



No. 49 SQUADRON



No. 214 SQUADRON

ROYAL AIR FORCE

# PRESENTATION

of the

# SQUADRON STANDARDS

by

HER ROYAL HIGHNESS

PRINCESS MARINA, DUCHESS OF KENT

MARHAM

FRIDAY, 5th JUNE, 1964

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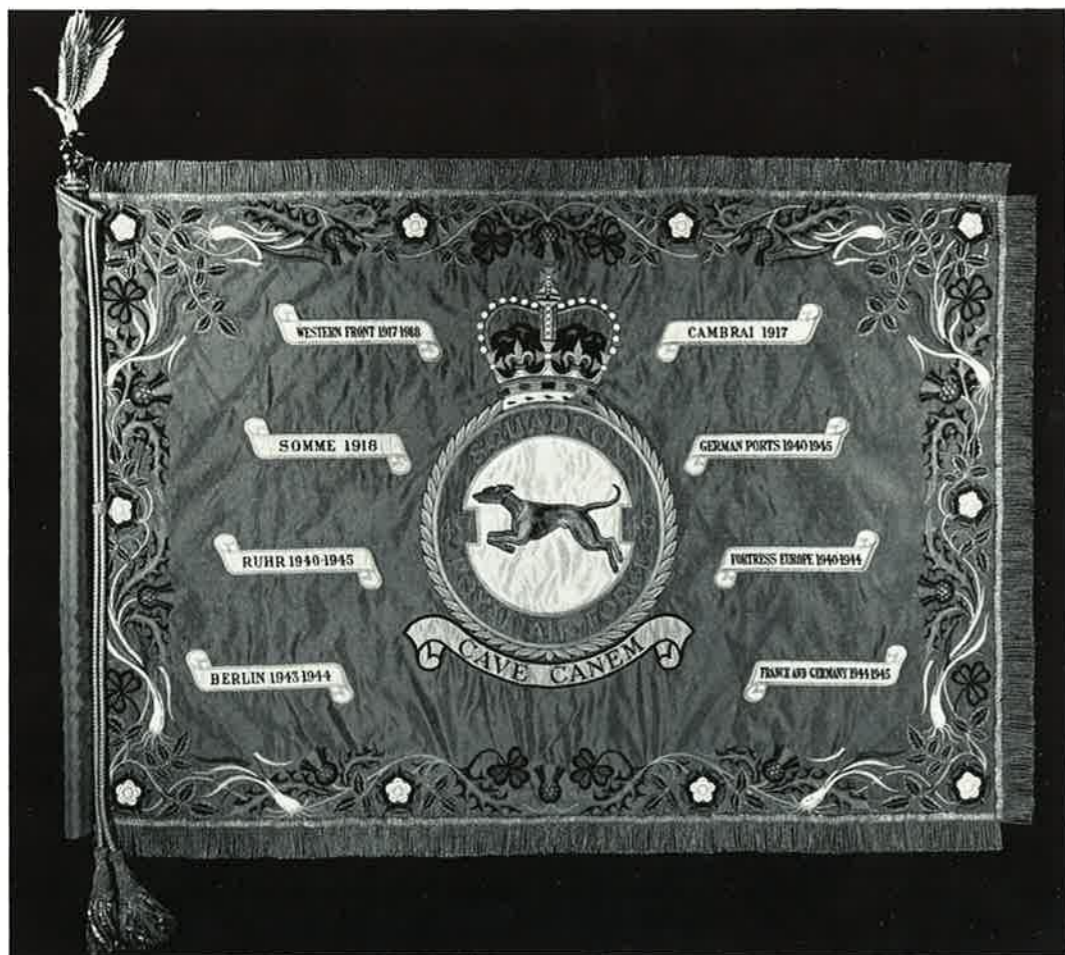
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No. 49 SQUADRON STANDARD



In the centre of the No. 49 Squadron Standard is the Squadron Badge, a greyhound courant. Under this Badge is the motto — "Cave Canem" — the translation being — "Beware the dog". The Badge is flanked by eight selected Battle Honours in scroll.

No. 214 SQUADRON STANDARD



In the centre of the No. 214 Squadron Standard is the Squadron Badge, a nightjar volant affrontee. Under this Badge is the motto — "Ultor in Umbris" the translation being — "Avenging in the Shadows". The Badge is flanked by eight selected Battle Honours in scroll.

## THE STANDARD AND ITS ORIGIN

The Standard, a fringed and tasselled silken banner, mounted on a pike surmounted by a Golden Eagle, was created by His late Majesty King George VI to mark the twenty-fifth anniversary of the Royal Air Force in 1943.

Squadrons qualify for the award of a standard after twenty-five years service or for especially meritorious operations. Eight selected battle honours in scroll surround the Squadron Badge and the decorative border is embroidered with the national emblems of the United Kingdom of Great Britain.

The original use of a symbol by the Armed Forces is lost in antiquity. It is known that the Assyrians, Egyptians, Greeks and Romans all had ensigns and standards which were regarded with the greatest veneration.

They have been in use by British Forces for many centuries. It is probable that their original purpose was to be a rallying point during a confused battle.

The practice of consecrating colours is of very long standing and because of this religious significance, the Standard becomes not only an outward sign of unity, loyalty, and achievement, but also a symbol of fellowship with God.

The combination of these factors places a deep significance in the Squadron Standard. It is to be honoured as a symbol of the trust which the Sovereign reposes in the Squadron and as an emblem of its achievements. It is the shrine of our traditions, a reminder of the devotion and sacrifices of our predecessors and an inspiration to those who serve.

*Officer Commanding Royal Air Force, Marham*  
Group Captain I. R. CAMPBELL, A.F.C.

## PARADE STATE

*Parade Commander*  
Wing Commander J. E. COCKFIELD, O.B.E.

No. 49 SQUADRON <i>Officer Commanding</i> Wing Commander J. LANGSTON	No. 214 SQUADRON <i>Officer Commanding</i> Wing Commander K. SMITH, D.F.C.
<i>Officer Commanding No. 1 Flight</i> Squadron Leader I. G. WARREN, A.F.C.	<i>Officer Commanding No. 1 Flight</i> Squadron Leader P. G. BELLAMY-KNIGHTS
<i>Officer Commanding No. 2 Flight</i> Squadron Leader H. L. TAYLOR	<i>Officer Commanding No. 2 Flight</i> Squadron Leader L. A. ROBERTS

## THE STANDARD PARTIES

<i>Standard Bearer</i> Flying Officer P. V. DEAKIN	<i>Standard Bearer</i> Flight Lieutenant A. P. W. PEACH
<i>Standard Warrant Officer</i> Warrant Officer F. C. MATHERS	<i>Standard Warrant Officer</i> Warrant Officer F. J. M. SULLIVAN
<i>Escort</i> Sergeant R. C. A. TOMLINSON Sergeant M. DOVE	<i>Escort</i> Chief Technician W. L. DAWSON Chief Technician C. PARR

*The Consecration will be conducted by*  
*The Chaplain-in-Chief*  
The Venerable F. W. COCKS, C.B., Q.H.C.

## THE CENTRAL BAND OF THE ROYAL AIR FORCE

*Director of Music*  
Wing Commander J. L. WALLACE, O.B.E., L.R.A.M., A.R.C.M.

## ORDER OF PRESENTATION AND

The parade is formed up in Review Order, with No. 49 Squadron on the left and No. 214 Squadron on the right, as viewed from the Saluting Base. The Central Band of the Royal Air Force is in position. The cased Standards are placed on the Piled Drums.

### THE ARRIVAL OF HER ROYAL HIGHNESS

On arrival at the Saluting Base Her Royal Highness will be received with a Royal Salute.

*(Spectators should stand and salute or uncover on the approach of Her Royal Highness and for the Royal Salute which follows. After the Royal Salute spectators should be seated).*

### THE INSPECTION

Her Royal Highness will inspect the parade.  
*(Spectators remain seated).*

### THE CONSECRATION

Here follows the Consecration of the Standards by the Chaplain-in-Chief of the Royal Air Force.

*(Spectators should stand and remain standing throughout the Service of Consecration).*

PARADE COMMANDER : Venerable Sir, on behalf of Numbers 49 and 214 Squadrons we ask you to bid God's blessing on these Standards.

CHAPLAIN-IN-CHIEF : We are ready to do so.

We are gathered here to consecrate these Standards, the solemn symbols of our loyalty, and with them ourselves, our service, and our life. May these Standards never be unfurled save in the cause of justice, righteousness and truth.

Let us pray.

Our help is in the name of the Lord.

ALL : Who hath made heaven and earth.

CHAPLAIN-IN-CHIEF : The Lord be with you.

ALL : And with thy spirit.

*(The parade is called to attention).*

CHAPLAIN-IN-CHIEF : To the Glory of God and as a symbol of our duty to Him and of our service to our Sovereign Lady Queen Elizabeth, we consecrate these Standards in the name of the Father, and of the Son, and of the Holy Ghost.

ALL : Amen.

CHAPLAIN-IN-CHIEF : Remember always that these Standards which we have here dedicated to God represent unto us our bounden duty to our Queen and country which is to serve her, her realm and our fellow citizens to the utmost of our power, to maintain as much as in us lies the gift of honour and the sanctity of man's plighted word, to protect all those who pass to and fro upon their lawful occasions, to preserve order and good government after the example of our comrades who counted not their lives dear to themselves so that others might live in peace.

*(The parade will stand at ease.)*

## CONSECRATION CEREMONY

CHAPLAIN-IN-CHIEF : Let us pray.

ALL : Our Father, which art in Heaven, hallowed be Thy name, Thy Kingdom come, Thy will be done, on earth as it is in Heaven : Give us this day our daily bread, and forgive us our trespasses, as we forgive them that trespass against us ; And lead us not into temptation, but deliver us from evil ; For Thine is the kingdom, the power, and the glory, for ever and ever : Amen.

CHAPLAIN-IN-CHIEF : O God, the Protector of all that trust in Thee, without whom nothing is strong, nothing is holy : increase and multiply upon us Thy mercy, that, Thou being our Ruler and Guide, we may so pass through things temporal, that we finally lose not the things eternal : Grant this, O Heavenly Father, for Jesus Christ's sake, our Lord : Amen.

CHAPLAIN-IN-CHIEF : God save the Queen.

ALL : Amen.

CHAPLAIN-IN-CHIEF : God be with you.

ALL : Amen.

CHAPLAIN-IN-CHIEF : Go forth into the world in peace : Be of good courage : Hold fast that which is good : Render to no man evil for evil : Strengthen the faint-hearted : Honour all men : Love and serve the Lord, rejoicing in the power of the Holy Spirit. And the blessing of God Almighty, the Father, the Son, and the Holy Ghost, be upon you and remain with you always.

ALL : Amen.

*(The spectators should be seated).*

### THE PRESENTATION CEREMONY

Her Royal Highness will receive from the Station Commander, successively, the No. 49 Squadron and No. 214 Squadron Standards, and will make the presentations.

Her Royal Highness will then address the Parade and the Station Commander will reply to the Royal Address.

### CEREMONY OF PARADING THE STANDARDS

The Parade will present arms and the Band will play the National Anthem whilst the standards are marched, in slow time, each to its position between the two flights of the Squadron concerned.

*(Spectators should stand and salute or uncover during the playing of the National Anthem).*

### THE ADVANCE IN REVIEW ORDER

The Squadrons will advance in Review Order and give a Royal Salute.

*(Spectators should again stand and salute or uncover during the Royal Salute and then be seated).*

The Squadrons will give three cheers for Her Royal Highness.

### THE MARCH OFF

The parade will march past the saluting base in column of route in quick time.

*(Spectators should stand and salute or uncover individually as the Standards pass them. They should remain standing until Her Royal Highness has left the Parade Ground. They are then asked to remain seated until advised to move by the ushers).*

## BRIEF HISTORY OF No. 49 SQUADRON

No. 49 Squadron was formed at Dover in April, 1916, under the command of Major A. S. Barratt (now Air Chief Marshal Sir Arthur S. Barratt, K.C.B., C.M.G., M.C., D.L., R.A.F., Retd.) and spent eighteen months as an aircrew training unit, equipped with B.E.2c's. In November, 1917, the Squadron was re-equipped with D.H.4's and moved to La Belle Vue aerodrome, France. Here, the Squadron was employed in the day-bomber role as part of the 3rd (Army) Wing and played a distinguished part in the Battle of Cambrai, attacking enemy supply and communications centres. In 1918, after being re-equipped with D.H.9's, the role was extended to include low level attacks and photographic reconnaissance. After the Armistice the Squadron moved to Bickendorf, Germany, where it was disbanded in July, 1919. During the war No. 49 Squadron had dropped over 118 tons of bombs, destroyed 56 enemy aircraft and probably destroyed 63 more.

The Squadron was reformed in February, 1936, at Bircham Newton and was equipped with Hawker Hinds. In 1937, the Squadron was presented with a Squadron Badge and in the same year was one of three squadrons selected to give bombing displays at the Hendon Air Display. In 1938, the Squadron became the first to be equipped with the Handley Page Hampden.

The Squadron's first operation in World War II, an attempted low level attack on the German Navy at Kiel, was carried out within minutes of war being declared on 3rd September, 1939. In accordance with current policy, the next few months were devoted to mine laying, leaflet dropping and reconnaissance, but in May, 1940, the Squadron dropped its first bomb on German soil. In August, 1940, a daring and successful low-level attack was carried out on a heavily defended section of the Dortmund-Ems Canal. For his gallantry in this action Flt. Lt. R. A. B. Learoyd was awarded the first Bomber Command V.C. of the war. In 1942, the Squadron re-equipped with Manchesters and shortly afterwards, with Lancasters. In May, 1942, No. 49 Squadron took part in the first thousand-bomber raid and also led the famous daylight attack on the Le Creusot steel works. For the remainder of the war the Squadron continued as a front-line bomber squadron and took part in all major operations including Berlin and D-Day, and in the last raid of the war against Hitler's mountain retreat at Berchtesgaden.

In 1953, the Squadron was equipped with Lincolns and a few months later was sent to Kenya where it remained throughout the Mau Mau campaign carrying out bombing attacks and reconnaissance on terrorist strongholds. With the emergence of the "V" Force the Squadron was re-equipped with the Vickers Valiant and had the honour of being chosen for Operation "Grapple," the nuclear weapons tests in the Pacific. All British Nuclear Weapons released from aircraft during these series of tests were dropped by No. 49 Squadron. In September, 1959, a flight was detached to Australia where it participated in the Queensland Centenary celebrations.

In 1962, the Squadron won the Armament Officers' Trophy for the best bombing results obtained during the annual Bomber Command Bombing competition. Today, No. 49 Squadron is stationed at R.A.F. Marham under the command of Wg. Cdr. J. Langston where it forms part of the Bomber Command nuclear strike force assigned to N.A.T.O. and under the operational control of S.A.C.E.U.R.

## BRIEF HISTORY OF No. 214 SQUADRON

No. 214 Squadron traces its origin back to the days of the R.N.A.S. during the first World War. It was formed at Couderkerque, near Dunkirk in July, 1917 from No. 7 Squadron, R.N.A.S. and for a time was known as No. 7A Squadron, becoming No. 14 Squadron on 19th December, 1917. In April, 1918, the Squadron became No. 214 Squadron, Royal Air Force. From its formation until the end of the war the Squadron was commanded by Major H. G. Brackley, D.S.O., D.S.C., and under his command became renowned for its initiative and magnificent fighting spirit.

Throughout the whole of its early career, the Squadron was equipped with Handley Page O/100 and O/400 twin-engined bombers and, operating mainly under Naval command, waged a continuous offensive against major naval targets. The end of the First World War saw the Squadron resting at Lille, and it stayed there until July, 1919, when it was transferred to Abu Sueir, Egypt, where it was disbanded early in 1920.

Reformed at Boscombe Down in September, 1935, No. 214 Bomber Squadron was equipped with Vickers Virginia Mk. X aircraft which were replaced by Handley Page Harrows in October, 1936. The Squadron Badge was presented to the Squadron on 8th June, 1938, the motto "Ultor in Umbris" meaning "Avenging in the Shadows".

In September, 1939, No. 214 Squadron became a training squadron with Wellington Mk. 1 aircraft at Methwold, moving to Stradishall in February, 1940 to become fully operational.

During 1940-1943, the Squadron was actively engaged in the Strategic Bomber Offensive. In 1941, the Squadron was adopted by the British Malaya Federation and became No. 214 Federated Malay States Squadron. By June, 1942, Stirlings had replaced the Wellingtons and the offensive raids continued; among them the first thousand-bomber raid on Cologne, and the attack on the rocket sites at Peenemunde. Re-equipped with Flying Fortresses in January, 1944, the remaining war years were spent in jamming the enemy's radio and radar communications. In June, 1945, the Squadron was again disbanded but its identity was preserved from July, 1945 when No. 614 Squadron was re-numbered No. 214 Squadron, until March, 1946 when that Squadron was allotted yet another number.

On being re-formed at Upwood in November, 1946, the Squadron was equipped with Lancasters which were later replaced by Lincolns. In July, 1953, No. 214 Squadron led the Bomber Command contingent of Lincolns in the Royal Review Fly Past. During 1954, the Squadron was in Kenya operating against the Mau Mau, only to be disbanded once more in December that year.

Re-activated at Marham in January, 1956, under the command of Wing Commander L. H. Trent, V.C., D.F.C., No. 214 Squadron became the third "V" Bomber Squadron of the Royal Air Force, its aircraft being Valiant Mk. 1B. In November of that year the Squadron was based in Malta, bombing Egyptian targets during the Suez campaign.

In 1958, No. 214 Squadron became the first Royal Air Force squadron to carry out in-flight refuelling in both tanker and receiver roles, and in April, 1962, formally became a Tanker Squadron, although its Valiants can still be converted to bombers at short notice.

Today, the Squadron is commanded by Wing Commander K. Smith, D.F.C., and flies tanker training sorties chiefly for Bomber and Fighter Commands, but also for the Royal Navy and the Ministry of Aviation. Its operational task is to further the deployment of reinforcements to overseas bases.

## COMMANDING OFFICERS OF No. 49 SQUADRON

(In Ranks then held)

Major A. S. BARRATT, M.C.	May, 1916
Major A. V. BETTINGTON	September, 1916
Major G. L. P. HENDERSON, M.C.	February, 1917
Major B. H. TURNER	May, 1917
Major J. R. GOULD	January, 1918
Major B. S. BENNING	May, 1918
Major J. C. QUINNELL, D.F.C.	February, 1919
Squadron Leader W. E. DIPPLE	July, 1936
Squadron Leader P. McG. WATT	November, 1937
Wing Commander W. A. B. BOWEN-BUSCARLET, D.F.C.	December, 1938
Wing Commander J. S. CHICK, M.C., A.F.C.	February, 1939
Wing Commander W. C. SHEEN	December, 1939
Wing Commander J. W. GILLAN, D.F.C., A.F.C.	April, 1940
Wing Commander J. N. JEFFERSON	December, 1940
Wing Commander R. D. STUBBS, D.F.C.	July, 1941
Wing Commander L. C. SLEE, D.S.O., D.F.C.	May, 1942
Wing Commander P. W. JOHNSON, D.F.C., A.F.C.	April, 1943
Wing Commander A. A. ADAMS	October, 1943
Wing Commander M. CROCKER, D.F.C.	May, 1944
Wing Commander L. E. BOTTING	June, 1944
Wing Commander H. Y. HUMPHREYS, D.F.C.	June, 1945
Wing Commander D. M. BALME, D.S.O., D.F.C.	June, 1945
Wing Commander J. H. IRVIN, O.B.E.	November, 1945
Wing Commander A. J. KENNEDY	June, 1946
Squadron Leader R. G. WOODCRAFT, A.F.C.	September, 1946
Squadron Leader J. D. MUNDY, D.F.C.	January, 1947
Squadron Leader L. D. WILSON, D.S.O., D.F.C., A.F.C.	August, 1948
Squadron Leader The Hon. D. H. T. DOWDING	June, 1950
Squadron Leader B. A. COLVIN	April, 1951
Squadron Leader A. E. NEWITT, D.F.C.	April, 1953
Wing Commander K. G. HUBBARD, O.B.E., D.F.C., A.F.C.	September, 1956
Wing Commander R. W. PAYNE, A.F.C.	December, 1958
Wing Commander A. H. CHAMBERLAIN, A.F.C.	February, 1961
Wing Commander J. LANGSTON	December, 1962

## COMMANDING OFFICERS OF No. 214 SQUADRON

(In Ranks then held)

Major H. G. BRACKLEY, D.S.O., D.S.C.	July, 1917
Major W. L. WELSH, D.S.C.	March, 1919
Wing Commander D. F. LUCKING	September, 1935
Wing Commander O. C. BRYSON, M.C., D.F.C., A.M.	October, 1937
Wing Commander W. SANDERSON, A.F.C.	November, 1938
Wing Commander F. E. NUTTALL	February, 1940
Wing Commander G. H. LOUGHNAN	October, 1940
Wing Commander R. B. JORDAN, D.F.C.	March, 1941
Wing Commander G. L. CRUIKSHANKS	August, 1941
Wing Commander R. D. B. MACFADDEN, D.F.C.	September, 1941
Wing Commander E. J. P. DAVY	March, 1942
Wing Commander K. D. KNOCKER	April, 1942
Wing Commander A. H. SMYTHE, D.F.C., A.F.C.	July, 1942
Wing Commander M. V. M. CLUBE	March, 1943
Wing Commander D. J. MCGLINN	July, 1943
Wing Commander D. D. ROGERS	August, 1944
Wing Commander R. L. BOWES, D.F.C.	March, 1945
Wing Commander E. B. R. LOCKWOOD, D.S.O., M.B.E.	July, 1945
Wing Commander C. C. CALDER, D.S.O., D.F.C.	December, 1945
Squadron Leader J. H. L. BLOUNT, D.F.C.	November, 1946
Squadron Leader C. M. CLEMENTI, O.B.E.	May, 1947
Squadron Leader A. J. C. HAMILTON	March, 1949
Squadron Leader J. BRAIN, A.F.C.	October, 1949
Squadron Leader E. P. LANDON, D.F.C.	January, 1952
Squadron Leader K. R. BOWHILL	November, 1953
Wing Commander L. H. TRENT, V.C., D.F.C.	February, 1956
Wing Commander M. J. BEETHAM, D.F.C.	February, 1958
Wing Commander P. G. HILL	May, 1960
Wing Commander K. SMITH, D.F.C.	November, 1962