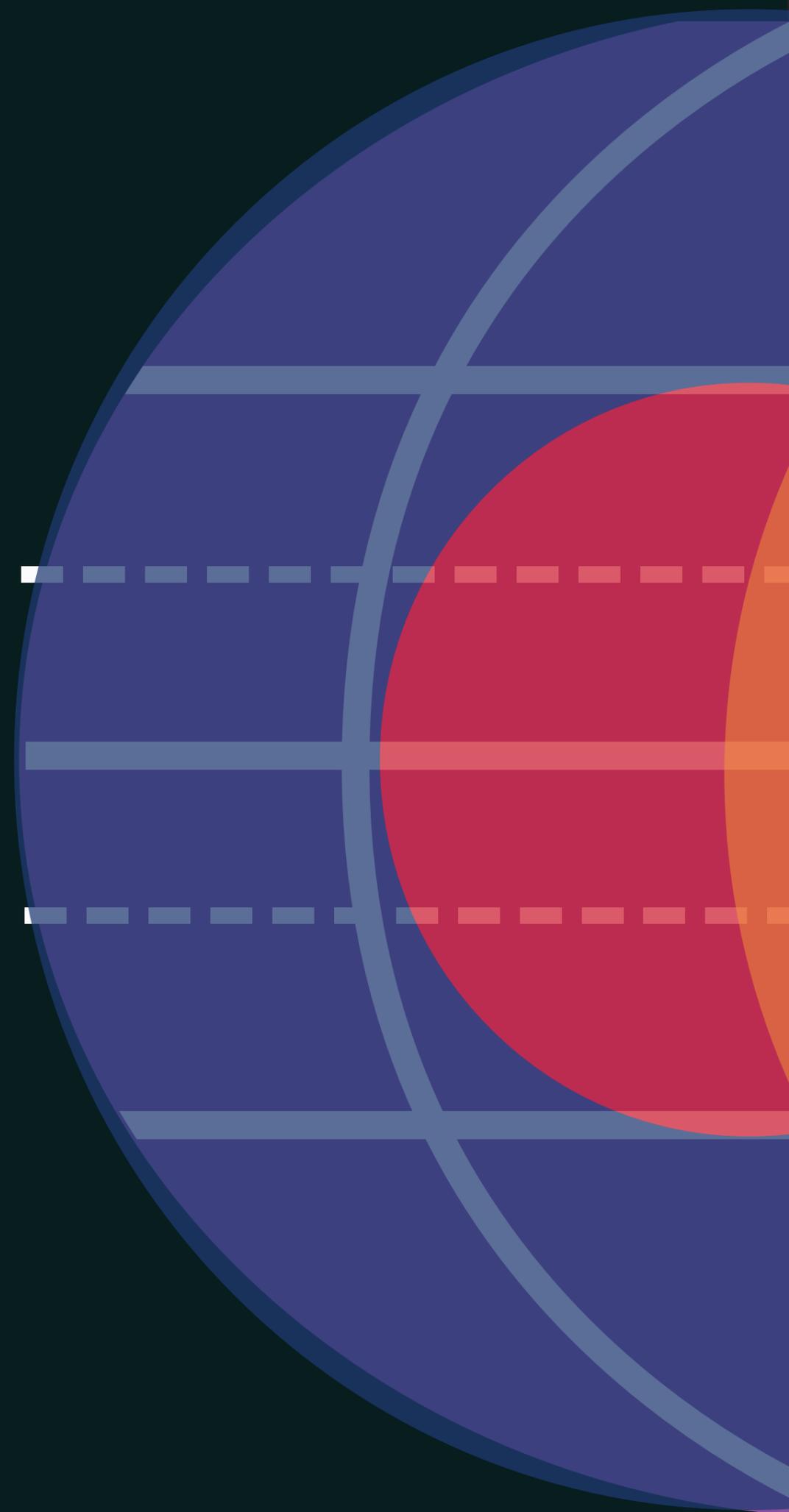


53.6450° N, 1.7798° W

Contents

- 01 Content plan Wire frame
- 02 Key words
- 03 Typography
- 04 Copy
- 05 Interactive image artwork
- 06 Page design
- 07 Print



Intro title



Aeroplane & Arnament
Exp Est 1954 - 56



Retiring from the
Airforce



Intro Paragraph
About Edward



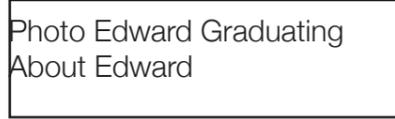
M.B.E. 1965



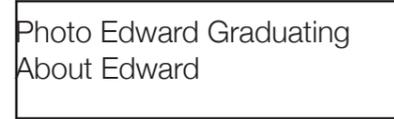
Civi Street



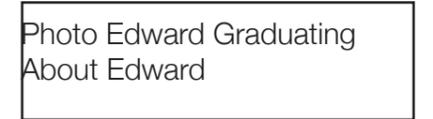
Joining the RAF
18th Birthday
RAF College Cranwell



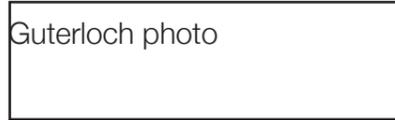
Joining the RAF
18th Birthday
RAF College Cranwell



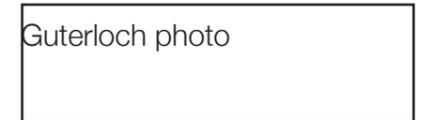
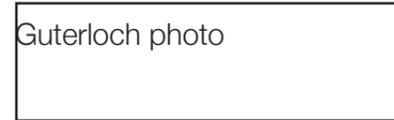
Conclusion



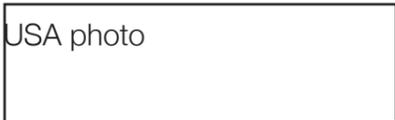
No 3 & 26 squadren 1947- 50



Aden 1966-67



Central Gunnery School
1951- 52 ?
EPTPS 1953



Bahrain 1976- 68



1947 15th August: India gains independence from Britain

1948 22nd June: Post-war immigration from the Commonwealth begins.

1948 5th July National Health Service established.

1948 25th July: Berlin Airlift begins as Soviet forces blockade City.

1949 18th April; Republic of Ireland comes into being.

1949 8th June George Orwell's 1984 is published.

1950 29th August: British troops arrive to support US forces in Korean War.

1951 3rd May Festival of Britain

1953 25th April Elizabeth II succeeds her father, George VI

1955 5th April Winston Churchill retires as prime minister.

1955 26th May: Conservatives win the General Election
Sir Anthony Eden is prime minister.

1956 8th May 'Look Back in Anger', John Osborne play first staged.

1956 5th Nov Suez Crisis.

1957 9th Jan 1957 Eden resigns replaced by Harold Macmillian

1957 6th March Ghana becomes the first British Colony in Africa to gain independence.

1957 15th May Britain tests its first hydrogen bomb.

1959 8th October Conservatives win general election with Harold Macmillian.

1963 14th Jan France vetoes Britain's entry to the European Common Market.

1963 19th Oct Sir Alec Douglas-Home becomes prime minister.

1964 15th Oct Labour wins general election, Harold Wilson prime minister.

1965 8th Nov Death penalty abolished.

1966 30th July England win the football World Cup.

1967 Abortion and homosexuality are legalised.

1967 1st June Beatles release Sgt. Peppers Lonely Hearts Club Band.



Key words

Interactive Bio

Edward C.Rigg timeline

Narratives

Empire

Relationship

Fate

Construct

Colonialism

Ordinary

Macro

Fragment

Rebels

Extra-ordinary

Micro

Contrive

Freedom fighters

Voyerism

Timeline

Archive

Comrade

Fate

Interactive

Nostalgia

British

Conflict

Neglected

Digital

Organisation

Intersect

Memories

Physical

Technology

Civilian

Mementoes

Social

Economic

Political

Cultural

Historic

Time lines



Main Header text
Super clarendon light 36 point

Edward.C.Rigg
Neglected
memories
mementoes

Sub Header text
Super clarendon light 18 point

Aiden 1960-67

Quotations

“ I have come to join the RAF, it’s my eighteenth Birthday ”

My chance encounter with Edward and his archives has been a fabulous experience in terms of discovering and documenting an extra-ordinary life. Edward’s humility towards his career is impressive, as is the amount of planes he has tested and experiences he has had. More impressive is the occurrences that influence and surround his personal story. Edward has designed the archive and selected and arranged the materials contained within. As a designer I have

Main Header text:
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Edward.C.Rigg
Neglected
memories
mementoes

Sub Header text
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Aiden 1960-67

Quotations

“ I have come to join the RAF, it’s my eighteenth Birthday ”

Super clarendon Regular 14pt/18pt

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Edward.C.Rigg
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*Edward.C.Rigg
Neglected
memories
mementoes*

Sub Header text
Libre Baskerville Italic 18 point

Aiden 1960-67

Quotations

*“ I have come to join the RAF, it’s my
eighteenth Birthday ”*

Libre Baskerville Italic 14pt/20pt

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Edward.C.Rigg
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Sub Header text
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Nunito Sans

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PROLOGUE

Neglected
Memories
mementoes &

AN ORDINARY YET EXTRAORDINARY LIFE

Neglected
Memories
Mementoes

&

AN ORDINARY YET EXTRAORDINARY LIFE

Edward C.Rigg

Intro

Edward Comer Rigg was born in Rochdale 1926, the son of Brewery manager Charles Comer Rigg. Whilst still at school Hitler invaded Poland in 1939, which in turn started the Second World War. The war dominated the news, and all teenagers soon became aware that military service was in prospect when they reached the age of 18. Most of Edwards friends went into the Army, but Edward favoured the Royal Air Force.

On Edward's eighteenth birthday, he came out of school and walked down to the local recruiting centre, based in Rochdale Town Hall. Still wearing his school blazer and cap, he made his way to the reception desk. The man behind the desk looked up and said, "And what do you want young man?". Edward replied, "I've come to join the RAF." The recruiting officer replied "You cannot join the RAF until you are eighteen". "I am eighteen" was Edward's response, to which the officer said, "Oh! and when are you eighteen?" Edward replied, "This morning". This was the beginning of a remarkable flying career.

Early days in the RAF

Edward reported for full time service on the 3rd April 1945 at the Air Crew Receiving Centre. Torquay. Edward joke that quite understandably the news of Edwards enlistment took a couple of weeks to reach Germany, but when Hitler heard the news he shot himself. The wars end also bought the need to continue training pilots, Edwards career in the service didn't look promising.

Initially Edward was employed as a clerk in the equipment section of RAF Cosford for a few months, however the Air Ministry soon realised it needed to keep training pilots to avoid a shortage once wartime conscripts were released. Consequently pilot training was resumed for volunteers will to sign up for a four year short service commission. Edwards pilot training then took place at RAF College Cranwell, followed by operational training course at RAF Keevil flying Spitfires.

Operational Service.

This led to Edwards first operational posting in November 1946 to No Three Squadron in Germany, flying the Mk 5 Hawker Tempest in the fighter ground attack role. June 1948 the Tempest was replaced by the Vampires, one of the first jet powered aircraft, which would play a major role in Edwards flying career. After a short spell back in England at RAF Leconfield Edward returned to Germany with No 26 Squadron until August 1950 when Edward was transferred to the Flying Wing Headquarters at Wunsdorf where No 3 and 16 Squadrons were to overseas operations and training before again returning to England, stationed at the Central Gunnery School, RAF Leconfield. According to Edward this was the most memorable time period. It is around this time when Edward was to meet Anne Winifred Barton and a relationship develops.

However Edward joins the Empire Test Pilots School based at Farnborough and the relationship ceases.

Test Flying Years

The closing years of the Second World War saw immense strides in aircraft development, with the advent of the jet engine, sonic speeds, swept wings, flight into the stratosphere and sophisticated weaponry. The British aircraft industry had expanded enormously with companies such as Hawkers, Supermarine, Westland, Avros, Gloucesters, Boulton Paul, De Havilland, Miles, Percival, Vickers, Handley Page, Bristol, Fairey, Folland, English Electric, Armstrong Whitworth and Blackburn. All of these were involved in research on experimental aircraft and developing and making new types for RAF service.

The Ministry of Supply had been established during the Second World War to put the development and supply of aircraft for the three armed services on a sound footing its main centre of operation was Farnborough. Testing for acceptance into Military service was undertaken at Boscombe Down in Wiltshire, and other research

carried out at Bedford. The need to establish regulated test flying became evident and the Empire Test Pilots School was established to fulfil that need.

Edwards applied for a place on the E.T.P.S course in 1953 and was successful.

However on Friday 13th March Edward was taking off in a Vampire jet on the runway running from west to east directly towards the built-up region of hangars. Edward had just become airborne and raised the undercarriage when the engine exploded. The prospect seemed to be crash into the hangars and certain death. However Edward managed to force the aircraft down onto the ground and partially dig the left wing into the ground to slew the aircraft round. Edward came to rest in the midst of parked cars alongside a hanger with the aircraft blazing and little left of the cockpit. Firemen on crash duty quickly reached the scene and extinguished his blazing clothes and carried him to a waiting ambulance. Edward injuries included a broken spine and all five metatarsals in his left foot broken. It would be four months before he would resume flying.

Edwards course at the E.P.T.S ended in December 1953, during that time he would fly eighteen different types of aircraft. Edwards next posting would take him to The Aeroplane and Armament Experimental Establishment based at Boscombe Down in Wiltshire. Boscombe Down was the place for testing and acceptance of all new aircraft and equipment for all three services. Edward was allocated to A Squadron dealing with fighters and trainers. Edward spent three years of service at Boscombe Down and were the highlight of his RAF career. It was a time of great strides in the development of aircraft, embracing jet engines, turbine engines, sonic speeds, swept wings, pressurised cockpits and general innovations. In Edwards first year he would fly twenty different types of aircraft. In the second year sixteen and his third year eighteen. Below is a list of some of the tasks and aircraft taken from Edwards flying logs.

1954 January 16th - First flight in a Hunter, a prototype Mk.1.

1954 April 22nd - First flight in North American Sabre.

1954 May 3rd - First flight in a Supermarine Swift.

1954 May 7th - First flight in a Hawker Sea Hawk.

1954 May 20th - First flight in a Bristol Brigand.

1954 Oct 2/28 - Tropical trials on a Hunter Mk.1 at Nicosia, in Cyprus, and Khartoum, in the Sudan.

1955 Oct 25/26/27 - Testing the Dassault Mystere IVa in France.

1955 Dec 9/16/30 - First in a Javelin, various tasks.

1956 Feb 20/25 - Two preview assessment flights on the Convair

F102 sixty degree swept wing delta aircraft whilst visiting Edwards Air Force Base, USA.

1956 April 19/20 - Two control assessment flights on the Boulton Paul BP111 delta wing experimental aircraft.

1956 June 20/23 - Three handling assessment flight on the Fairey FD2 sixty degree swept wing delta aircraft that had just established the world supersonic speed record of 1.7 mach, flown by Peter Twiss, who was the chief test pilot of Fairey Aviation.

Edwards test flying at Boscombe Down came to an end early January 1957 and on his departure the commanding officer assessed him as, 'exceptional'.

Staff Appointments

Edward was posted to Fighter Command H.Q at Bentley Priory for three years which was an administration and control job, however he still managed to flying time. He was then sent to Bracknell with the prospect of more desk work. However Edward learned he was due for a return to the E.T.P.S as an instructor. This called for a short refresher flying course at a variety of RAF establishments to get up-to-speed with jets and transport. Edward stayed at the E.T.P.S as instructor until January 1965. He was then given the M.B.E for his contribution to test flying March 1965.

Change in flying career.

In March 1966 Edward found himself on a course at No.242 Operational Conversion Unit based at R.A.F. Thorney Island, learning how to fly Argosy and Beverley four engined heavy transport aircraft. This was in preparation for his posting to Aden in the Middle East, where he would take command of No. 105 Squadron, equipped with 12 Argosy aircraft and also take command of the Medium Range Transport Wing which comprised No. 105 Squadron and No. 84 Squadron (equipped with Blackburn Beverleys), and a servicing squadron. This would be the busiest period of Edwards career and promotion to Wing Commander.

The role of the Medium Range Transport Wing was to support the British Army in its fight against the rebel forces in Southern Arabia. This was a busy period ferrying troops and supplies. However in 1967 the British Government announced its intention to withdraw from the Middle East. Edward would be at the heart of this operation and the final days of the British Empire. Edwards first task was for MRT wing to prepare to disband 84 Squadron and Edward did his last flight for the squadron in a Beverley in July 1967. Following the dismantling of 84 Squadron, Edward moved the Argosy Squadron up to Muharraq on

the Island of Bahrain and continued operations until February 1968, when the withdrawal of all British forces from east of Suez was to be completed.

London and staff duties

Edward next employment was in London at the Ministry of Defence, dealing with operational requirements. Edward bought a flat in Westminster close to the Air Ministry. This was an opportunity to get more acquainted with civilian life and Edward was in that post for three years.

March 1971 saw Edward posted back to the R.A.F. Staff College at Bracknell as a staff instructor and he was there for three years until posted back to London as a Procurement Executive for the Ministry of Defense to oversee the flying operations at its research establishments. It was here that fate and time would catch up with Edward. For many years Edward had suffered migraine attacks, probably due to the Vampire crash earlier in his career. Edward had learned to cope and cover his illness, knowing one of his squadron leaders would cover and take over. One morning in early 1976 he awoke with a terrible migraine. Edward following his usual routine when such attacks occurred and telephone one of the squadron leaders and briefed him to take over. Unfortunately this attack coincided with the weekly visit of the cleaner. Edward could not rest while the cleaner was undertaking her duties, so he decided to sit in the local park, St James Park, not far from the flat. He was hoping to relax on a park bench and deal with the migraine. As Edward sat in the park a bus came along and he noticed that it was the one that usually took him to the office. Edward made the decision to board the bus and hope the situation would improve. However he was not alert enough to alight at his usual stop and a little distance beyond alighted in a slight daze. Whilst looking

for somewhere to sit down and try and cope he realised that he was at the end of the street where the Central Medical Establishment was. That was familiar, because it was where the annual medicals were carried out. Edward made his way to the establishment and sat in reception, hoping the quiet would help to settle the migraine. He was approached on several occasions to see if he needed help. But eventually he was ordered to the office of the Group Captain Doctor, who had noted his presence and condition. After a brief interview the Doctor arranged for a car to take Edward home. A few weeks later he was summoned back to the Central Medical Establishment for a complete medical review. This would result in the immediate loss of Edward's flying category and the end to Edward's flying career. Edward was informed in order to stay in the service he would have to transfer to desk duties in a non flying branch. Hence Edward took the decision to leave the service after serving for thirty one years.

Civilian life.

Edward had been a keen yachtsman for many years and belonged to a syndicate of about a twelve people that owned a 36 foot, seven berth sloop. A fellow syndicate member offered Edward work at a small engineering company. Edward was appointed as Marketing Manager, although grateful for the opportunity he found it lacking in organisation and method staying two years before starting his own financial advice company.

Content plan: Background: Copy

As a graphic designer I am currently transcribing the archives of Edward C. Rigg. This is a story of an ordinary man who led an extraordinary life. It is a rich resource of detailed historical content, focusing on Edward's time in the RAF just after the Second World War and documenting his profession as a jet test pilot and military transport pilot during the 1950s and 1960s. The archives contain three main sections: a collection of 24 Ring bind folders, 5 boxes of slides and a collection of video interviews. The 24 Ring bind folders are the main section of the archive and play an important role in Edward's daily life and his links to the past and present. The physical archive consists mainly of photographs and correspondence with the RAF and Edward's father. The transcription of the physical and largest archive has presented many design challenges. Autoethnography has been key in drawing out stories from the archive. This has included repetitive conversations with myself and with Edward to explore narratives that may not be visible in the archive and need to be brought alive through a translation process. These memories are stored not only in the interviews I have undertaken, but also through the design work I have generated from the research process. This article will address both verbal and visual storytelling contained within these archival items, and show how they have been transcribed in and through the graphic design process. The work produced highlights the legacy of Empire and the personal stories contained within archives, whilst also exploring the intergenerational experiences of the time period.

The graphic design process helps me to connect stories from out of the archive to wider cultural audience through curated content in both traditional and online digital formats. In this respect, autoethnography has been a key framework for bringing together different ways of storying the self – the self of the custodian and author of the archive (Edward C. Rigg), the self of the researcher as graphic designer and the selves of those audiences who engage with the creative outcomes as part of a wider cultural experience. This triangulation has resulted in the design and development of an interactive timeline, which not only represents Edward's timeline but also encourages, in collaboration with participants, to map their own experiences and backgrounds to the timeline. Cohen and Manion define triangulation as an “attempt to map out, or explain more fully, the richness and complexity of human behavior by studying it from more than one standpoint” (Cohen, Manion 1986: 254). This is a way of opening these narratives out to the storying of other selves, and highlighting the intertwining storying of personal experience inside the wider historical contexts of archival content. The timeline has several themes: the main time line reflects Edward's career in the Royal Air Force and Empire Test Pilots School, which runs in parallel with a cause and effect timeline that influences Edward's choices in life and postings around the globe. A further timeline explores how historical events influence contemporary social, economic and political issues.



The Archives of Edward Rigg General Index

Part No

1. Rochdale Municipal High School
2. "The Rochdalian" School Magazine
3. The Boy Scouts and Air Training Corps 1937 - 1944
4. First Photo Album
5. St John's College Cambridge
6. Joining the Royal Air force - 1944
7. R.A.F College Cranwell. 1945 - 46
8. R.A.F. Keevil. 1946 - 47
9. No. 3 Squadren. 1947 - 49
10. No. 26 Squadren. 1949 - 50
11. Central Gunnery School.- R.A.F Leconfield 1951 - 52
12. No. 12 Course, Empire Test Pilots School, Farnborough, 1953
13. Student's Reports, - No 12 Course, E.T.P.S
14. Motor Rallies - 1952 - 1955
15. Aeorplane & Armament Experimental Establishment - 1954 -56
16. Motor Rallies - 1956 - 1957
17. Test Flying Reports - Aeorplane & Armament Experimental Establishment - 1954 -56
18. Articles on Aircraft Spinning.
19. E.T.P.S - Tutor - 1961 - 1964.
20. Tuition Notes on Test Flying.
21. Test Flying Theory Totorial Notes
22. M.B.E. 1965
23. Aden - 1966 - 67
24. Bahrain - 1967 - 68.
25. Sailing.
26. Gliding.
27. R.A. F Flying Log Book. - Volume 1.
28. R.A. F Flying Log Book. - Volume 2.
29. Retiring From The Royal Air Force.
30. Collection of Framed Pictures Of Aircraft Flown.
31. R.A.F. Medical History.
32. Journals.
33. The Estate of Charles Comer Rigg
34. Pilots Notes from some aircraft flown. 1945 - 1976 (Donated to Farnborough Air Science Trust).
35. Correspondence with Father 1959 - 1967

36. Elite Engineering 1976 - 1978

[Edited Timeline.](#)

37. Spantrack File.

38. Mementoes of ALice Jeffrey 1896 - 1982

39. Collection of Commemorative Postage Stamps 1968 - 69

40. Books -

41. Photo Colour Slides - Box 1, 2, 3, 4, 5.

42. 80th Birthday - 21st April 2006

43. Documents of Father - Charles Comer Rigg.

44. Documents of Uncle - Edward Newton Rigg.

45. Coin Collection.

46. Collection of Old Postage Stamps.

47. R.A.F Souvenir Books - 1966, 67, 68

48. The Battle Axe - History of 105 Squadren

49. Medals.

Timeline

Navigation: The Argosy, News, Resources, Projects, Gallery, Contact, Timeline

**Edward C. Rigg
Neglected
Memories &
Mementoes**

Edward on joining the RAF at Cranwell

On Edward's eighteenth school and walked down centre, based in Roching his school blazer and to the reception desk. looked up and said, "A young man?". Edward the RAF." The recruiting cannot join the RAF until "I am eighteen" was Ed the officer said, "Oh! an een?" Edward replied, the beginning of a rema

Event	Year
Joining the RAF	1944
RAF College Cranwell	1944 - 46
RAF Keevil	1946 - 47
No. 3 Squadron	1947 - 49
No. 26 Squadron	1947 - 49
Central Gunnery School	1945 - 52
Empire Test Pilots School	1953
A. & A.E. Establishment	1954 - 56
Empire Test Pilots School	1961 - 64

End of World War 2 1945

British withdraw from Palestine 1947

Premier of Passport to Pimlico 1949

Myriad Pro 12pt

Last Argosy timeline development:

Timeline to be build within existing Lastargosy site.

Timeline to be abled to be viewed from land but have own section of the website.

Alteration to site navigation system required, add timeline catagory.

Timeline needs to be dynamic and responsive.

Collapse turn on/off menu.

Plays video and sound via sound cloud and youtube as does current site.

Text function control.

Assets supplied
Ability to generate more timelines

and pages under the timeline catagory on current site

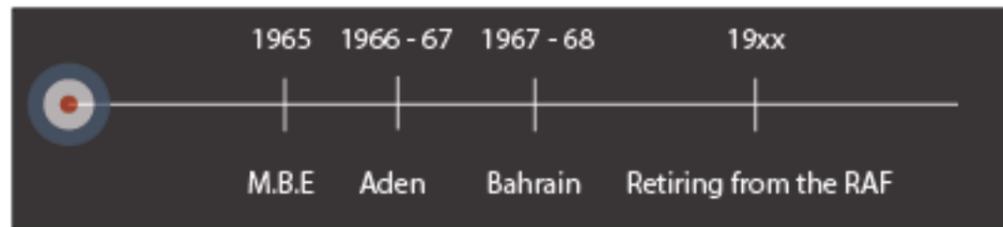
Template timeline to follow the Edward Rigg personal timeline

Viewers personal related timeline.

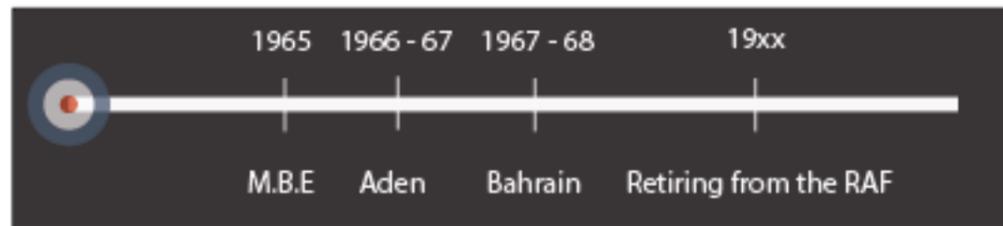
Developed through CMS Silverstripe, Open Source

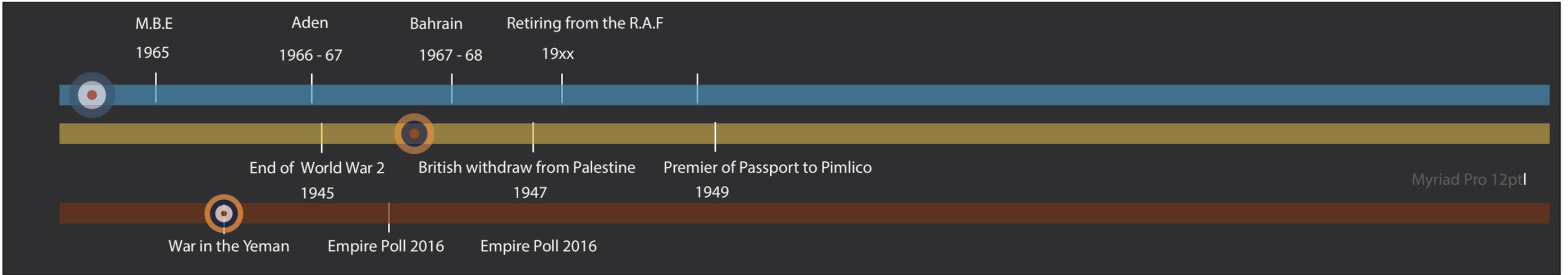


Myriad Pro 12pt



Avenir Roman 10pt

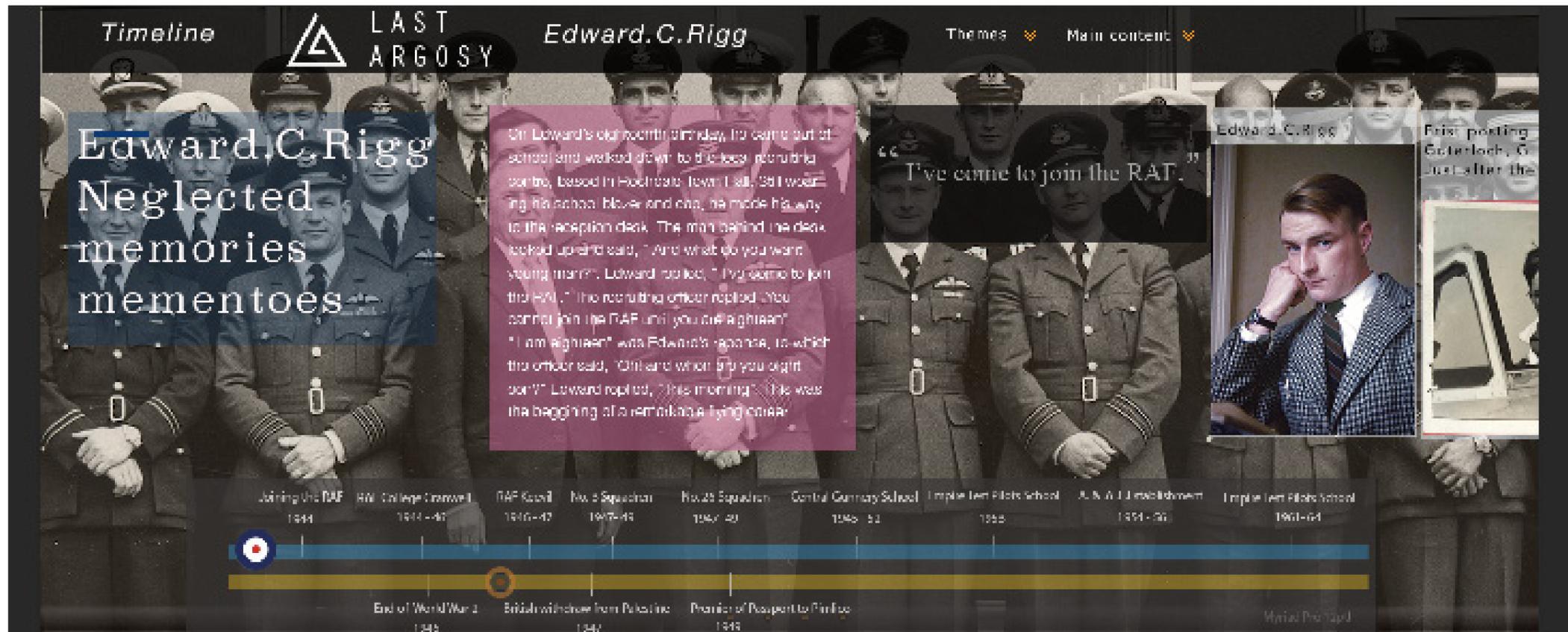




Dragable roundal sliders along timeline and aslo along main bodywith roll over.



Menu with navigation slider options.



Developer notes.

Developed via CMS Silverstripe Open Source.

Template design up load text, image, photo.

Delete & re arrange content

Roll back feature

Scalable

Linked to time line page with option to publish on land page.

Holding area before publishing live for editorial sanction.

Assets supplied.

Timeline roll over added to main navigation on website.



End of World War 2
1945

British withdraw from Palestine
1947

Premier of Passport to Pimlico
1949

Myriad Pro 12pt |

Timelines

E.C. Rigg

Historical

Current

Your timeline

John Kelly

Edward C.Rigg Timeline

Mixing of narratives in the storying of the self.

Edwards physical archive has presented many design challenges. Firstly, I thought about creating a facsimile of the original by sourcing paper stock of the original time periods of the 50's and 60's; re-creating the archive as a physical installation. This was more a response to the notion that I would never possess or own the archive. Instead, I have begun to design and develop an interactive timeline to show the intertwining storying of personal experience inside the wider historical contexts of the archival content. The time line has several themes, the main time line reflects Edward's career in the RAF and Empire Test Pilots school, which runs in parallel with a cause and effect timeline that influences Edward's choices in life and postings around the globe. A further timeline explores how historical events influence contemporary social, economic and political issues. A final timeline allows the viewer to add their own experiences. This is a way of opening these narratives out to the storying of other selves. Colour and textures from the original folders are used in conjunction with fonts used in the original archive. The video interviews of Edward's stories are included and compliment the photos and documents. The timeline reflects the mixing of narratives explored through the auto-ethnographic process.

[More](#) 

John Kelly Timeline

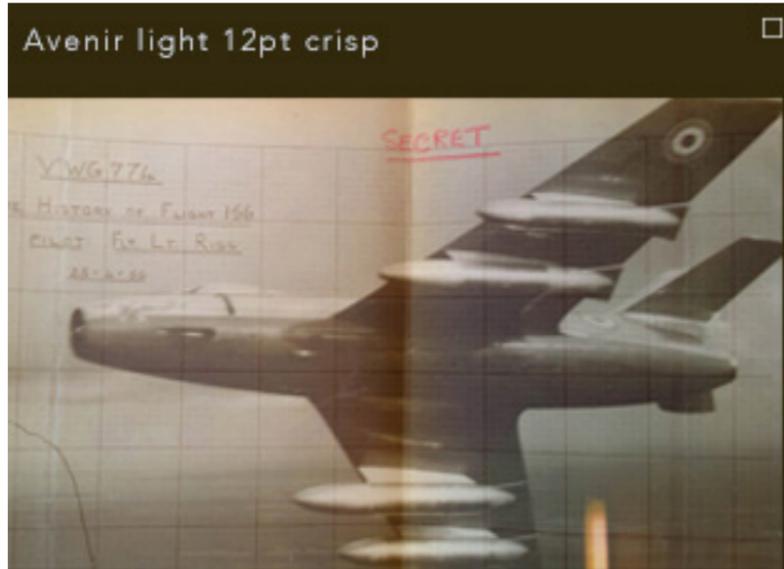


Display copy Helvetica
Regular 20pt 30pt leading

Display copy Helvetica
Regular 18pt 24pt leading

80 percent opacity

2mm border



Sample pop ups used on timeline text and image with roll over.

Neglected memories & mementoes

Edward C. Rigg

The document is not objective,
innocent raw material but
expresses past [or present]
society's power over memory
and over the future: the document
is what remains.

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Edward on joining the RAF at Cranwell Avenir light 12



Roll over down to enable larger pop up

With potential links links to other sites and content

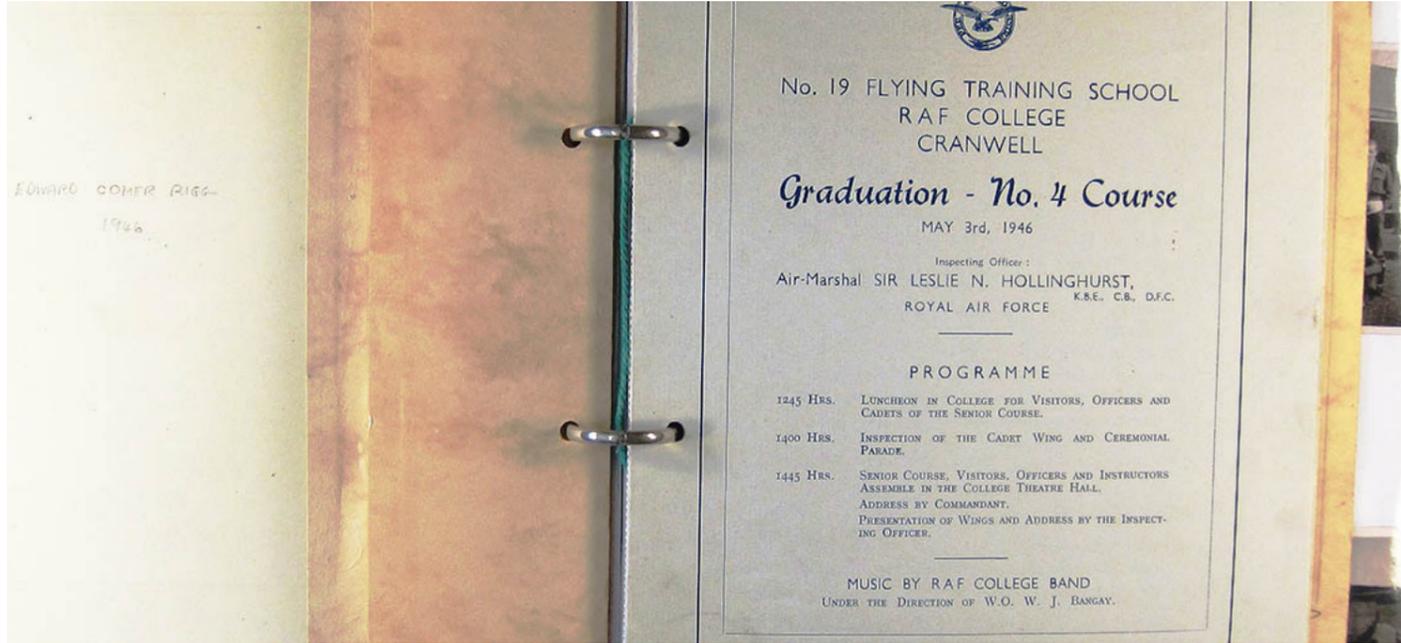
More feature

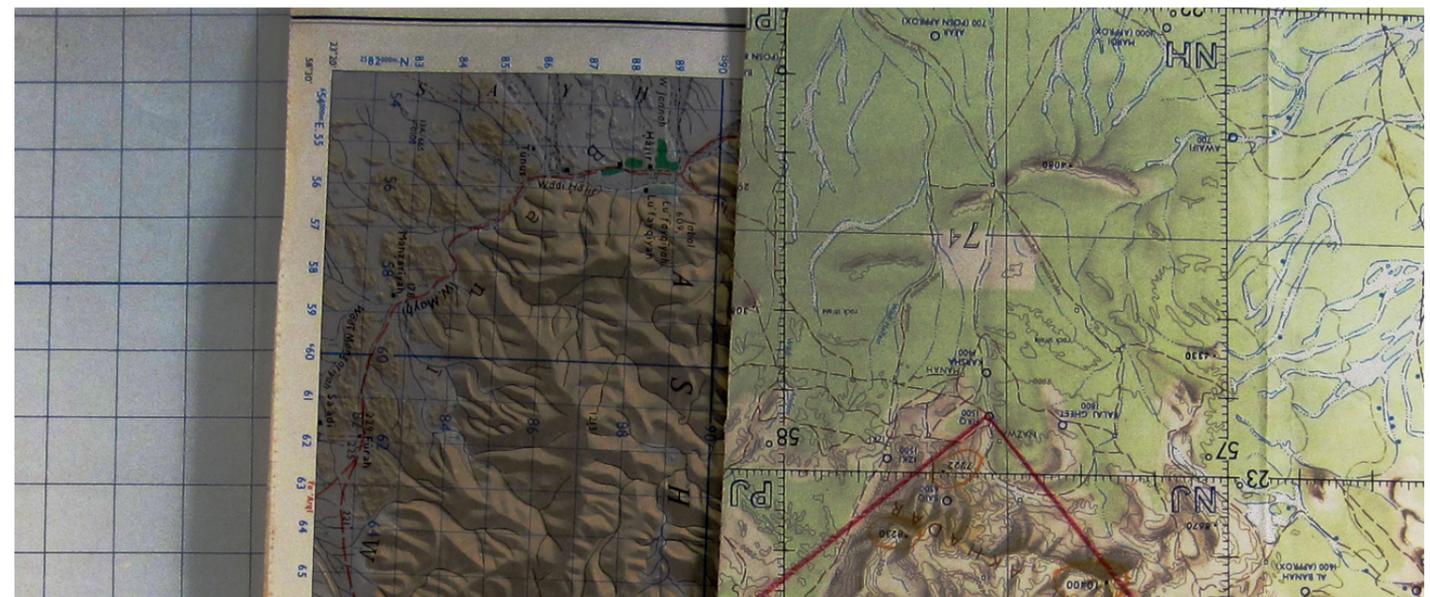
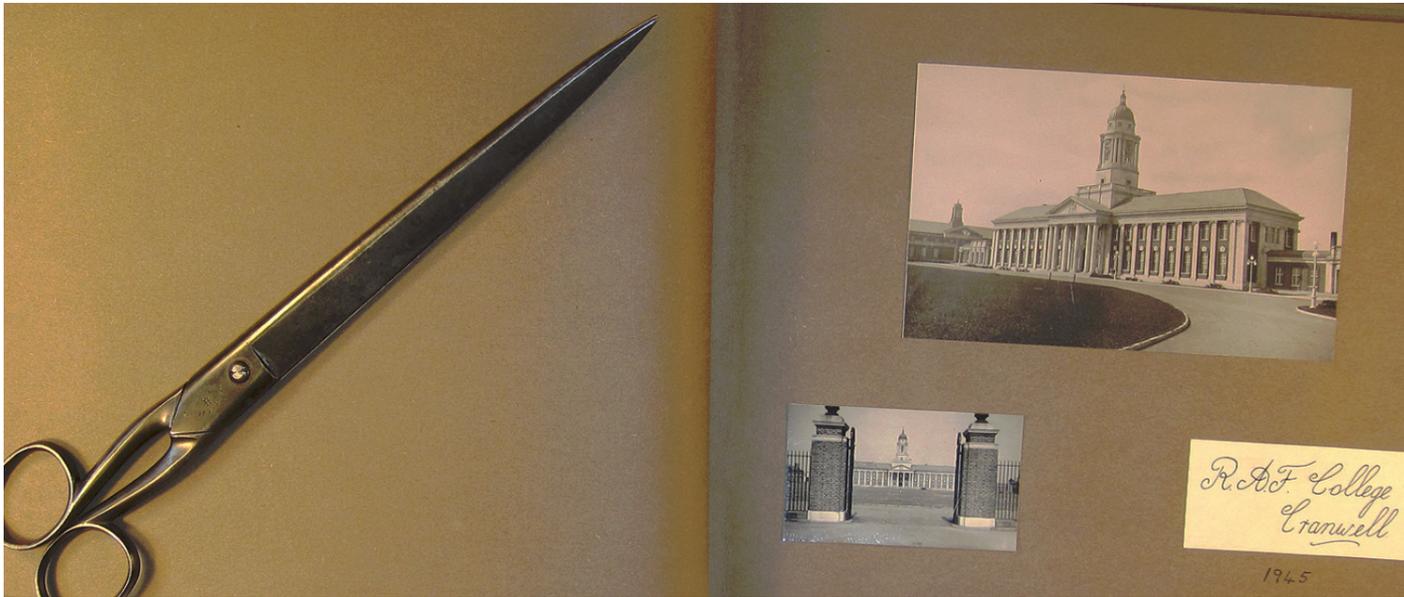
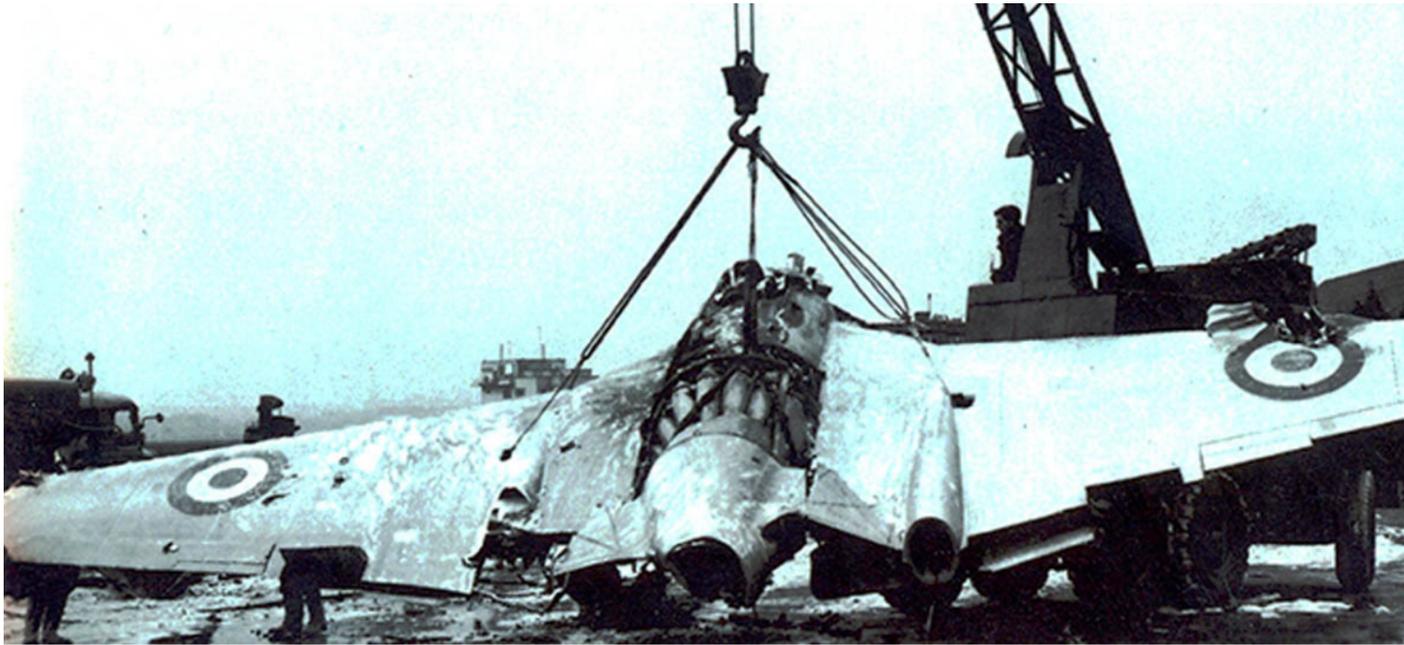
Full article linking to pages on web site



No 3 Squadren, RAF
 Wundsdorf 1947
 Edwards first posting abroad
 Helvetica reg 18pt

Body copy 12 pt Helvetica. Edward learned to fly gliders at
 Wundsdorf

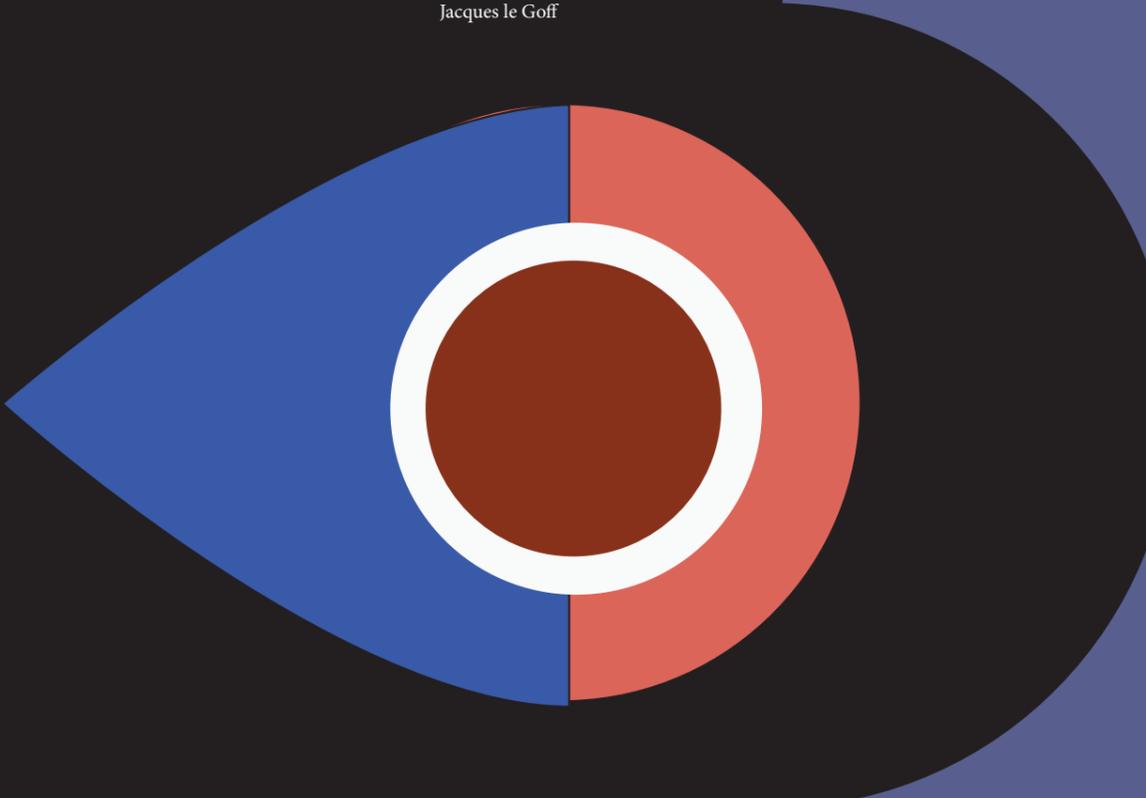






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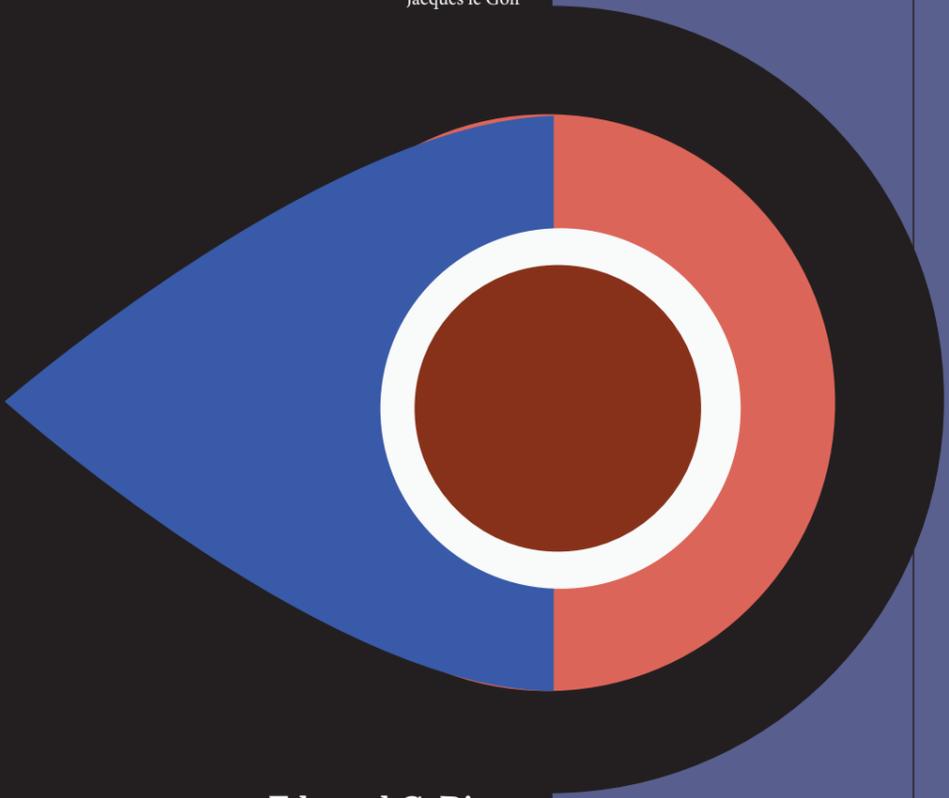


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www.lastargosy. Email: Tel:

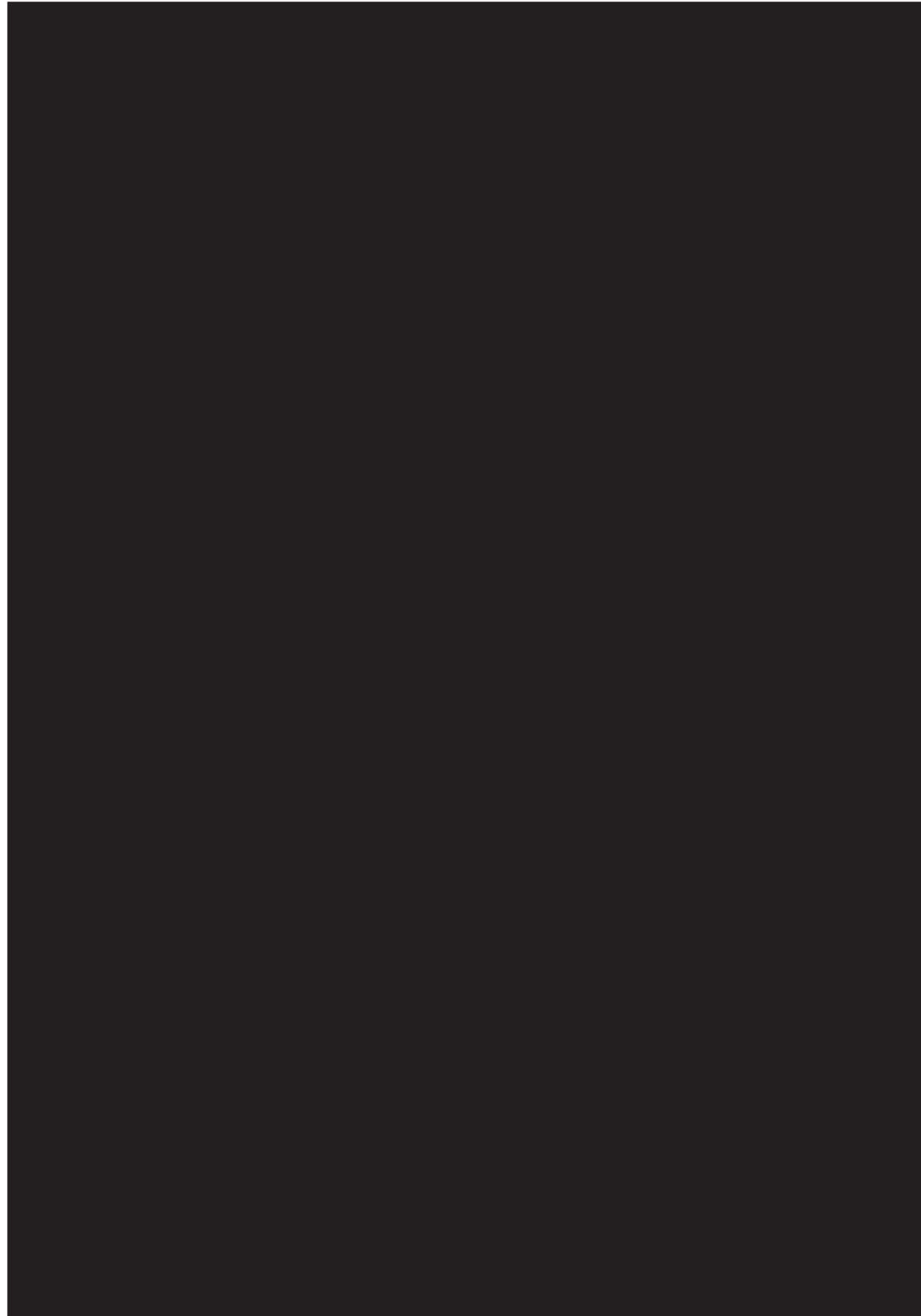
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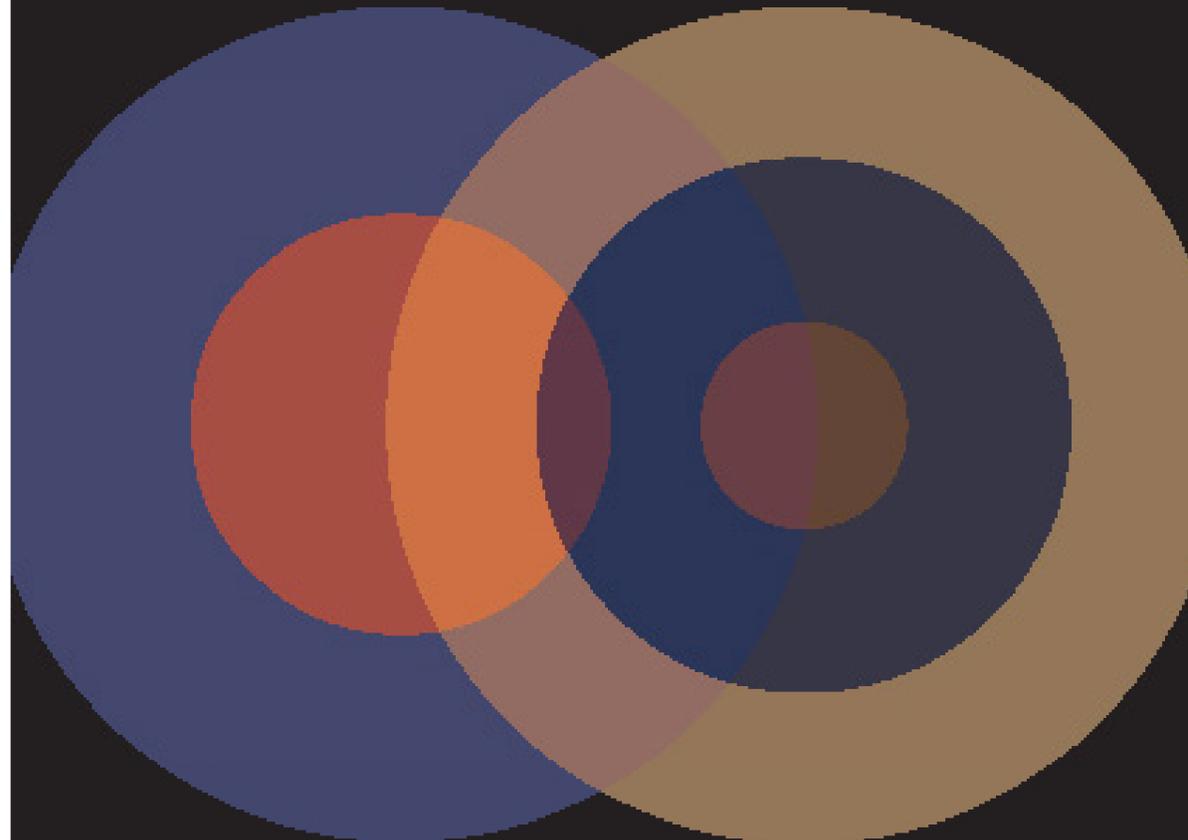
Huddersfield Library
Market Walk
HD1 2TC

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Edward C. Rigg: Timeline

24th April 2017

Free Entry



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