stranger nodded knowingly to himself, and smiled at Paul.

‘A typical democratic answer. Look at what you just said. Self, self, self. I am a true Communist. I admit that. Even so, the Russians and Chinese are no better than the Americans or Europeans. But at least Communism strives for an ideal, and you can’t think higher than an ideal. Man has stopped thinking why he was born. He was born to live not to die. The whole world is pre-occupied with death. We are constantly thinking of better methods of killing people. Democracy is concerned with the fruits of life, not life itself. Communism is concerned with living and people.’

Paul had to admit to himself that this strange young man had something to say. He hissed as he drew in a breath through his teeth.

‘I’ll surrender to a certain extent, but do you agree that the end justifies the means? That’s what the Russians want — world domination.’

The man opened his hands and looked at Paul with his head on one side.

‘As I said, the Russians are not true Communists. They’re extreme left wing democrats. No, the end does not justify the means, the end should create the means. True Communism holds people together. Once that small group have found themselves, and each other, the magnetism and magic of that mutual trust and love will bring back the rest of the world to sanity.’

A whistle sounded in the distance and Paul rose from his seat. His train would soon be arriving in the station.

'Very stimulating conversation. I shall look forward to seeing you as the new Messiah in the near future.'

The man smiled and shook Paul's outstretched hand. But remained seated.

'You might not be wrong, goodbye.'

'Goodbye.'

Paul walked briskly up the room to the door at the far end. He hesitated as he prepared to brave the elements, and as he opened the door he looked back to the far corner. The man had gone. Paul stood still. He was thinking. Realization slowly dawned on him and he walked stiffly out of the door onto the platform, as he did so he whispered quietly to himself.

'Christ. Jesus Christ.'

It was still raining outside.

J. WILLMOTT.



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BOOK REVIEWS

EARLY AVIATION AT FARNBOROUGH

PERCY B. WALKER

'Early Aviation' is a study of the early development of flying in Britain. Mr Walker's account ranges from the first military ballooning at Her Majesty's Balloon Factory Aldershot to the development of non-rigid airships at what was to become the Royal Aircraft Establishment Farnborough. It contains much interesting (and previously disputed) information on the technical construction of balloons, man-carrying kites and such famous airships as *Nulli Secundis*. But the heart of the story really is the personalities involved, and their constant struggle against the elements—both man made and natural.

There are accounts of battles between Whitehall and the 'boffins' at a time when Britain was struggling to maintain her lead in aeronautics. Even in the early 1900's, heart-breaking delays and failures were caused by the short sightedness of those holding the purse-strings. Britain came close to having no aviation future at all in the build-up to the First World War despite the efforts of a few dedicated men.

The interplay between such colourful personalities as 'Colonel' S. F. Cody and the policy makers, is amusingly told in places. Cody (*not* Buffalo Bill) was an illiterate, but with a streak of inventive genius for aeronautics. This man, who was to have such an influence on early British aviation, could neither read nor write, yet pioneered the first man-carrying kites which were the fore-runners of the first British powered aircraft.

Another of the pioneers, Colonel Templer, invigorated the whole scene through his genius and drive as Superintendent of the Balloon Factory. But he was to be retired from the Army at a time when the fruits of his labour were just appearing in the form of *Nulli Secundis*. A brilliant and dedicated officer, Templer was subjected to every humiliation as a result of ignorance and jealousy. This great man passed into obscurity with neither regard nor recognition after thirty years of pioneering work. How history repeats itself!

Early Aviation is an evocative description of the birth of the RAE, which every student of aviation should read. Mr Walker has spent all of his life working on aircraft and their design; much of this time was spent at Farnborough where he eventually became Head of the Structures Department. This first volume of the RAE history took seven years of painstaking research. Mr Walker has succeeded in presenting an authoritative, accurate, and highly readable account of that golden age of aviation pioneering. We can only wait for Volume II, with the first part of our education completed.

HANDLING THE BIG JETS

D. P. DAVIES

319 Pages

24 plates

This book, by the Chief Test Pilot of the UK Airworthiness Authority, gives an unusual view of the operation of 'Big Jets.' Unusual, because of the authoritative and yet easily followed style. The author uses a personal approach to his reader which reduces the sometimes technical arguments to an easily read level. The reader never becomes bored because Mr Davies is never solemn. The graphs and diagrams explain lucidly what is contained in the text. Remembering that this book was written by a test pilot for airline pilots of all experience levels, the content is immensely readable by anyone with a basic knowledge of aviation science.

In its third edition, 'Flying the Big Jets' has much illuminating information on the Boeing 747. Naturally, the author uses this type to illustrate present and future design/handling characteristics of large aircraft. However, the text contains theories and practises which can equally be applied to the military field, and should certainly make essential reading for those training for 'Big Jet' operations.

Mr Davies has produced a book which is excellent reference material for all aircraft operators. It is doubtful whether anyone could beat the author's blend of dry wit, authority and clarity in a book dealing with such a complex subject.

D. McL. PATON, *Flt Lt.*

CAMPING COMPLETE

SQUADRON LEADER P. F. WILLIAMS RAF

Pelham Books

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For a slim volume of just over 200 pages the title appears perhaps a trifle immodest. No such thing. When Tolstoy promised 'War and Peace' that's what the reader got and when Squadron Leader Williams says 'Camping Complete' that is precisely what he means. This is Squadron Leader Williams' third book in this vein and as befits a man of his experience his great talent lies in making the whole business appear not only extremely attractive but also remarkably straightforward.

If the subject of camping conjures up visions of Boy Scouts, cold showers, gritty food and the suggestion that pointless discomfort is good for you, then this book is likely to be a revelation. The author's approach to hostile nature is nothing if not rational and civilised and he is well aware of the burgeoning 'leisure industry' and its attendant problems. In the first half of the book the author deals with the relatively sophisticated subject of "Family Camping". Anyone who has ever set out on a holiday confident in his organising ability only to realise, too late, that a vital document or piece of equipment is several hundred miles behind him in the left hand drawer of his desk, will find this section of the book invaluable. The reader is provided with a comprehensive and up-to-date "Consumers Guide" to every piece of equipment that one could conceivably need on a holiday of this kind, from the rudimentary items such as tents, tent pegs, beds etc. to the positively sybaritic adjuncts to life in the form of elaborate kitchen equipment, refrigerators, barbecue sets, trailers and so on.

The second half of the book "Adventure Camping" deals with sterner stuff and the author's expertise and ingenuity will delight any would-be backwoodsmen. In considerable detail we are shown how to live comfortably in the wilds with limited equipment and a reassuringly 'normal' degree of enterprise and intelligence. For the *bona fide* Daniel Boone's simple hunting and trapping techniques are outlined. As with the rest of the book explanations are lucid and practical and the diagrams, although oversimplified at times, are plentiful and easy to follow.



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Cranwell Little Theatre



THE STRANGER
WELCOMBE FAIR
UNDER THE SYCAMORE TREE
RASHOMON

CRANWELL LITTLE THEATRE

The 1971-1972 season has proved to be one of the most successful in the history of Cranwell Little Theatre. As well as winning the Scott Trophy for the best play in the Kesteven Drama Festival for the second year running, the group also won the Skegness Playgoers Festival. Four full length plays were produced:

Under the Sycamore Tree produced by Mike Beck;

Welcombe Fair produced by Paul Hopkin;

The Stranger produced by Geoff Shore;

Rashomon produced by Geoff Shore.

All of the plays were adjudicated and rather than include a series of trumpet-blowing eulogies by members of the group disguised as embryonic James Agates, it has been thought fairer to include extracts from the adjudicator's reports.

In addition to the fully fledged plays mentioned, the Little Theatre also presented two play readings — *The Happy Journey* by Thornton Wilder for the Sleaford and District Handicapped at Byards Leap Restaurant and *Go Back for Murder* by Agatha Christie performed at Ruskington, Sleaford, Nottingham and Horbling for various Old People's and Blind Homes.

LITTLE THEATRE, CRANWELL By Desire

and under the Immediate Patronage of
Group Captain G. L. Pendred and in response to overwhelming Public Demand.

MR. SHORE

has the honour to announce that he has engaged the above Theatre
for the particular purpose of presenting to the nobility, Gentry, Military and other persons
of Cranwell and its environs **Augustus Frederick Ferdinand von Kotezebue's**

TRAGICAL MELO-DRAMA

THE STRANGER

OR

MISANTHROPY & REPENTANCE

Title block from the playbill produced for 'The Stranger'.

THE STRANGER

Stage Presentation

The presentation as in a pub or club tended to induce some undesirable sorts and degrees of audience participation! I think they genuinely thought they were invited to send the whole thing up. That said, it was well done and a tremendous debt was owed to the lady pianist who helped the players with perfect sympathy and brought to her solo work a charming warmth and power. The settings were ingenious under cramped circumstances and the costumes looked well.

Production

Generally, the production aimed at and achieved good and appropriate style: although only where actors had sufficient experience to give their playing enough breadth did this fully succeed.

Acting (Extracts only)

Baron Steinfort (*Bob Perry*)—Sense of character and feeling for style—very good. Needed more pride. Voice work very good.

Mrs Haller (*Sally Macfadyen*)—Sincere, some very well done moments; at times needed more confidence and attack.

Countess Wintersen (*Jackie Griffiths*)—Very stylish and well sustained. Set an excellent playing level. All could copy with advantage.

Stranger (*Bill Goodfellow*)—Good attack. But needed to brood more mysteriously. Style of playing became too precious (*Derek Nimmo*). Sincerity under constant chaffing was most commendable.

General Comment;

A most interesting piece to undertake, done with pleasant sense of period and style.

Adjudicator's Report by
GRAHAM SUTER



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WINDY COMMERCE

FAIR

by Paul Hopkin



The Play

I believe that my calling this play a pantomime during my oral adjudication was taken as an insult. No insult was intended. The piece seemed to me to follow the general pattern of a pantomime from the point of view of characters, plot and dialogue. Consequently I looked for it to be produced and acted in the style of pantomime. There are good pantomimes and bad pantomimes — this was a good one. I do not think that the quality or style of writing suggested anything else.

Production

Obviously an enormous amount of work had been put into the mounting of this production and I congratulate the producer for getting his team to work so hard and generally speaking with such success. My principal criticism was that insufficient work had been done in making the stage 'alive' during the crowd scenes or what I would call the production numbers. For instance, the big opening sequence at the Fair immediately following the prologue seemed too long because it had not been properly shaped and very little opportunity was taken to make an

interesting and varied stage picture. A little later, during the *Squire's* entrance, the crowd looked too much like a group of extras waiting for their next business rather than a group of well drawn characters contributing to the build up of a dramatic situation. Similar remarks could be made about the start of Act Two. On the other hand, the chase scene at the end of Act One was excellent and here the audience was genuinely excited.

During the scenes between principals, here again more imaginative plotting and business would have helped. Nevertheless, some of the production work was excellent and if the above criticism seems harsh it will be because this company is very experienced and talented and I am adjudicating accordingly.

Staging

Front of the House lighting was absolutely inadequate. A painted book wing to back the prologue would have set the mood of the play and so have been an improvement on the tabs. Other than this I have nothing but praise for the way this piece was staged. Costumes, properties, make-up etc., were all of a high standard. Obviously you have a very good back-stage group.

Acting (Extracts)

Scrag and Scrugs (*Kaye Borrow*s and *Ted Hines*) — difficult starting from cold but very well done. A little more close playing would have helped — move and speak as two parts of one body.

Barnaby (*John Grundy*) — Should have been a little more impressed by the grandeur of the Fair. Learn how to handle a double take. Solid performance however.

Squire and Florinda (*Barry and Rosemary Jones*) — Nice contrast established here between two very different characters. Helped to maintain a good pace in their scenes.

Gaysmile and Maid (*Denise Gibbs and Vicki York*) — two very pretty actresses. Obviously very experienced, but why, oh why the stoops?

Dr Quack and Assistant (*Tom Goode and Jane Davie*) — two very good performances indeed.

The Department of Evil (*Sally Macfayden, Rosemary Underwood, Alan Gibbs, Andy Whyte*) — Some of the scenes involving the baddies would have been improved had they

been played more tightly in a close group. Otherwise this department made an effective contribution to the evening.

Zoo Department (*Dick Searle, Maureen Kearns, Mike Kearns*) — Very good indeed. The animal duet was a joy. Well supported by *Hernando*.

The Mayor (*John Ellingham*) — I liked this performance. Would have improved had it been drawn a little more broadly.

General Comments

Half way through Act Two the pace seemed to pick up well and the audience became completely absorbed in the action. Pity that this lift came so late. However, the young members of the audience to whom this production was directed are not yet jaded adjudicators, thank heavens and they enjoyed it very much indeed. It must therefore count as a successful show. Congratulations.

Adjudicators Report by
PHILIP BROMLEY



Florinda (Rosemary Jones), Mayor Albert Scroggins (John Ellingham), Aunt Henrietta (Sally MacFadyen), Dr. Quack (Tom Goode).



Scrag (Kaye Borrows), Barnaby (John Grundy), Wallace (Dick Searle), Scrugs (Ted Hines).

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Cranwell
Post Office and Store

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AND WE CONTINUE TO SERVE

Stanley Robinson

UNDER THE SYCAMORE TREE

Staging

Excellent. The set was superb and with the exception of the inadequate upstage entrance, was in every way practicable. The props deserve a special word of praise. In the costuming of the play a nice balance was obtained between insect and human likenesses. Effects were well engineered and well cued. I, and I believe the company too, would have liked the opportunity of experimenting a little more with the business of the torches and the voices of the humans. Altogether a very professional piece of work.

Production

It is much easier to write an adjudication on a bad production than on a very good one. In this case I must first offer high praise to the producer for the 'rape' scene. Not too happy about the way the Scientist was directed to handle his asides. Possibly on his last entrance he could have looked a little more bedraggled. Oh! what the Hell. It was very well produced indeed. Good pace, good stage architecture, good
Congratulations.

Acting

This company is fortunate in having a number of very good and very experienced players. Those in the cast with less experience were consequently helped along. A few remarks about individual performances.

Queen (Sally Macfayden) — A first class performance. A little later in the play I thought that the *Queen* might have been a little more of the minx. But these are minor matters. Very, very good.

Scientist (Kaye Burrows) — Another good performance. Watch that you do not become guilty of repetitive cadences. One or two bits of pointing were a bit loose.

Minister (Tom Goode) — A very well defined and well drawn character; beautifully played.

General (Andy White) — Sometimes had a little difficulty in handling his absurd cliches. Otherwise very good.

Boy (John Grundy) — Overdid the bored look in the early parts of the play but then later became very much more convincing. Promising player.

Girl (Vicki York) — Cultivate better projection of your voice and you will become a first class actress. Would have liked to have seen a little more sexiness from you when the *Scientist's* experiments were succeeding. Nice performance however.

Supporting Players (*Mike Beck, Dick Searle, Dennis Sauzier*) — All good.

General Comments

Without doubt, the best production of the Festival (Kesteven). You would take a lot of beating anywhere with this production.

Adjudicator's Report by PHILLIP BROMLEY

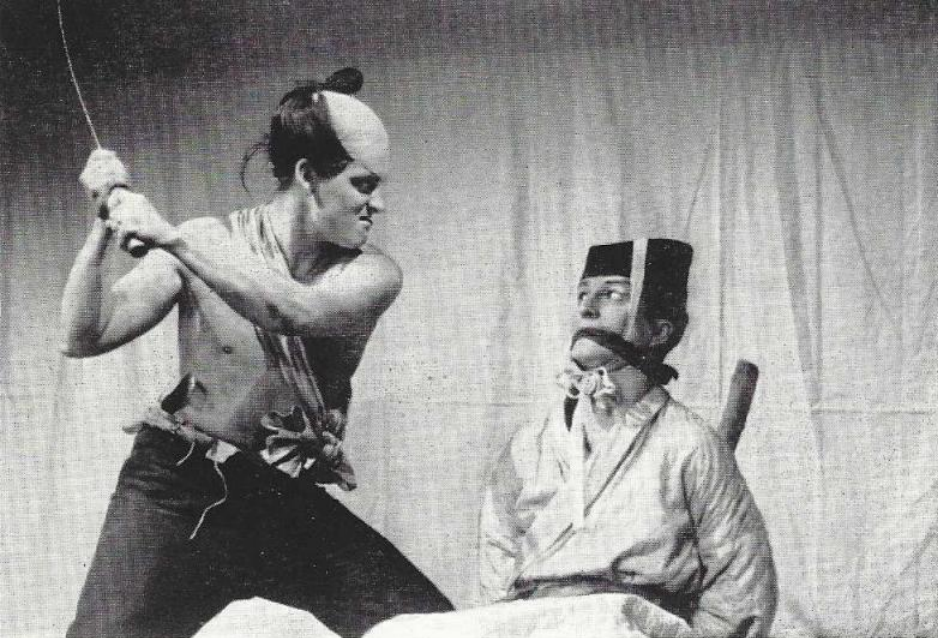
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*Bandit (Paul Hopkin)
Samurai (Chris Booth)*

RASHOMON

Stage Presentation

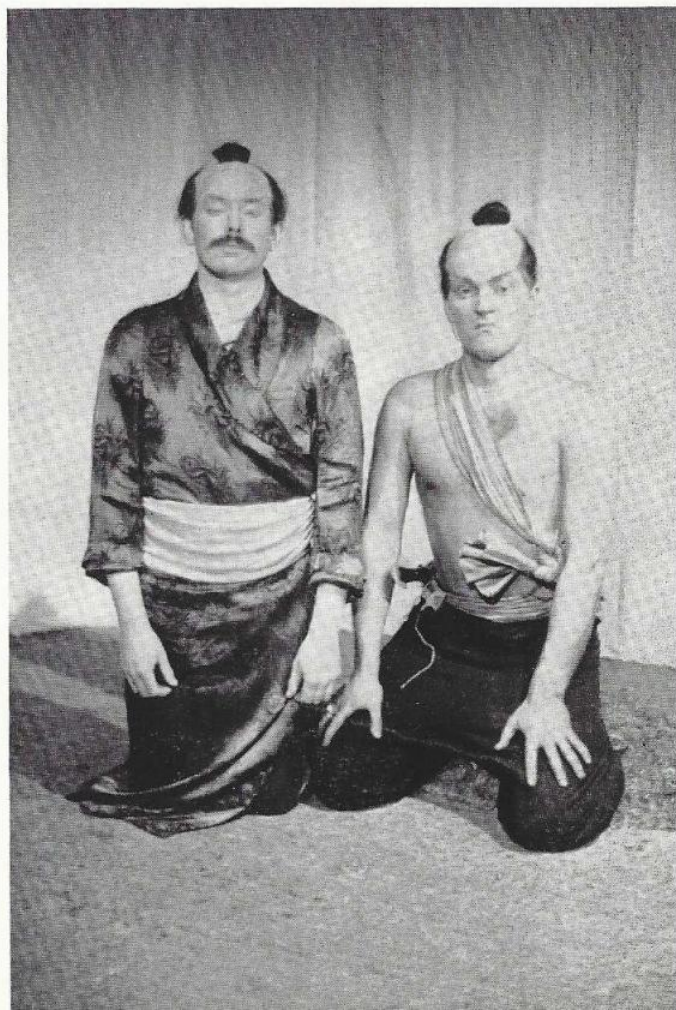
Setting — well simplified to bare indicative necessities — entirely satisfactory.

Costumes — very effective. Good colour contrasts.

Effects — splendid lighting — beautiful birds.

Production

Splendid opening, music and lighting setting the scene — indicative of the violence to come. A tremendous amount of work and detail went into this production — I did my homework too! I felt you got the right blend of traditional style and ritualistic behaviour with theatrical creation to put it across to the audience. I did think you had built that side very well, but had not made the shell of the story strong enough. The whole play could have been more powerful than it was — and as it was it was very impressive. The narrative scenes at the gate suffered a little by not having the power to match the lively scenes. It needed more mental power willing their feelings across — perhaps speed and eagerness would have helped — I'm not asking for simple vocal power — I wanted something much more difficult than that.



*Deputy (Kaye Borrows)
Bandit (Paul Hopkin)*

Acting (Extracts)

Priest (*John Grundy*) — very good. Needed a deeper genuine feeling. Splendid stillness when sitting.

Woodcutter (*Iain McCoubrey*) — nice straightforward rendering of the part. Got good changes of thought. More depth and intensity needed — moved well.

Wigmaker (*Mike Beck*) — Good tone and use of voice — phrasing didn't always clarify the meaning.

Deputy (*Geoff Shore*) — splendid. Combined the inner strength with acting ability. Such long times saying nothing yet always putting the right feelings across.

Wife (*Sally Macfadyen*) — lovely performance — each time finding the feelings and behaviours of the different aspects of the person she was being.

Mother (*Vivien McCoubrey*) — a very well told story. Difficult to act in such a stationary position.

Medium (*Elaine Cook*) — A difficult part well played. Not easy to do a small part with no lead in and no peg to hang it on.

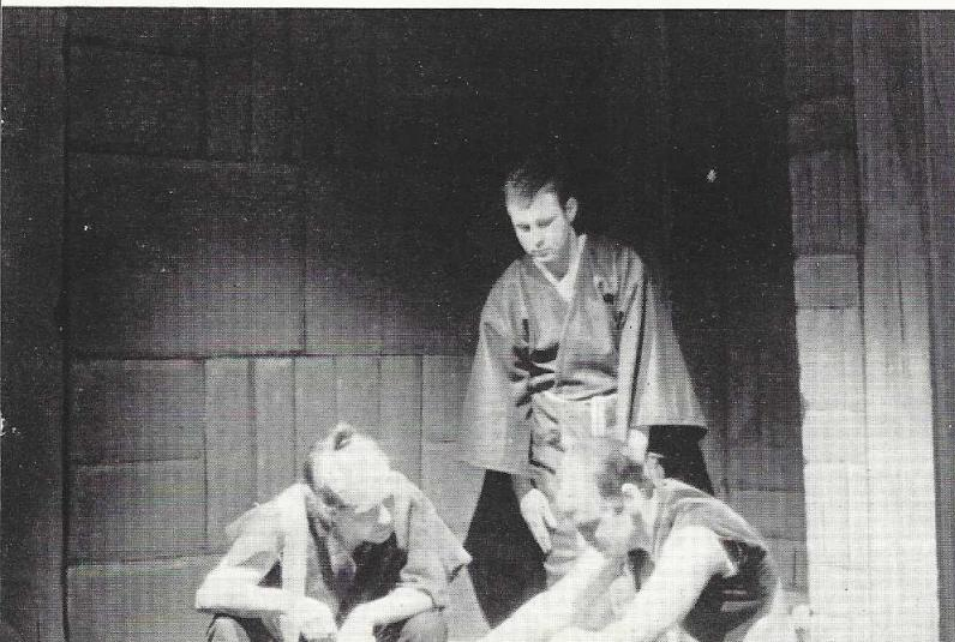
General Comments

Congratulations on winning the festival and thank you for giving us what several members of the audience referred to as 'a real evening in the theatre'.

Adjudicator's Report by
JEAN AINSLIE



*Wife (Sally MacFayden) and
Samurai (Chris Booth)*



*Wigmaker (Mike Beck)
Priest (John Grundy)
Woodcutter (Iain McCoubrey)*

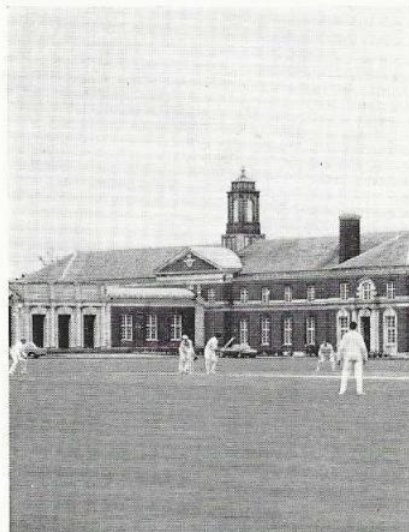
OLD CRANWELLIAN NOTES

OLD CRANWELLIAN REUNION

SPORTING ACTIVITIES

The Reunion was held on the weekend 17 and 18 June. Although more members attended than did last year the number was still disappointingly low. Nevertheless it was a happy and successful occasion. The Saturday dawned sunny and warm but by mid-afternoon it had become cool and overcast. However it did not rain and all the sporting activities took place as planned, as did the Church Parade on the Sunday morning.

Members who arrived in the morning gathered for drinks at lunch time and then sat down to a magnificent buffet lunch. They were joined by the cricket team who had started their match at noon. The size and magnificence of the lunch possibly accounts for the slightly slower speed round the field of the OCA side in the early afternoon, and the College recovered from a lunch time score of 106 for 7 to 179 for 9 declared, or was it the result of the gamesmanship that put the usual College No 4 batsman in at No 10? The OCA side, captained by Ken Briggs, was



eventually bowled out for 129 : the last wicket falling off the fifth ball of the last over. It is unfortunate that some of the OCA leading players had to cry off at a late stage but we are very grateful to those Old Cranwellians, who, although not cricketers in the full sense of the word, volunteered to play and who gave us an excellent match to watch. Clay Pigeon shooting, organised by Richard Slogrove, also a last minute cricketer, was tried for the first time this year. The OCA team lost narrowly by 81 to 77. Tennis and squash, run by Ron Bencke and Ron Robertson respectively, also resulted in wins for the College : but the margins were small : tennis being 5 : 4 and squash 3 : 2. Golf played at Sleaford and run by Chris Booth, resulted in the only OCA win at 4 : 1 but the score does not do justice to the College side. There were no sailors with us this year but some members spent the afternoon gliding.

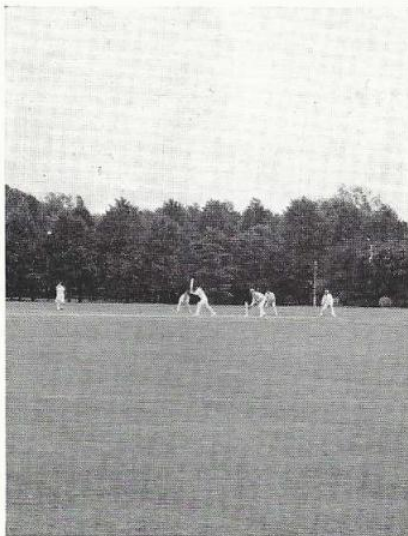


It was encouraging to note that more members asked to participate in games this year, but we still need a greater response. The Association is particularly grateful to OCA members serving at Cranwell who ran the



various OCA sides, and to the College Physical Education Officer for all the assistance that he gave.

Tea on the Saturday afternoon was taken at the cricket marquee and it was nice to see the number of wives and children who were also there. By 6 o'clock, members were making their way to change for Dinner but most were back in the bar before 7 for a drink before the Annual General Meeting.



ANNUAL GENERAL MEETING

The Annual General Meeting, attended by the Patron, Marshal of the Royal Air Force Sir Dermot Boyle, was chaired by the Commandant. Although the agenda looked dauntingly long the meeting finished on time at 2000 hours. The preliminaries, previous minutes, matters arising, balance sheet and the election of the committee, were swiftly disposed of. The first item to generate discussion was the proposal to make a grant towards a portrait of the Queen's Colour and Colour Party. There was no doubt that the proposed grant of £300 should be made, but the meeting considered that the painting should depict the last flight cadet colour party of 101 entry. The Commandant undertook to investigate whether this was practicable since it was possible that the portrait, being painted from colour photographs of No 100 entry, had already been started.

The meeting then discussed membership of the OCA committee, in the light of last year's decision about membership of the Association and the growing number of graduates who are joining. It was agreed that membership, other than *ex officio* appointments, should be 'four members of the Old Cranwellian Association, the balance to reflect the membership of the Association and to be maintained by the Commandant of the day.' The secretary then explained that the present rates of staff gratuities had been set in 1949 and, suggesting that they should be reviewed, recommended a new scale. The meeting accepted that an increase should not be linked to a cost of living index and that the rates should not be subject to review 'on a 2 yearly basis.' It was agreed that the rates recommended by the committee should become effective, and the meeting reaffirmed the principle that the gratuity was a gesture of the Association's appreciation of long serving loyalty and that subscriptions should still be called for in cases of particular merit. The meeting then accepted the Commandant's proposal that the 1973 Reunion should be held on 16/17 June 1973.

The Commandant then said that the meeting had to elect a secretary to replace Group Captain Nuttall, but that before it did so he knew that members would want to express their sincere and grateful thanks to Group

Captain Nuttall for all that he had done for the Association. He then asked Marshal of the Royal Air Force Sir Dermot Boyle if he would voice the Association's appreciation and propose a formal vote of thanks. Sir Dermot then took the floor and on behalf of all members, both present and absent, thanked Group Captain Nuttall for all that he had done for the College, for the Association and for its individual members. It is difficult to describe the warmth and sincerity of his words outside the family atmosphere of those few minutes, but Sir Dermot's tribute was most moving and ended with the presentation of a silver bowl inscribed :

GROUP CAPTAIN TEDDY NUTTALL

with grateful thanks and best wishes
from the Old Cranwellian Association
June 1972

Sir Dermot's speech and the presentation were greeted with prolonged applause as was Group Captain Nuttall's short, but equally moving, reply.

The meeting then unanimously approved the election of Air Commodore E. D. McK. Nelson as Secretary ; the motion being proposed by Group Captain Nuttall. Finally the meeting discussed if a new list of graduates should be produced. It was finally agreed that it was not practicable to reissue a list in the same format as the 1963 edition but that a simplified version should be produced locally which listed names by entries. There was no further business to discuss and the meeting closed at 2000 hours with members repairing to the Rotunda to await the arrival of the Guest of Honour, General Johannes Steinhoff.

GUEST OF HONOUR

General Johannes Steinhoff was born in Bottendorf, Germany on 15 September 1913. Educated at the University of Jena, he joined the German Navy in 1934 and in 1935 was transferred to the naval air arm for pilot training. A year later he was moved to the Luftwaffe. During the war he fought as a

fighter pilot in the Battle of Britain and on the Russian front ; in 1943 he was given command of the 77th Fighter Group in North Africa and in 1944 took over No 7 Jet Fighter Group. While testing a new aeroplane for the Luftwaffe less than a month before the German surrender, he crashed and spent 2 years in hospital, 6 months of that time as an American prisoner of war.

After the war General Steinhoff worked in a German advertising agency, rejoining the German Air Force in 1955 with the rank of colonel. Until 1960 he was head of planning in the German Ministry of Defence, with special responsibility for training. He has represented Germany in the European Defence Community, on the NATO Military Committee in Washington, and in 1965, promoted to the rank of Lieutenant General, was appointed Chief of Staff, Allied Air Forces Central Europe (AIRCENT). On 12 September 1966 he was made Chief of the German Air Staff ; he was promoted General on 1 January 1971 and succeeded Sir Nigel Henderson as Chairman of the Military Committee of NATO in Brussels on 1 April 1971.

REUNION DINNER

After the trumpeters had sounded at 2025 the Commandant led the Guest of Honour into Dinner and they were followed by members and other guests of the Association. As usual the mess staff prepared and presented an excellent meal and after the Loyal Toast the Commandant rose to give his customary address. He first of all welcomed the Guest of Honour. He then reminded members that Mrs Sullivan, wife of the Dean of St Paul's had died recently and that the Dean, The Rt Rev Martin Sullivan, would not be present. He went on to say that the OCA had been very fortunate in that the Reverend Ben Knight, a former College Chaplain, had stepped into the breach at very short notice and that he spoke for everyone in welcoming him back to the College.



The Commandant then spoke of the past year at Cranwell. He ranged over all aspects of College life from the successful stay of HRH Prince Charles to the rather less successful sporting results by the College teams at Colorado Springs. He went on to say that the Graduate entry scheme was a further year ahead and was proving most successful. The Commandant illustrated the growing involvement by giving details of the number of officers who had joined the OCA in recent years. He reported that 54% of the flight cadets from the last 8 entries joined the Association and went on to say that response from the Graduate entries was rising rapidly : from 5% on the first, 30% on the second, 50% on the third to 90% from the supply and secretarial element of the fifth who had passed out the previous day, and who had also made a presentation to the College. The Commandant paid tribute to Warrant Officer Garbet, a guest at last year's dinner, who had retired earlier in the Spring after 8 years as College Warrant Officer. He continued by mentioning some of the changes that were due to take place in the next few years but said ' However, rest assured that, despite the changing face of Cranwell, we shall always remain firm in our aim — that of producing officers of the highest standard possible.' The

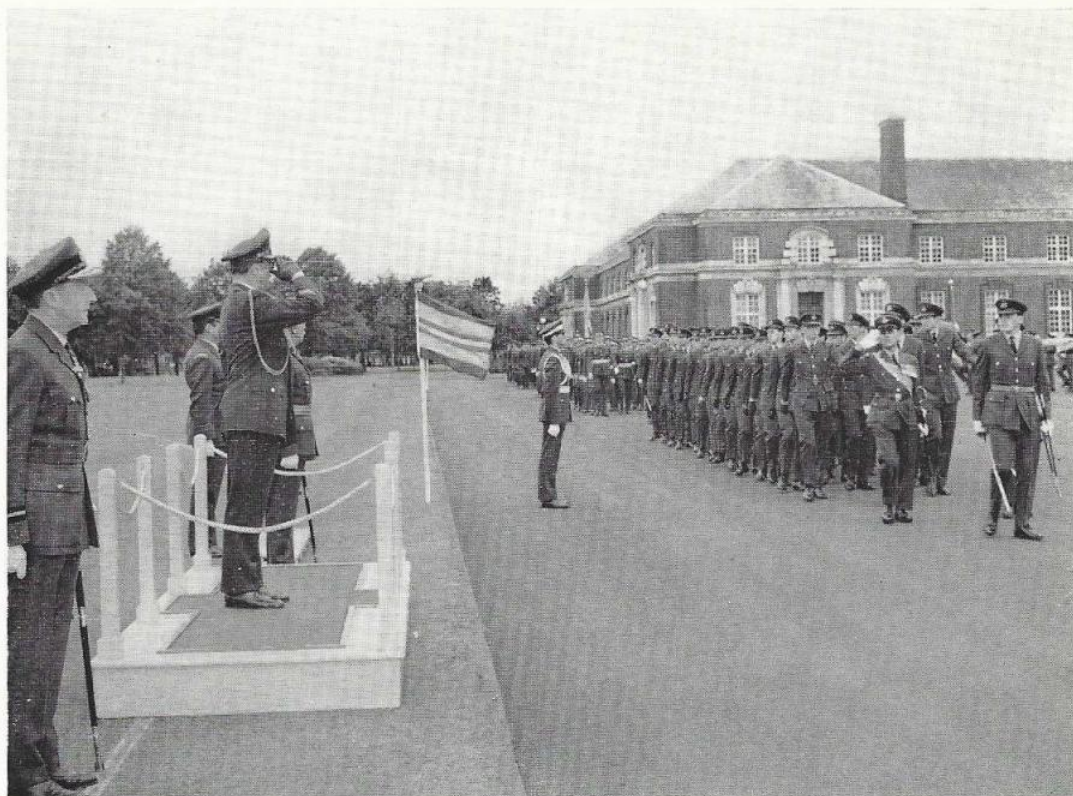
Commandant ended his speech by welcoming his successor, Air Vice Marshal R. D. Austin-Smith, who was present, and saying a few words of farewell as Commandant.

Marshal of the Royal Air Force Sir Dermot Boyle, thanked the Commandant for his address and for what he personally had done for the College, before introducing the Guest of Honour. He warmly welcomed the General to Cranwell and then gave a succinct and amusing resumé of his career and congratulated him on having had the wisdom to transfer from the navy to the Air Force.

General Steinhoff, responding in faultless English, said that he was greatly honoured to be invited to Cranwell and he stressed ' the great kinship and affinity between airmen the world over.' At this stage the General paid tribute to Cranwell :

' . . . Your college has not only developed with the times but has indeed been in the very forefront of development, . . . Cranwell has served as a model for air forces the world over and I do not think it would be in anyway too generous to my hosts if I were to say that the College has also been the envy of other air forces. Certainly it ranks as one of the more obvious fruits of the genius and foresight of its great founder, Lord Trenchard.'

He mentioned the new academic pressures on the youth of all developed nations and said ' the success of the Graduate entry scheme is another aspect of Cranwell which is demanding close study by similar institutions in other nations.' The General went on to discuss the vital need for defensive alliances to be underpinned by solid and broad public support, and the role of the young officer in helping by ' acting as points of contact between undergraduate or early post graduate youth and the 'remote and unfeeling' authority which constitutes the youthful view of government and ' the establishment '.' He



went on to comment on the problems of defence in an 'era of negotiations,' particularly the difficulty of bridging the gap between what 'we know to be necessary and what many consider irrelevant — even wasteful,' and stressed that negotiations could only be successful if they were conducted from a base of solid strength. The General reiterated his belief in the role of the young university cadet, which was to help make the solid base for public support and government action, and to maintain contacts and friendships over a wide spectrum of the rising generation. He said it constituted a 'most telling argument for the success of the scheme on which you have now embarked and for its relevance to a modern peace time fighting service.' He concluded by saying that it had been an occasion he would always remember and which was another reminder of the close personal affinities that exist within the great brotherhood of military aviation.

The General's speech was given prolonged applause and those who attended the dinner could not but be impressed by his utter professionalism, and relieved that an officer of his calibre is filling such a vital appointment in the North Atlantic Treaty Organisation. Marshal of the Royal Air Force Sir Dermot Boyle thanked the General for a splendid speech and said that he had done more than enough, by his stimulating address, to qualify as an Old Cranwellian and that he had great pleasure in presenting him with an Association tie. This was greeted with great applause and those who saw the General leave the following day were delighted to see that he was wearing the tie.

Members moved to the bar at about 2330 and although numbers thinned out as the night wore on, the stalwarts left the bar, after a cup of tea, at about 0800 hours.

CHURCH PARADE AND PARADE SERVICE

Sunday morning was dry, but overcast, although a number of dark glasses were to be seen. The Parade Service followed the traditional pattern with one addition. The Commandant asked the visiting preacher, Group Captain Rev Ben Knight, to dedicate a Chalice and Paten that had been donated to the Church in memory of the late Air Chief Marshal Sir Leslie Hollinghurst by his nephews Group Captain W. H. Dainty and Squadron Leader R. Bridges, who were both present at the Service. The lessons were read by the Commandant and Senior Under Officer Maddox. It was good to hear the booming voice of Ben Knight once more, albeit without the echoes of the Hangar Church. It was a good 'rumbustuous' sermon that was very much to the point and totally in keeping with the occasion. With the

Service over, the parade formed up and marched via the Main Road and the Orange to the Parade Ground where General Steinhoff took the salute.

Then with the Advance in Review completed, the Colour marched off and the parade dismissed, the Commandant, Reviewing Officer, staff, Old Cranwellians and wives took sherry in the Rotunda. The Poachers gave a flying display at 1250 hours; unfortunately low cloud prevented the full display but it was nevertheless greatly appreciated and it was a fitting end to another Reunion. It would be wrong however to end this article without mentioning the Mess Staff. They had an extremely busy weekend, working long hours, without complaint, for our benefit. To them a very sincere thank you.



HONOURS AND AWARDS

The *Journal* offers its congratulations to the following Old Cranwellians who received honours and awards in the New Year's Honours List and the Queen's Birthday Honours List in 1972.

Air Marshal P. de Le Cheminant, CB, DFC (1939) who was made a Knight Commander of the Bath. Air Marshal T. N. Stack, CB, CVO, CBE, AFC (37-39) who was also made a Knight Commander of the Bath. Squadron Leader R. E. Johns (76B) who was made a Member of the Royal Victorian Order (4th Class). Squadron Leader D. V. Zotov (80B) was made a Member of the Order of the British Empire. Wing Commanders K. W. Hayr (69A) and I. H. Keppie (62C) were awarded the Bar to the Air Force Cross. Squadron Leaders I. Henderson (72C), J. T. S. Lewis (73A), P. J. Maitland (76C) and J. R. Owen (75C) were awarded the Air Force Cross. The Queen's Commendation for Valuable Service in the Air was awarded to Squadron Leaders R. B. Crowder (75A), R. H. Holmes (76B) and B. C. Johnson (77B) and to Flight Lieutenants P. C. Cowen (79) and A. J. Sheppard (77A).

PROMOTIONS

To the following Old Cranwellians who have been promoted since our last issue, the *Journal* offers its congratulations.

Air Marshal Sir P. Le Cheminant, KCB, DFC (1939), Air Marshal N. M. Maynard, CBE, DFC, AFC (40). Group Captains M. J. Armitage (58C), D. R. K. Blucke (56C), C. H. Foale (54A), L. A. Jones (60A), W. F. Knapper, OBE (49B), I. R. Martin (61C), A. B. Stinchcombe (46B), I. R. Tapster (53D), K. A. C. Wirdnam (53A). Wing Commanders I. A. Alder (55A), R. S. Blockey (61A), J. R. Bradshaw (57D), P. Carter (66B), J. R. Davies (56D), B. E. F. Faulkner (52D), R. Green (61C), D. St. J. Homer (70C), M. A. Howells (62A), R. S. Hutchinson (57D), M. G. King (53C), V. J. W. M. Lawrence (52D), D. W. Lowe (55C), L. G. Ludgate (46C), J. A. Morgan (60C), J. D. Pugh (63C), A. L. Roberts (74C), J.A.

Robinson (57A), A. J. J. Scott (56D), B. T. Sills (69B), M. G. Simmons (73C), M. G. Tomkins (56C), A. L. Watson (66C), I. A. N. Worby (49B). Squadron Leaders T. J. Allen (77A), R. C. B. Ashworth (52C), P. C. Atkins (73B), G. E. Bridges (79B), C. C. Chacksfield (83C), D. R. Conran-Smith (80A), D. J. Curry (79D), J. R. Digby (74A), K. L. Fitzpatrick (83B), D. Fradley (81D), A. R. Freeman (83D), M. A. Gaynor (81B), C. R. Geach (77A), P. J. Goodman (78C), C. Granville-White (81D), J. V. Harding (81B), P. H. G. Hawken (80A), C. J. Horsley (77B), W. H. Howard (77A), R. A. Johnston (74C), P. R. C. Jones (82B), L. J. B. Lawrence (67A), C. C. Le Cornu (77C), M. L. Leedham (80C), K. G. Lilley (82D), J. G. Lumsden (81B), W. L. McKee (77C), C. P. Manville (80B), A. M. L. Maxwell (76C), K. F. G. E. Miles (80B), F. Milligan (81B), D. A. Needham (83C), B. P. Nicolle (81A), A. G. Pearce (81B), M. A. Radforth (83C), D. H. Scott (71A), M. R. Smith (76A), P. G. Sturt (81C), B. P. Swatton (82C), M. G. Thomas (64C), M. C. Turner (77A), R. M. Trowern (76C), P. F. H. Walker (77B), M. J. Webb (77A), K. R. Winter (79D), D. V. Zotov (80B).

RETIREMENTS

The following Old Cranwellians have retired since the last issue of the *Journal*.

Air Vice-Marshal T. J. Hanlon, CBE (35-37C). Air Commodore A. D. Panton, CB, OBE, DFC (36-37B). Group Captain J. M. Robertson (46A). Wing Commander A.M.K. Phillips (34-36C). Squadron Leaders H. H. J. Browning (52A), J. B. M. Dobson (62A), J. S. Halkes (77A), B. R. Kent (63A), J. T. S. Lewis, AFC (73A), D. A. McArthur (64A), D. L. Parsons (63B), M. E. Rankin (62C), J. C. Waters (63C), B. W. Weskett (58B), J. R. Whittam (62C), and J. Wright (63C). Flight Lieutenants A. C. Cooper (62A), G. A. Farlam (65C), M. D. de R. Findlay (85C), I. E. D. Montgomerie (78C), D. T. F. Ozanne (65B), B. A. Rogers (65B), and C. J. Wilmot (66B).

IN MEMORIAM

MAJOR GENERAL J. A. A. GRIFFIN, DSO

We regret to announce the death in March 1972 of Major General John Arnold Atkinson Griffin, DSO, who was an Honorary Member of the Old Cranwellian Association. He was educated at the Royal Military College, Sandhurst, and in 1911 was commissioned into the Lincolnshire Regiment. During the 1914-18 war he served in France and was awarded the DSO. Between the years 1935-1939 he commanded the 1st Battalion Lincolnshire Regiment in Hongkong and India. He was Colonel of the Royal Lincolnshire Regiment between 1948-58; whilst in this office he gave permission to the then Commandant at Cranwell, Air Commodore G. R. Beamish, for the College band to play the tune 'The Lincolnshire Poacher' on ceremonial occasions and to 'share' the tune with the Royal Lincolnshire Regiment.

Our sincere condolences are offered to his family.

We regret to announce the deaths of the following Old Cranwellians and extend our deepest sympathy to their wives and families.

Air Commodore T. V. Dickens, CB, CBE (25-26B) died January 1972.

Group Captain C. F. Pearce, AMIEE (31-33A) died March 1971.

Group Captain R. A. B. Stone, (20-21B) who died on 17 January 1972.

Wing Commander P. G. Cock, MBE (59C) who died on 30 June 1972.

Flight Lieutenant P. A. Cooper (89C), missing believed killed in a flying accident on 16 February 1972.

Flight Lieutenant C. G. Harrison (90B), missing believed killed in a flying accident on 9 November 1971.

Flight Lieutenant C. M. Humphrey (87B), killed in a flying accident at Royal Air Force Wildenrath on 12 January 1972.

Flight Lieutenant D. C. Longden (85C), killed in a flying accident on 13 December 1971.

Flight Lieutenant N. C. Whitlock (95A), killed in a flying accident on 26 June 1972.

Flying Officer M. Swann-Price (92A), missing believed killed in a flying accident on 9 November 1971.

Pilot Officer K. H. Pritchard (99), died in a road accident on 5 June 1972.

