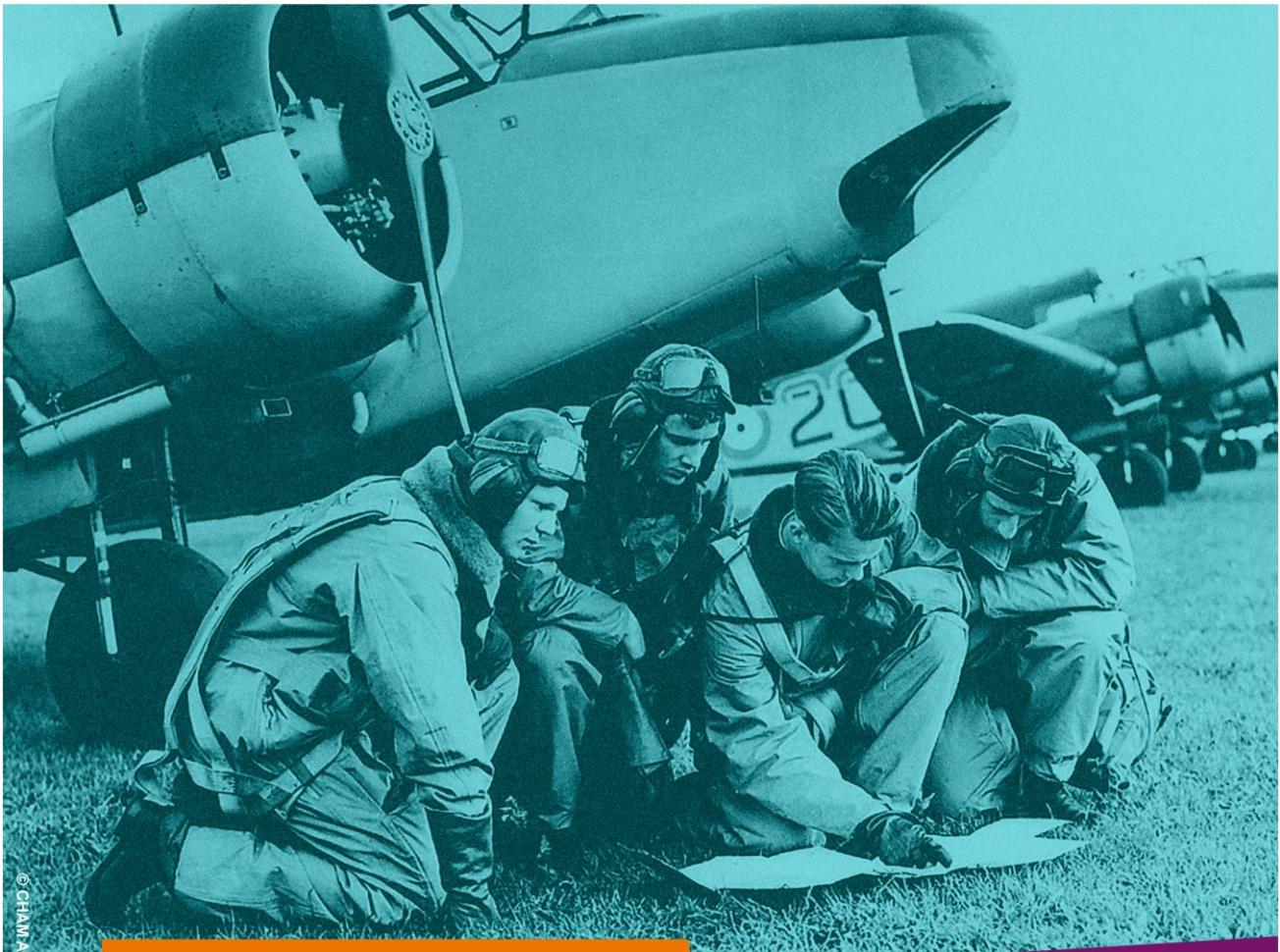


# Discover More...



## Cranwell Aviation Heritage Museum

### 'BOOM' 100 Years On



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FOR ALL OUR VISITORS TO ENJOY. THANK YOU.

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# Introduction

This file contains material and images which are intended to complement the displays and presentations in Cranwell Aviation Heritage Museum's exhibition areas.

It is intended to allow you discover more about the the centenary of the opening of RAF College Cranwell celebrated in 2020 and looks at the people that played key parts in the development of RAF College Cranwell, the original College and its transformation from wooden buildings to the current College. The Cadets who were trained at the College and what became of them. How Cadet training has changed over the last 100 years and the Royal Family's association with RAF College Cranwell. Finally the file will cover a selection of the aircraft that have seen service at RAF Cranwell in the training role.

This exhibition could not have been created without the help and contributions of numerous people including: the staff of the RAF College Cranwell Library, Mr Mike Credland, Mr Mike Cross and the RAF Museum and Cranwell Aviation Heritage Museum offers them our sincere thanks.

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# RAF College Cranwell Opens

In 1919, the Chief of the Air Staff, Sir Hugh Trenchard was drafting plans for the future organisation of the RAF. One of these was to establish a College, separate from its Royal Navy and Army counterparts, which would be the main route of entry for the RAF's Officer Cadre.

The establishing of a Cadet College at Cranwell was approved by the Treasury in October 1919. The College would use a number of the existing wooden and iron buildings from Cranwell's time as a Royal Naval Air Service (RNAS) base and the Cadets would be trained in two Squadrons - A and B.

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RNAS huts, Cranwell  
Image - CAHM Archive

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Trenchard envisaged that the two year training course would cover wide ranging academic subjects, practical skills and produce first class pilots.

The RAF College opened on 5 February 1920. The groups of Cadets undergoing training at the College were known as Entries. The first course comprised a Naval Entry and the first School Entry.



RAF College Cranwell Feb 1920 – First Naval Flight Cadet Entry  
Image - CAHM Archive



RAF College Cranwell  
Image - CAHM Archive

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The primary aircraft used in training at the time of the College's opening was the Avro 504.



B Flight RAF Cranwell 1921 – Avro 504K  
Image - CAHM Archive

The selection process for entrants from schools was a written exam, interview board and a full aircrew medical examination. The age limits for entry to the College was set at between 17½ and 19 years of age.

Parents of Cadets were charged £75 per year for their sons to be trained at the College. In addition, they were required to pay £35 before entry and £35 at the start of the second year of training, towards the cost of books and uniform.

In the 1920's, the average house price in Britain was just over £600. Aware the costs that the parents of Cadets would be charged were not insignificant, Trenchard wanting to attract the best possible candidates sought Treasury approval for awarding King's Cadetships to 15% of each Entry to the College. The King's Cadets would not be charged fees or for books and uniform.

The Cadets of the College's first Entries were paid 5 shillings (25p) a day, during term time. This increased to 10 shillings (50p) a day during the second year of training.

The Cadets were accommodated in huts located south of the road running through RAF Cranwell from Byard's Leap to Cranwell Village. Each hut slept five, had toilet facilities and a sitting/study area. A galvanized iron building which had been used as a dining hall for RNAS ratings became the Cadets' Mess.



Cadet accommodation RAF Cranwell  
Image - CAHM Archive

Whilst the Commander and Second in Command of each Squadron were responsible for dealing with major disciplinary matters, routine matters were managed by the Cadets' own disciplinary structure. Each Squadron had an Under-Officer, two Sergeants and two or more Corporals. It was their responsibility to instil correct behaviour and conduct standards into their fellow Cadets.

In September 1920, Trenchard set out his vision for the College in the foreword of the first edition of its magazine.

With regard to the College's location, in later life Trenchard commented:

***"I thought they'd dislike Cranwell to start with, but hoped that eventually they'd appreciate my intentions. Marooned in the wilderness, cut off from pastimes they could not organise for themselves, the cadets would find life cheaper, healthier and more wholesome".***



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# The First Commandant



Medal presentation by Air Commodore Longcroft.  
Image - CAHM Archive

Air Vice-Marshal Sir Charles Alexander Holcombe Longcroft, KCB, CMG, DSO, AFC was born in Cardiganshire, Wales in 1883. The third of four children, he was educated at Charterhouse, Surrey and the Royal Military College, Sandhurst. Longcroft was commissioned into the Welsh Regiment in May 1903.

After obtaining his Royal Aero Club pilots certificate on 5 March 1912, Longcroft volunteered for service with the Air Battalion of the Royal Engineers. In August 1913, he transferred to the Royal Flying Corps (RFC) just after its establishment.

By the outbreak of World War One in 1914, Longcroft had been promoted to Major and was appointed Officer Commanding (OC) No. 1 Squadron, RFC. For the next year and a half, he was the Squadron Commander of either No. 1 Squadron or No. 4 Squadron RFC. Between 1915 and 1918, he was promoted several times more. In April 1916, he was appointed OC 2<sup>nd</sup> (Corps) Wing RFC. Later that year, Longcroft was assigned as Brigadier-General Commanding V Brigade RFC. In November 1917, he became General Officer Commanding (GOC) Training Division RFC. Longcroft finished the war as GOC III Brigade.

With the creation of the Royal Air Force on 1 April 1918, Longcroft transferred to the new Service on a temporary basis and submitted the resignation of his Commission in the Welsh Regiment, just over a year later on 1 August 1919. He immediately received a permanent RAF Commission at the rank of Group Captain. Just four days later he was promoted to Air Commodore.

On 1 November 1919, Longcroft was appointed by Lord Trenchard as the first Commandant of the RAF Cadet College at Cranwell. The arrival of the first intake of Cadets in February 1920 coincided with Longcroft's post being upgraded to Air Officer Commanding RAF Cranwell. It was his vision of what should be achieved at the first Military Air Academy in the world that continues throughout the College's hundred year history. But it was left in no doubt what was to be achieved when the Chief of the Air Staff told the first Entry:

***"You will have to work your hardest, both as cadets at the College and subsequently as officers, in order to be capable of guiding this great service".***



Cranwell 23 Mar 1920 -- Air Commodore Longcroft, HRH Duke of York, Wing Commander Kilner  
Image - CAHM Archive

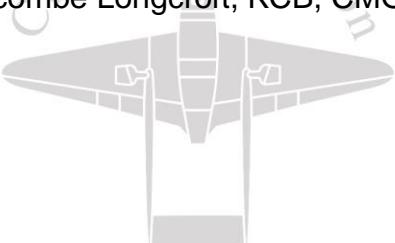
Longcroft became Director-General of Personal Services in 1923 and Air Officer Commanding the Inland Area in 1926 before retiring from the RAF at his own request on 2 November 1929.

On 24 April 1953, he had the honour to present No 1 Squadron with its Standard. He had been its first Commanding Officer following the conversion of the Unit from an airship to an aeroplane Squadron and it was also the first presentation of a Standard to a Squadron in the RAF's history.

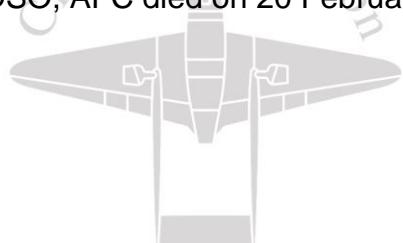
Air Vice-Marshal Sir Charles Alexander Holcombe Longcroft, KCB, CMG, DSO, AFC died on 20 February 1958.



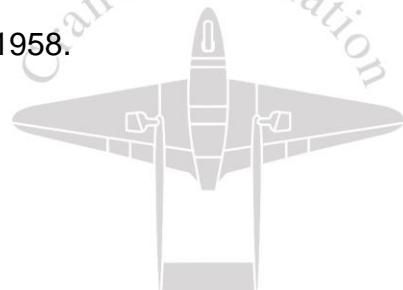
Cranwell 23 Mar 1920 – HRH Duke of York, Air Commodore Longcroft, Air Marshal Sir Hugh Trenchard, Wing Commander Godman.  
Image - CAHM Archive



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# Passing Out Term 15 August 1922

On 15 August 1922, a group of the first Cadets to enter the College graduated. Most were from the February 1920 (School Entry), the others were from the September 1920 Entry.

The College's List of Graduates gives brief detail of the final ranks the graduating Cadets attained along with any honours and awards they received. It should be noted that the names of at least four of the Cadets are spelled differently in the caption on the photograph as to their spelling in the List of Graduates.

MW Keey

The entry simply states Flight Lieutenant Keey "Deceased".

WL Dawson

Air Chief Marshal Sir Walter Lloyd Dawson, KCB, CBE, DSO was the last RAF Commander in Palestine prior to the state of Israel being created. He retired from the RAF in 1960.

AGL Johnson

The entry simply states that Pilot Officer Johnson "Left the Service" with no date or reason given.

JC Charlton

Going on to the Reserve List in 1923, Squadron Leader Charlton was active in the RAFVR from 1939 to 1942.

CS Riccard

Group Captain Riccard, CBE retired from the RAF in 1951.

E Reid

Flying Officer Reid was killed in a flying accident in 1924.

BJ Winmill

No details of this person's entry to RAF College Cranwell or subsequent service have been found in the List of Graduates.

C Guppy

Wing Commander Guppy retired from the RAF in 1945.

Cpl CBR Pelly

Air Chief Marshal Sir Claude Bernard Raymond Pelly, GBE, KCB, MC, MID was appointed Aide-de-camp to HM the Queen in 1957 and retired from the RAF in 1959.

Cpl V Bruce-Bennett

Air Commodore Victor Bruce Bennett, DFC, MID retired from the RAF in 1947.

CH Ratcliffe

The entry states that Pilot Officer Ratcliffe "Resigned" with no further detail given.

RRS Waller

Flying Officer Waller was killed in a flying accident in 1925.

GH Huxham	Group Captain Huxham retired from the RAF in 1951.
MC Hayter	Pilot Officer Hayter was killed in a flying accident in 1925.
SG Connolly	Flight Lieutenant Connolly was killed in a flying accident (no date is given).
EB Forster	The entry simply states Flying Officer Forster "Deceased".
JES Caithness	The entry simply states Pilot Officer Caithness "Reserves" with no date given.
RGA Vallance	Wing Commander Vallance retired from the RAF in 1949.
Cpl CF Sealy	Group Captain Sealy retired from the RAF in 1954.

Cpl CHA Stevens	Group Captain Stevens, OBE, MID retired from the RAF in 1948.
Cpl CBB Maturin	Resigning in 1924, Wing Commander Maturin was active in the RAFVR from 1939 to 1944.
Sgt DLG Bett	The entry simply states Flight Lieutenant Bett "Deceased".
Sgt LK Barnes	The entry simply states Air Commodore Barnes "Deceased". His entry on RAF Web states that Air Commodore Barnes, CBE, MBE, MID died in 1948.
U/O D Macfadyen	Under Officer Macfadyen was the winner of the College's Sword of Honour. At the end of his career, Air Marshal Sir Douglas Macfadyen, KCB, CBE, MID was appointed Air Officer Commanding-in-Chief at RAF Home Command from 1956 until his retirement in 1959.
U/O EA Hodgson	Group Captain Hodgson, CBE, MID retired from the RAF in 1950.
Sgt N Vintcent	In 1924, whilst flying a de Havilland 9A over Iraq, Pilot Officer Vintcent became the first graduate from RAF College Cranwell to be awarded the DFC.

***"This officer, having been forced to land owing to engine trouble, beat off an attack by hostile tribesmen with great courage and determination".***

Extract from Vintcent's DFC Citation – The London Gazette, February 1924.

The List of Graduates states that Flight Lieutenant Vintcent, DFC resigned his Commission.
Sgt AK Lewis
Group Captain King-Lewis retired from the RAF in 1948.
Cpl EA Healey
Group Captain Healy retired from the RAF in 1946.
Cpl EC Keey
Pilot Officer Keey was killed in a flying accident in 1923.



The de Havilland 9A served in the training role at Cranwell from 1921 to 1931.  
Image - CAHM Archive

In the first edition of the College's magazine, Trenchard wrote

**"We have to learn by experience how to organize and administer a great Service ..... and you who are at present at the College in its first year, will, in future, be at the helm".**



Trenchard inspecting Cadets at Cranwell.  
Image - CAHM Archive

Bearing that intent in mind, is it any surprise that of those Cadets who passed out in August 1922, seven retired from the RAF as Group Captains, two as Air Commodores, one as an Air Marshal and two attaining the rank of Air Chief Marshal.

# Band of the RAF College – 1920's and 1930's

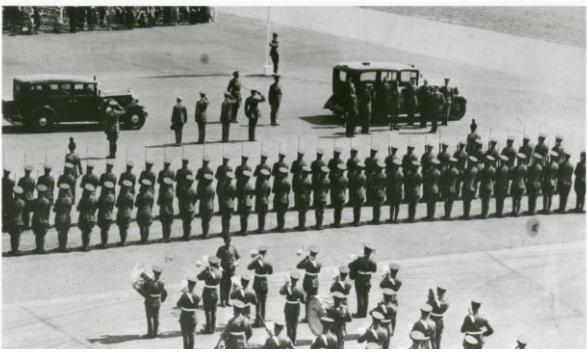
A military band has been associated with Cranwell since 1916. The Band of the RAF College was commissioned on 1 April 1920 and was present at the Coronations of King George VI and Queen Elizabeth II.

The Band primarily supported College activities until 1973 when control passed to the MOD as part of the centralization of RAF Bands.

Today the Band's mission, as stated on the RAF College Cranwell website, is:

***"to provide optimum musical support for the RAF in order to enhance public perception, support State Ceremonial and to further Defence and National interests".***

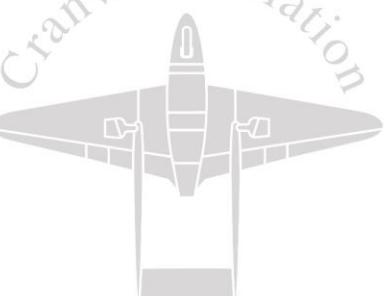
The images of the Band of the RAF College at Cranwell in the 1920's and 1930's in this section are from Cranwell Aviation Heritage Museum's Archive.



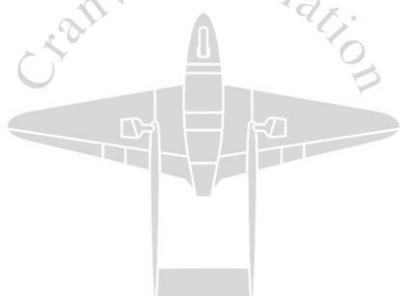
Parade – RAF College Cranwell circa 1920's.  
Image - CAHM Archive



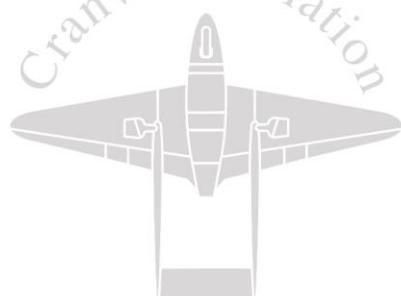
Band of the RAF College circa 1920's  
Image - CAHM Archive



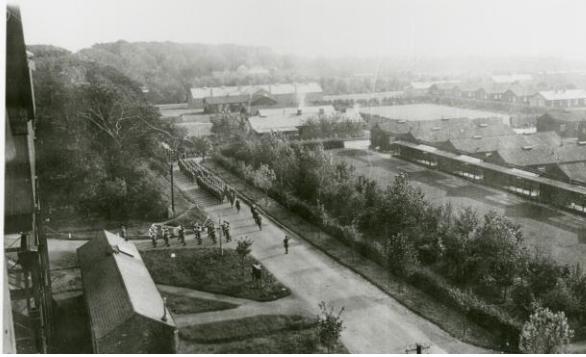
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Cadets marching through College gate led by the band circa mid 1920's.  
Image - CAHM Archive



Parade – RAF College Cranwell  
Image - CAHM Archive



Band of the RAF College in front of the College.  
Image - CAHM Archive



Band of the RAF College December 1929.  
Image - CAHM Archive

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# Camp Life

Although life at RAF College Cranwell focused on flight it was not all that happened on the base. An early Commandant's Annual Report published in the Station's magazine 'The Journal' pointed out:

***"an officer trained in the RAF Cadet College' may achieve victory at small cost if he remembers the true sequence – Flying First, Engineering Second – then the Rest".***

To achieve this other people lived and worked at RAF Cranwell, some of which were civilian. Two Professors and three Lecturers were employed to deliver "the rest".

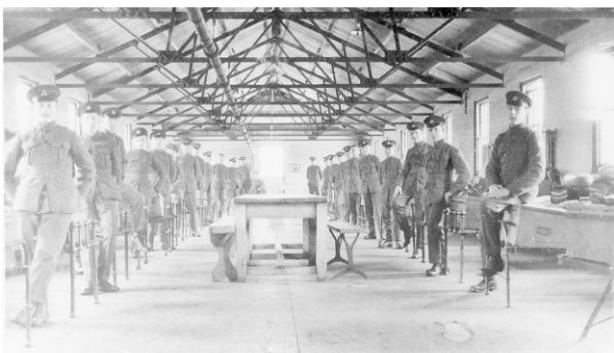
Living conditions for the non-commissioned personnel were basic to say the least. Housed in wooden barrack blocks with water supplied from water towers, their NAAFI was a horse drawn vehicle.



Barrack Blocks RAF Cranwell 1922  
Image - CAHM Archive



RAF Cranwell – Water Towers circa 1920.  
Image - CAHM Archive



Barrack block interior RAF Cranwell 1922  
Image - CAHM Archive



Airmen stood by horse drawn canteen vehicle  
1926 – donated by B.J. Cox whose father is  
in the picture.  
Image - CAHM Archive

The wooden buildings posed an inherent risk of fire and an onsite 'fire brigade' was created to deal with any outbreaks.

In 1922, the training of personnel to be Aircraft Handler/ Fire fighters started at RAF Cranwell. The London Fire Brigade provided instructors to deliver the firefighting training.



Crossley Fire Engine & Crew, RAF Cranwell  
1921  
Image - CAHM Archive

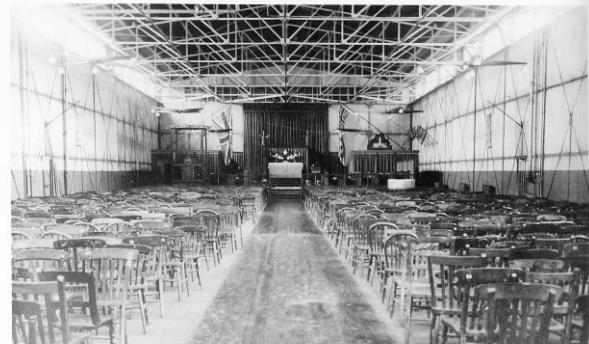


Fire Engine & Crew, RAF Cranwell West Camp  
circa 1927.  
Image - CAHM Archive

RAF Cranwell's Church of the 1920's was equally at risk of fire. 'The Hanger Church' was dedicated during November 1921 and was the second to bear the name St Michael & All Angels. It was situated on the north side of the main camp and was originally a hanger used as a workshop.



The Hanger Church RAF Cranwell 1920  
Image - CAHM Archive



The Hanger Church RAF Cranwell 1920  
Image - CAHM Archive

RAF Cranwell's 'fire brigade' continued to evolve. It would be put to the test in 1942.



Exercising Cranwell's fire crews.  
Image - CAHM Archive



Inspection of Cranwell's fire crews.  
Image - CAHM Archive



Fire crew using foam to hose down area – tender in back ground.  
Image - CAHM Archive



Fire crews practicing rescue of crew from crashed aircraft cockpit.  
Image - CAHM Archive

Flying accidents were a common occurrence during the early days of RAF Cranwell, but so were motorbike crashes which resulted in more injuries.



Crashed Avro 504K – RAF Cranwell.  
Image - CAHM Archive



Crashed Siskin IIIa – RAF Cranwell 1933.  
Image - CAHM Archive

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Towards the end of the 1920's Flight Cadet Douglas Bader was notorious around the Cranwell area for his dangerous escapades on a motorbike.

The motorbike 'madness' was not confined to the College's Cadets. Aircraftman Shaw (Lawrence of Arabia) was eloquent on the matter:

**"A skittish motor bike with a touch of blood in it is better than all the riding animals on earth".**

However, not all the riders of motorbikes at RAF Cranwell were using them for pleasure. The men of the Motor Transport (MT) Section used various vehicles including motorbikes, without exposing themselves to the risks experienced by their more famous colleagues.



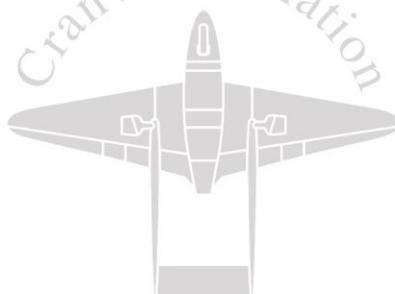
MT Section – RAF Cranwell.  
Image - CAHM Archive



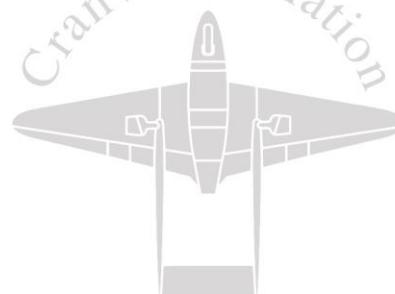
MT Section RAF Cranwell – Richard  
Schofield stood next to an ambulance.  
Image - CAHM Archive



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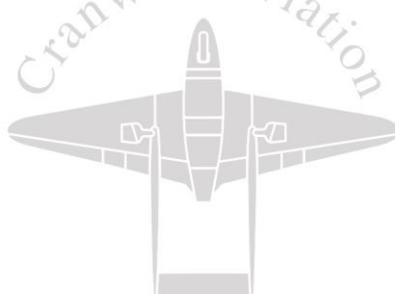
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# Passing Out Term – July 1931

In July 1931, 30 Cadets passed out from the College. The College Commandant, Air Vice-Marshal Longmore, prepared a report for the Inspecting Officer which covered several areas including:

**Strength.** The College strength had increased to 126 from 118 over the previous year.

**Discipline.** Conduct of the Cadets was assessed as being very good. One Cadet was however severely disciplined for performing forbidden aerobatics which resulted in his aircraft breaking up in mid-air.

**Aircraft.** By this time, the College had a Flight of Armstrong Whitworth Sisks and two Flights of Armstrong Whitworth Atlas. Each Flight comprised eight aircraft.



Armstrong Whitworth Siskin.  
Image - CAHM Archive



Armstrong Whitworth Atlas.  
Image - CAHM Archive

**Flying Training.** 29 of the 30 graduating Cadets had completed their flying training. Those to be assigned to Fighter Squadrons had qualified on Sisks, the remainder on Atlas'. In addition, some of the Cadets had received experience in the Fairey Fox two-seat bomber.

**Removed from Flying Training.** Five Cadets had been withdrawn from training due to their:

*"inability to learn to fly".*

The Commandant recommended that parents of prospective Flight Cadets arrange some private flying training for their sons to assess their flying aptitude prior to them entering the College.

**Flying Accidents.** The Commandant reported that one Cadet had been killed in a flying accident that year.

**Health.** Four Cadets had been admitted to hospital that year due to flying accidents and eight as a result of motorbike accidents. The Commandant expressed his concern that the number of bike accidents was impacting adversely on flying training and that:

**"the keeping of motor-cycles will have to be reconsidered if this continues".**



Cadet on motorbike.  
Image - CAHM Archive

**Awards.** Prizes were awarded to the following graduating Cadets:

The prize for getting the highest marks in Humanistic Subjects was awarded jointly to Flight Cadet Sergeant AC Johnstone and Flight Cadet Sergeant HWA Chesterman.

The prize for highest marks in Aeronautical Engineering was awarded to Flight Cadet NCS Rutter.

The Abdy Gerrard Fellowes Memorial Prize for obtaining the highest marks in Mathematics and Sciences was awarded to Flight Cadet WE Oulton.

The J.A. Chance Memorial Prize for obtaining the highest marks Service Subjects was awarded to Flight Cadet Corporal AD Messenger.

The R.M Groves Memorial Prize for the senior term's best all-round pilot was awarded to Flight Cadet GJL Read.

The Sword of Honour presented to the best all-round Flight Cadet was awarded to Flight Cadet Under-Officer CWM Ling.

## What became of the Award Winners?

Pilot Officer AC Johnstone was killed in a flying accident the following year.

Squadron Leader HWA Chesterman, AFC was reported missing presumed dead during World War 2.

Air Vice-Marshal NCS Rutter, CBE retired from the RAF in 1965.

Air Vice-Marshal WE Oulton, CB, CBE, DSO, DFC, MID retired from the RAF in 1961.

Air Commodore AD Messenger, CBE, MID, Order of the Star of Jordan retired from the RAF in 1960.

Group Captain GJL Read, AFC retired from the RAF in 1951.

Group Captain CWM Ling, DFC, MID, AFC retired from the RAF in 1951.

# The New College Building

From the College's early days it was Trenchard's intent that The RAF College would be housed in a purpose built building on a par with its Naval and Army counterparts, Britannia Royal Naval College Dartmouth and the Royal Military Academy Sandhurst.

Early estimates suggested the building costs would be in the region of £300,000. In the financial year 1920/21, expenditure of only £50 had been approved.

Financial approval in principal for a new College was given in 1928. The task of design was passed to HM Office of Works.

The new College Hall was to be sited to the north of the public road running through RAF Cranwell. The three large water towers in that area would need to be demolished. Messers Bernard Pumfrey Ltd of Gainsborough were awarded the contract to excavate the foundations while Messers J. Chapman and Sons Ltd. Of Leicester gained the contract to erect the building.

The foundation stone for the new College was laid by Lady Maude Hoare, Wife of the Secretary of State for Air during a ceremony in April 1929.



Foundation stone ceremony for the new College building. Lady Maude Hoare pictured in centre.  
Image - CAHM Archive

In his history of RAF Cranwell, the author recounts:

***"It is known now that a clandestine mock ceremony took place the preceding night at which cadets playing leading roles gave impressive caricature performances".***



Model of the new College building displayed in the then current Cadets' Mess.

Image - CAHM Archive

Construction work commenced and the existing railway tracks at Cranwell were extended to allow building materials to be transported to the site of the new College Hall by train.



Steel framework of the College's central tower.

Image - CAHM Archive



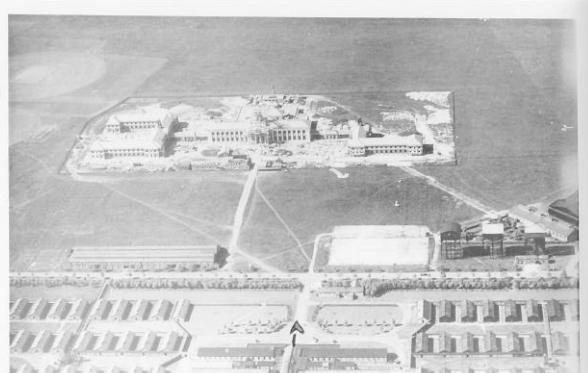
Under construction 1931.

Image - CAHM Archive



Aerial photo of construction work circa 1931/32.

Image - CAHM Archive



Aerial view 1932.

Image - CAHM Archive



New College nearing completion 1933.  
Image - CAHM Archive



New College nearing completion 1933.  
Image - CAHM Archive

Construction of College Hall was completed in September 1933. The final cost was £321,000.

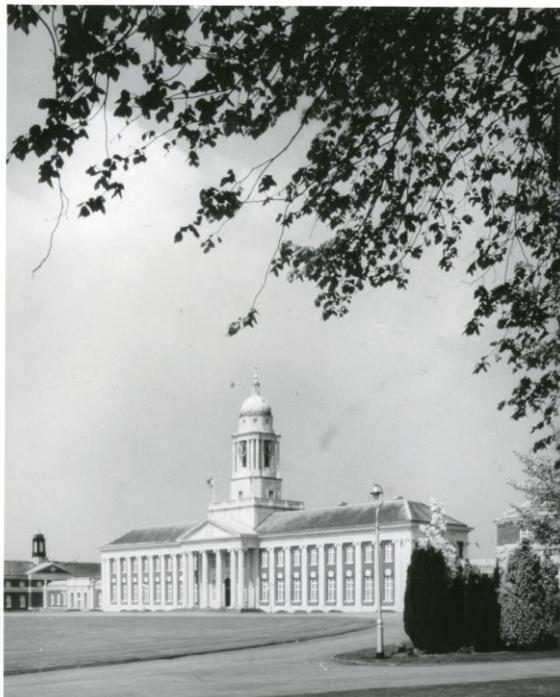


Image - CAHM Archive

On 11 October 1934, HRH The Prince of Wales, later King Edward VIII formally opened the new building. During his speech he made reference to Trenchard and also the College's first Commandant, Longcroft.

***"The story of the founding of this College and the work it has done since 1920, when it was founded by Lord Trenchard is well known to you. It is a matter of interest to me that the first commandant Air Vice-Marshal Longcroft, was the first pilot to take me up in an aircraft sixteen years ago".***

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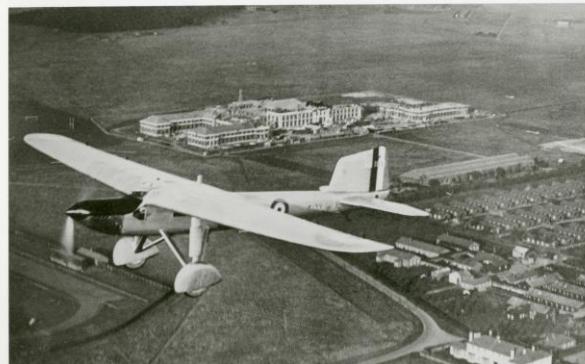
With regard to the building, he had the following to say:

***"I think the architecture is very impressive. It reminds me of the Royal Naval College at Dartmouth, where I spent two years as a cadet. The architect, Mr West is to be congratulated".***

The foundation stone laid in 1929 is located on one side of the front door of College Hall under the main portico. A stone to commemorate the formal opening is located on the other side.

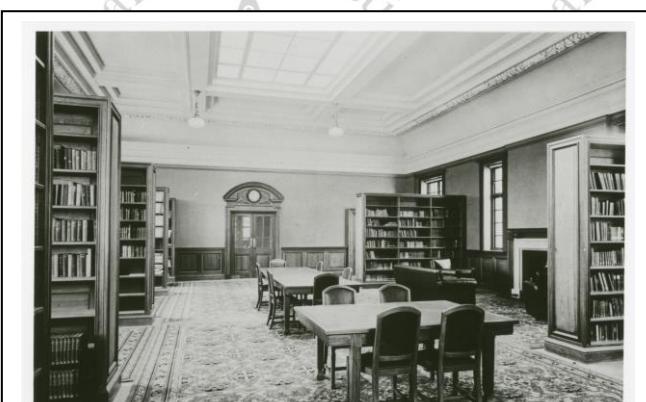


Image - CAHM Archive



Fairey Monoplane with the new College in the background.  
Image - CAHM Archive

The new College Hall incorporated many facilities for the Cadets including: lecture rooms, library, laboratories, recreation rooms and their Mess.



The College library circa 1935.  
Image - CAHM Archive

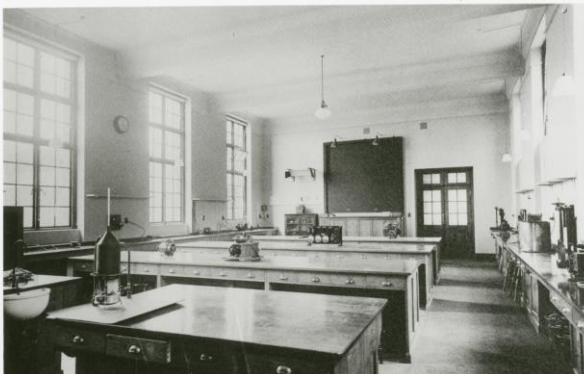


The College Mess dining room circa 1935.  
Image - CAHM Archive

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Laboratory on the ground floor of the College's Main Block.  
Image - CAHM Archive



Reading and Writing Room on the first floor of the Main Block at the RAF College.  
Image - CAHM Archive



Staircase in the new College building.  
Image - CAHM Archive

Constructed to blend in with the remainder of the building, the originally planned fourth wing of the College was finally added in 1960.

The two avenues of lime trees at the front of the College today were presented by Sir Samuel and Lady Hoare.

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# The Man Who Designed It

James Grey West was born in Cardiff, Wales in 1885 and was one of three children. He was educated at Cardiff High School and was articled to Edgar Down in Cardiff in 1900. West joined the government Office of Works as a temporary draughtsman in 1904, and became an assistant architect in 1911.

In 1930 he was awarded the OBE and eventually succeeded Sir Richard Allison as chief architect in 1934.

During his career, he worked on numerous projects including: the Royal Courts of Justice, Belfast and the Duveen Wing of the National Portrait Gallery both in 1933, the Consulate General, Alexandria, Egypt and the Catafalque at Westminster Hall for the lying in state of King George V.

From 1929 to 1933, he was the designer of RAF College, Cranwell.

West's design for the new College building used premium materials and encompassed a number of factors. The building had to accommodate very complex requirements including those of dispersal which had become a key feature of air station planning from the 1920s.

West's first design was rejected by the Secretary of State for Air, Sir Samuel Hoare for being a design of:

*“bureaucratic conservatism” and “based on the pseudo-Gothic of St Pancras Station and diversified by the influences of a Scottish hydro”.*

The graceful lines of the present RAF College Cranwell building were arrived at after Hoare took James West on a visit to the Royal Hospital Chelsea which was designed by Sir Christopher Wren in the 17th Century.



The Royal Hospital Chelsea.  
Image Wikimedia Commons – Public Domain

The finished college building can be compared with any major institution of its era, and reflects “the pride of the service in its presentation”.

Sir Samuel Hoare took a strong interest in West's design, advocating strongly that:

***"the architecture of the new college should reflect the importance accorded to Britain's independent air force".***

James West was knighted in 1936. He held the post of Director of Post-War Planning during World War 2, as well as being chief architect of the reorganised Ministry of Works, until his retirement in 1945.

Sir James Grey West, OBE, FRIBA died in June 1951.

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# Cadet Life 1930's

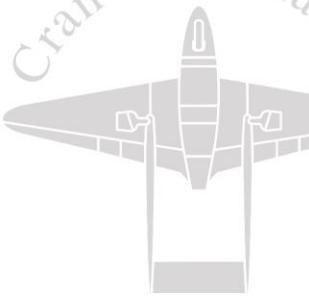
The new College had two intakes a year in January and September and could accommodate up to 150 Cadets. During their two year stay in the Cadet Wing, Cadets were posted to one of three Squadrons, each commanded by a Squadron Leader or Flight Lieutenant.

The cost of attendance at Cranwell in the 1930's for a Flight Cadet was £100 per annum, with £100 paid towards the cost of uniform and £100 for books - £300 in all. The daily rate of pay for cadets was 6s. 6d. (33p). On receiving a commission, Cadets would receive an outfit allowance of £50.



Hawker Harts over RAF College Cranwell.  
Image – CAHM Archive

On entering the College, Flight Cadets were allocated an instructor and taken flying as passenger, after which they then proceeded to dual instruction until competent to fly solo. After every two and a-half hours of solo flying, Cadets reverted to dual instruction, to eradicate any developing faults, and this routine continued to the end of the course. Before receiving their wings, each Cadet must have achieved a minimum of 70 hours in both dual and solo flying and must have passed four cross-country flights, forced-landing tests, height tests, instrument flying, aerobatics, and carrying a passenger.



Cranwell Aviation  
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A Flight Cadet's quarters in the new  
College building.  
Image – CAHM Archive

Although flying training was the most popular activity at Cranwell, academic subjects were also taught. The Cadets studied humanistic subjects, aeronautical science, aeronautical engineering, General Service subjects, flying and aeronautics, drill and physical training.

Aeronautical engineering was largely practical work encompassing engine fitting and aeroplane rigging. Aeronautical science included applied mathematics, mechanical drawing, elementary physics and aerodynamics.

The General Service course included the organisation and employment of the RAF, Air Force law, armament, meteorology, and signals. Finally, the humanistic subjects were an education of the mind and culture. In the last part of the fourth term, every Cadet wrote a thesis on some aspect of

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Cranwell Aviation  
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Cranwell Aviation  
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Flight Cadets practice aircraft repair on an old flying boat hull.  
Image – CAHM Archive



Flight Cadets undergoing instruction in the workshop.  
Image – CAHM Archive

general history which aimed to develop a power of original thought, analysis, and criticism.

Physical fitness was also important for RAF Officers. All the popular games were played including: Cricket, Rugby, Football and Hockey, and the chief matches were against Woolwich and Sandhurst. A triangular Athletic contest between the three Colleges was held annually.

Religious instruction was not forgotten, there were churches which ministered to the Church of England, Roman Catholics and other denominations.



The College Football team.  
Image – CAHM Archive

When Cadets passed out, they received permanent Commissions in the RAF. In the 1930's permanent Commissions were only given to Cadets from Cranwell and those entering the Service from recognised Universities. The remaining Officers only received Short Service Commissions for six years.

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The Air Ministry believed that there were only enough senior posts for those entering the service via the Cranwell route, therefore Cranwell's Cadets could look forward to steady promotion up the ranks.



11 Cadets in Mess Dress onboard an Austin 7 convertible.  
Image – CAHM Archive

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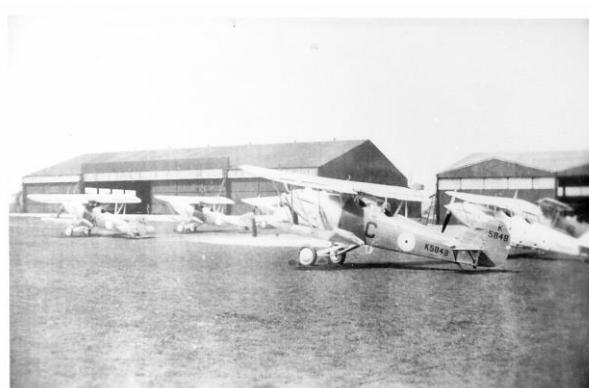
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# Passing Out Term – July 1935

By 1935, several types of aircraft were used in training at Cranwell. These included: Avro Tutor, Hawker Hart, Bristol Bulldog and Hawker Audax.



Avro Tutor. In service at Cranwell 1933 – 1939.  
Image – CAHM Archive



Hawker Hart. In service at Cranwell 1933 – 1939.  
Image – CAHM Archive



Bristol Bulldog. In service at Cranwell 1933 – 1936.  
Image – CAHM Archive

The College Commandant, Air Vice-Marshal Cave-Browne-Cave's, report for the Inspecting Officer of that July's Passing Out Term did not detail the total number of Cadets passing out. The report covered several areas including:

**Strength.** At that time, there were 114 Flight Cadets at the College and including those currently passing out, a total of 757 Flight Cadets had graduated since the College was founded.

**Flying Training.** 29 Cadets had completed their flying training that term. Of those, ten were to be assigned to Fighter Squadrons, four to Day Bomber Squadrons, three to Night Bomber Squadrons, four to Army Co-operation Squadrons, four to Flying Boat Squadrons and two to Torpedo Bomber Squadrons.



Instructor and pupil on board a Hawker Hart for a night training flight.  
Image – CAHM Archive

**Flying Accidents.** The Commandant reported that there had been two flying accidents. In the first, a Cadet "failed to recover from a voluntary vertical spin". He bailed out and sustained minor injuries. In the other, a Cadet misjudging his landing approach and flew into a wall. He too only sustained minor injuries. In both incidents the aircraft were total write offs.

**Uniform.** Cadets of IV Term had been issued with blue shirts and a new style of uniform hat. The Commandant assessed that both items were proving to be popular with the Cadets.

**Gas Masks.** Anti-gas training had been introduced into the training syllabus that term and Cadets had been issued with gas masks.



An instructor demonstrates attaching bombs to the wing racks of a Hawker Audax.  
Image – CAHM Archive



Officer Cadets train on Vickers Type K machine gun.  
Image – CAHM Archive

**Awards.** Prizes were awarded to the following graduating Cadets:  
His Majesty the King's Medal for getting the highest aggregate marks in all subjects was awarded to Flight Cadet Sergeant AJ Mason.  
The Air Ministry Prize for getting the highest marks in English and History was awarded to Flight Cadet AWJ Clark.  
The Air Ministry Prize for highest marks in Aeronautical Engineering was awarded to Flight Cadet Sergeant AJ Mason.  
The Abdy Gerrard Fellowes Memorial Prize for obtaining the highest marks in Mathematics and Sciences was awarded to Flight Cadet Sergeant AJ Mason.  
The J.A. Chance Memorial Prize for obtaining the highest marks Service Subjects was awarded to Flight Cadet Sergeant AJ Mason.  
The R.M Groves Memorial Prize for the senior term's best all-round pilot was awarded to Flight Cadet Sergeant PT Philpott.  
The Sword of Honour presented to the best all-round Flight Cadet was awarded to Flight Cadet Under-Officer HEC Boxer.

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### What became of the Award Winners?

The College List of Graduates lists Group Captain AJ Mason, DFC, MID as "deceased".  
Squadron Leader AWJ Clark died on Active Service.

Air Vice-Marshal PT Philpott, CB, CBE, OBE retired from the RAF in 1970.

Air Commodore HEC Boxer, CB, OBE retired from the RAF in 1967.

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# The War Years

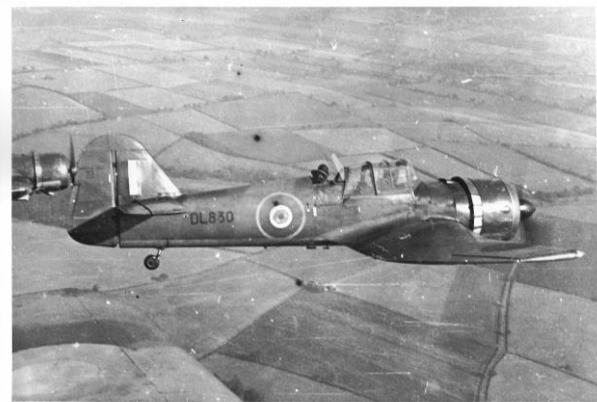
With the outbreak of World War 2 in 1939, RAF College Cranwell effectively ceased to exist as a college for the duration of hostilities, becoming a Service Flying Training School with the task of training pupils in elementary flying up to a standard for them to progress to Operational Training Units. The course was originally planned to last for six months, the urgent requirement for pilots reduced it to three months.

During the war years, RAF Cranwell became a training centre for a large number of other units.

Aircraft used in training at Cranwell during World War 2 included the Airspeed Oxford and the Miles Master.

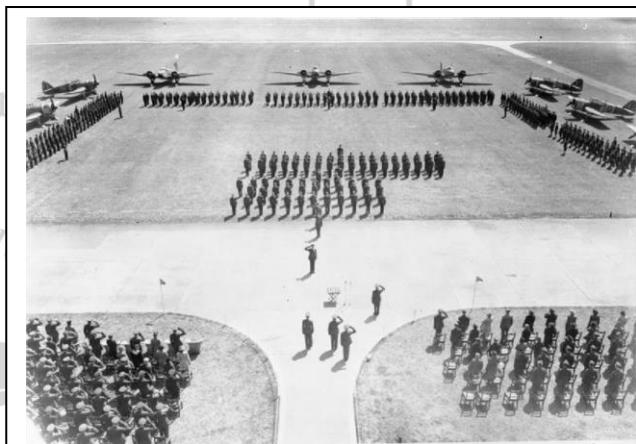


Airspeed Oxford  
Image – CAHM Archive



Miles Magister  
Image – CAHM Archive

An image taken from the RAF College building of a passing out ceremony at Cranwell, shows Airspeed Oxfords and Miles Masters marking the boundaries of the parade area.



Royal Air Force Flying Training Command,  
1940 – 1945  
Image Wikimedia Commons – Public  
Domain

The first German attack on RAF Cranwell happened on the 6 June 1941. This was followed by sporadic attacks throughout the war. They caused little damage with most of the bombs dropping in surrounding fields. Rumour has it that Hermann Goering the commander of the German Luftwaffe ordered his pilots not to bomb the College as he wanted it as his headquarters when Germany won the war.

### 1941 - A College Graduate Returns

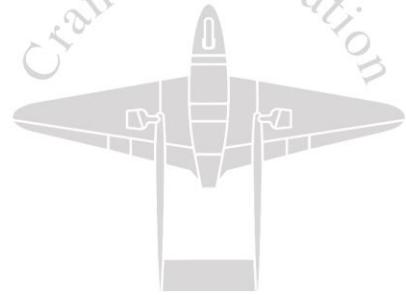
In 1941, RAF College graduate Frank Whittle returned to Cranwell for the maiden flight of Britain's first jet-engined aircraft, the Gloster E.28/39. Air Apprentice Whittle joined the RAF in 1923 and three years later entered RAF College Cranwell as a Flight Cadet.



Flight Cadet Whittle  
Image – CAHM Archive

On graduating, Pilot Officer Whittle was awarded the Abdy Gerrard Fellowes Memorial Prize for obtaining the highest marks in Mathematics and Sciences. In 1929, he developed his ideas of using a gas turbine to produce jet thrust. In 1936, with RAF approval, Whittle formed Power Jets Ltd. The Gloster E.28/39 powered by a turbojet engine produced by Power Jets Ltd. made its

maiden on 15 May 1941. Piloted by Gerry Sayer, the aircraft took off from Cranwell at 7.40 pm. The flight lasted 17 minutes reaching a maximum speed of approximately 340 mph.



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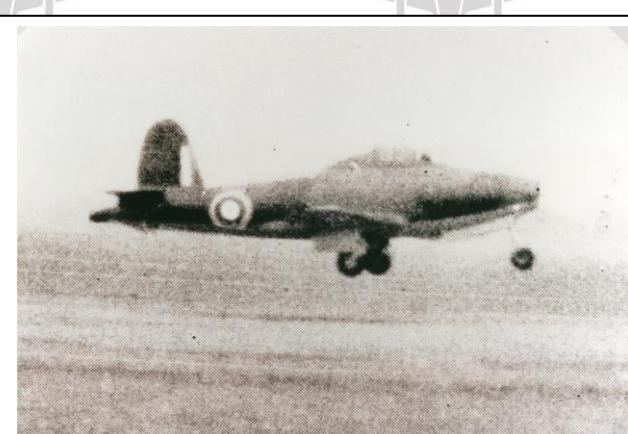
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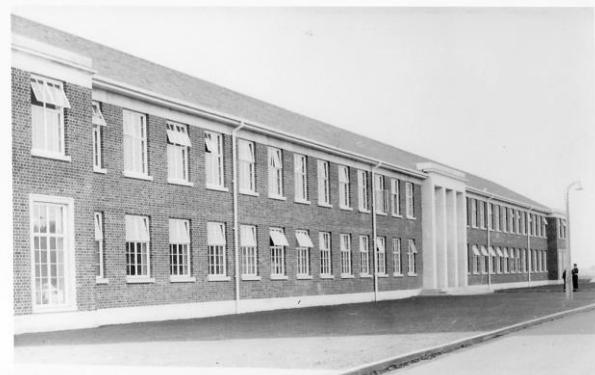
Frank Whittle stood next to W1 jet engine.  
Image – CAHM Archive



Gloster E.28/39.  
Image – CAHM Archive



Gloster E.28/39.  
Image – CAHM Archive



Whittle Hall.  
Image – CAHM Archive

In October 1962, Air Commodore Sir Frank Whittle opened a new instructional building at Cranwell, which today is known as Whittle Hall.

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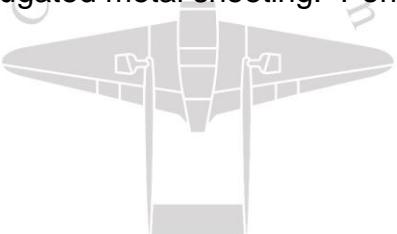
## 1942 – Tragedy at the College

On 18 March 1942, an Armstrong Whitworth Whitley V bomber on a night training flight, crashed on approach to Cranwell into the tower of 'A' Wing of the College falling in to a room being used as a dormitory. At the time of crash, the Whitley's fuel tanks were full.

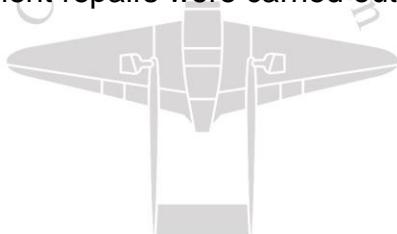
Fuel from the aircraft's tanks ignited, which required fire crews from as far afield as Newark and Boston to extinguish the ensuing blaze. The water used by the firemen caused further damage to the College building.

The Whitley's three man crew, Pilot Officer JM Strachan, aged 23, who had just gone 'solo', Sergeant DJS Balfour, aged 19 and Sergeant RJ Randall, aged 21 were killed. Fortunately most of the dormitory's occupants had gone to the cinema at the time of the crash and only three of the Aircraftsmen who were still in the dormitory were injured.

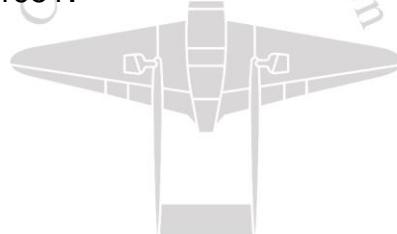
The damage to the College roof, caused by the crash, underwent temporary repairs using corrugated metal sheeting. Permanent repairs were carried out in 1951.



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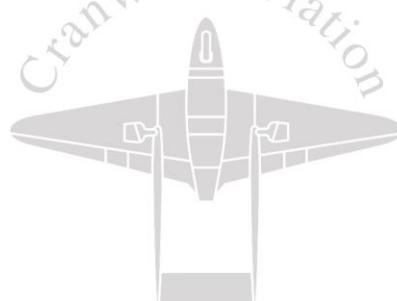
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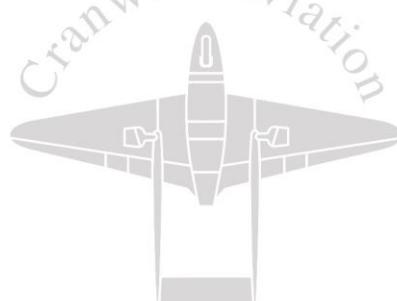
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# The College's Victoria Cross Winner

Born in Dundee, Hugh Malcolm was educated at Craigflower Preparatory School followed by Trinity College, Perthshire. He decided on a career in the RAF, entering RAF College, Cranwell as a Cadet in January 1936 and graduated in December 1937. To date, Hugh Malcolm is the only Cranwell College graduate to be awarded a Victoria Cross.



HG Malcolm.  
Image Wikimedia Commons –  
Public Domain

Malcolm was initially posted to No. 26 Squadron, Catterick, where he flew Westland Lysanders participating in joint training exercises with the Army.

In May 1939, his career as a pilot nearly ended when his Lysander crashed. Malcolm sustained serious injuries including a fractured skull and it was four months before he was declared fit to fly again.

In July 1940, Malcolm was posted to No. 4 Squadron, Linton-on-Ouse. In September 1940 he was promoted to Flight Lieutenant and posted to No. 241 Squadron, Inverness operating Lysanders. In March 1941, Malcolm was assigned to No. 225 Squadron, Thruxton, as Flight Commander of 'B' Flight.

Promoted to Squadron Leader in December 1941 Malcolm was posted to flying Blenheim IV bombers at No. 18. Squadron, Wattisham.

In August 1942, the Squadron was stood down from operational flying to prepare for service in North Africa and was re-equipped with Blenheim V bombers. Malcolm now an Acting Wing Commander became the Squadron's Commander. Prior to moving overseas, No. 18 Squadron, along with No. 13, 114 and 614 Squadrons formed 326 Wing. The Wing moved to Blida, Algeria in November 1942.

On 4 December 1942, eleven Blenheim Vs from 326 Wing flew to a forward landing ground at Souk-el-Arba. At 0915 hours that morning, six Blenheim Vs led by Malcolm took off in search of suitable targets, finding an enemy landing strip they successfully attacked it and returned home to re-fuel.

Within an hour of landing, Malcolm received an urgent request from the Army to provide close support in the area he had just attacked. This would entail a daylight raid over a fiercely contested battle zone without the benefit of fighter cover. Fully aware of the inherent risk and also his duty to support the hard pressed 1st Army, Malcolm agreed to carry out the mission.

At 1515 hours that afternoon, Malcolm along with all available Blenheims took off. They flew in tight formation, as defence against fighter attack. As the bombers reached the target area they circled to identify the target and began to bomb. They were attacked by an overwhelming force of Messerschmitt Bf 109 fighters and the ensuing battle became a massacre.

One by one, the Blenheims were shot down. Malcolm's was the last aircraft to be destroyed and he and his two crewmen were killed.



Messerschmitt 109.  
Image – CAHM Archive

Hugh Malcolm's determination to complete this ill-fated mission was recognised with the award of a posthumous Victoria Cross on 27 April 1943.

***"Wing Commander Malcolm's last exploit was the finest example of the valour and unwavering devotion to duty which he constantly displayed."***

Extract from VC citation - The London Gazette, 27 April 1943.

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# The Story of a Cranwell Graduate – Group Captain Mike Cross, OBE, FRGS

Mike Cross joined the RAF at a time of great change to the Service. In 1959, he was a member of the first intake at RAF College Cranwell to have the opportunity to study for a degree in order to shape RAF Officers of the future.

Mike's father had flown in World War Two, and kept a keen interest in aviation in later life, and Mike's subsequent visits to Farnborough Air shows planted the seed of an idea in his young mind. Turning his back on a career in medicine, he announced one night at the dinner table that he intended to join the RAF, much to his mother's dismay.

Mike and his fellow Flight Cadets in 81 Entry arrived at the College in the autumn of 1959 and were soon thrown full pelt into a daily routine of bulging up boots, drill, sports, lectures, inspections, and the rite of passage, namely 'crowing.'

'Crowing' was the tradition of effectively bullying new recruits to toughen them up and make them into men. It could involve such activities as reciting a song without forgetting the lyrics for fear of losing one's trousers!

It would not be long before Flight Cadet Cross and his colleagues were invited to attend formal dining in nights, often with local dignitaries present, when knowledge of using the correct knife and fork was essential. Less than gentlemanly conduct would however take place at later such events,

jousting might break out in the College Hall corridor utilising bikes, flying helmets and mops as lances!

81 Entry was the first Entry to undergo all-through jet training as the Jet Provost began to arrive at Cranwell in numbers. He and his fellow Flight Cadets mastered, at varying paces: basic aircraft handling, landing and stalling, aerobatics and formation over the Lincolnshire countryside whilst trying to keep their Mess breakfast down.

Pilot Officer Cross graduated from RAF College Cranwell in 1962.



Pilot Officer Cross.  
Image courtesy of Mike Cross

Upon completion of advanced training at RAF Oakington, Cambridgeshire, he joined 215 Squadron, flying the Armstrong Whitworth Argosy transport aircraft based in Singapore, and regularly flew, as a co-pilot, on supply missions for the SAS and Gurkhas over the jungles of Borneo during the Indonesia-Malaysia confrontation.

It was around this time that Mike realised his calling as an adventurer, trekking into the jungle and climbing the region's highest mountain, Mount Kinabalu. He also recalls the sobering thought of seeing sharks circling whilst preparing to do a parachute jump into Singapore Strait adjacent to RAF Changi.

Over the next 25 years, Mike distinguished himself as an excellent pilot, earning the Queen's Commendation for Valuable Service in the Air.

He repeatedly served at Cranwell as an Instructor before eventually becoming Chief Flying Instructor in the 1980s.

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Tongue in cheek photo of Mike (centre of image) with fellow Instructors – Cranwell 1977.  
Image courtesy of Mike Cross



Wing Commander Cross (on the right of the image).  
Image courtesy of Mike Cross

In between flying duties, Mike was posted to the Foreign Office, and represented the UK as a Defence Attaché in Saudi Arabia and subsequently in India, where he acted as Aide-de-Camp to Her Majesty the Queen during her visit for the Commonwealth Conference. Later in his career, Mike served in Algeria during a time of heightened political tension there.



Wing Commander Cross with HM Queen Elizabeth II during Royal visit to New Delhi.  
Image courtesy of Mike Cross

After a short spell, serving at Strike Command HQ, High Wycombe, and a tour in the Ministry of Defence, London as a Director of Training Policy, Mike was posted to HQ Air Cadets as Senior Air

Staff Officer, initially based at RAF Newton and subsequently, after the latter's closure, at RAF Cranwell, when his brief evolved into Chief of Staff (COS).

He retired from the RAF in 1997, but stayed on as the Air Cadets' COS as a Retired Officer until 2007.



Following his retirement from the RAF, Mike continued to be actively involved with the Air Cadets leading expeditions around the World, helping to inspire and shape the Officers of the future.



In January 2003, Mike became the then oldest person to trek to the South Pole, aged 61. Along with his son, William, they are also the first father and son team to reach the South Pole.

# The Jet Provost and a Royal Trainee



Jet Provost T.5 over RAF College Cranwell.  
Image – CAHM Archive

Flying training became all jet at Cranwell with the introduction in 1960 of the Jet Provost to replace the earlier piston-engined version of the aircraft, the Percival Provost.

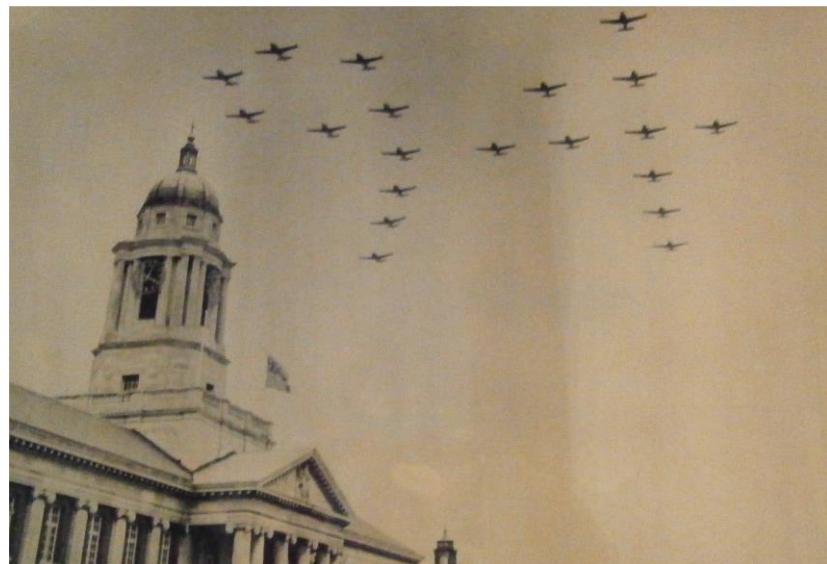


Percival Provost (at the rear) flying alongside a de Havilland Vampire T.11.  
Image – CAHM Archive

The Jet Provost was designed to have similar characteristics to operational jet fighters of the time, but be simple to handle and have modest stall and approach speeds.

The following variants of the Jet Provost are recorded as having operated at RAF Cranwell:

Jet Provost T.1	January 1960 to 1961
Jet Provost T.3	July 1960 to November 1979
Jet Provost T.4	December 1961 to November 1971
Jet Provost T.5/T.5A	January 1971 to the early 1990s



Jet Provosts in formation over RAF College Cranwell for a passing out ceremony in 1968.  
Image – CAHM Archive



Jet Provost T.5.  
Image – CAHM Archive

After several incarnations and homes the last Jet Provost display team was based at RAFC Cranwell. It consisted of four T.4 aircraft, and first flew in the 1965 season as a successor to the De Havilland Vampire team. At that point the team bore the name "Cranwell Poachers", which had been sourced from a folk song entitled "The Lincolnshire Poacher."



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In 1971, the team dropped Cranwell from their name, and were known from then on as "The Poachers". Re-equipped with T.5 Jet Provosts they continued aircraft displays for the next five years. At the end of the 1976 air show season, the Ministry of Defence ordered the disbandment of all Jet Provost teams as an economy measure.

The Jet Provost was retired from service with the RAF during the early 1990s. It was replaced by the turboprop powered Tucano T1.



Tucano T1.  
Image – CAHM Archive

### A Royal Trainee

In 1970, HM The Queen and HRH Prince Phillip visited Cranwell for the College's Golden Jubilee. By this time it had been decided that their son HRH The Prince of Wales would undergo training on the Jet Provost at Cranwell the following year.

In preparation for Prince Charles' training, a flight of three aircraft, Golden Eagle Flight was formed.

Prince Charles who already held a Private Pilot's Licence underwent flying training at Cranwell between March and July 1971.

The Chief Flying Instructor's report on Prince Charles' final Handling Test stated that it was

**"An Above Average performance".**

On 20 August 1971, at the passing out parade of No 1 Graduate Entry at the RAF College, Flight Lieutenant The Prince of Wales was presented with his wings.

A painting by Mara McGregor of Prince Charles with the College behind him and a Jet Provost overhead was presented to the RAF College by the Old Cranwellian Association in November 1971.

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Portrait of Prince Charles at Cranwell.  
Image – CAHM Archive

Tradition has it that only the Commandant's vehicle is permitted to park on the parade ground at the front of College Hall. However, the exception to this was an Aston Martin belonging to Prince Charles, who whilst undertaking flight training at the College lodged in A Wing of College Hall. In the painting by Mara McGregor discreetly parked between the main College building and the accommodation block, can be seen an Aston Martin.

Prince Charles returned to Cranwell for further training on the Jet Provost T.5 in 1972 and refresher training in 1977.

In 2008 after three months of training, HRH Prince William was presented with his RAF wings at Cranwell by his father, Prince Charles.

# Modern Cadet Life

The Officer and Aircrew Cadet Training Unit comprises four Cadet Squadrons. ‘A’ Squadron delivers courses for specialists such as medical and legal professionals and Warrant Officers who have been selected for commissioning. The other Squadrons train Officer Cadets. A Wing Commander commands the Unit and each Squadron is no larger than 120 Cadets and is commanded by a Squadron Leader. The Officer Cadets Squadrons are sub-divided into Flights. In charge of each Flight is a Flight Lieutenant and a Flight Sergeant.

Initial Officer Training is a 24 week course comprising three, 8-week terms.

Term one is a transition period from civilian to Service life and includes the issue and preparation of uniforms, medical assessments, drill and inspections of dress, equipment and living quarters. This term also includes team building and an intensive fitness programme. The term also introduces military skills, culminating in an end-of-term exercise, and introduces academic elements of the training such as Air Power Studies, Written and Verbal Communications. The Cadets will also commence elements of Leadership, the Beliefs, Values and Principles programme, Essential Service Knowledge and Customs, Etiquette and Social Responsibilities courses. If the Cadet meets the standard they then progress to term two.



RAF College Cranwell.  
Image – CAHM Archive

The second term focuses on leadership, starting with a week of practical leadership experiences followed by a more advanced practical leadership exercise and culminates in a further assessed practical leadership exercise. Term two also looks at Air Power Studies which aims to educate the Cadet on military doctrine, the ethics of warfare and critical analysis and culminates in an end-of-term exam and the submission of an air power related essay. At the end of term two, if Cadets meet the required standards, they will progress to term three.

Term three develops the Officer Cadet into a Junior Officer. The term includes Basic Air Warfare, Care in Leadership and Force Development and culminates with a leadership exercise. At the end of term three, a Performance Review Board will decide whether the Cadet has reached the standard expected to graduate and, if successful, a recommendation to graduate will be confirmed.

Then an intensive period of graduation preparation begins. The graduation itself includes a parade at which the Course Prizes are awarded.



College Standard being paraded at  
Graduation Parade June 1999.  
Image – CAHM Archive



Crest on RAF College Cranwell gates.  
Image – Wikimedia Commons -  
Greenshed



College Hall gates.  
Image – Richard Croft



RAF College Cranwell.  
Image – Wikimedia Commons - gary  
radford

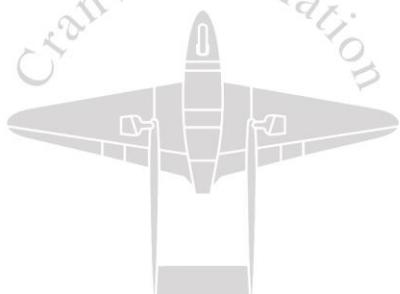


Approach to RAF College Cranwell.  
Image – Mr J Riley

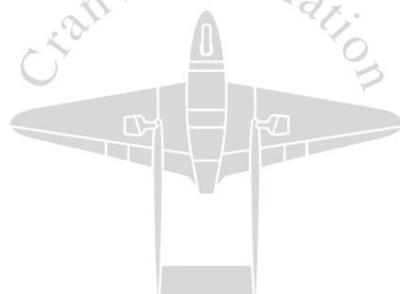
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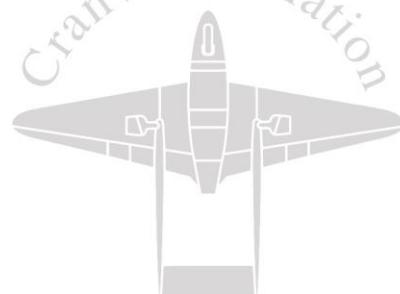
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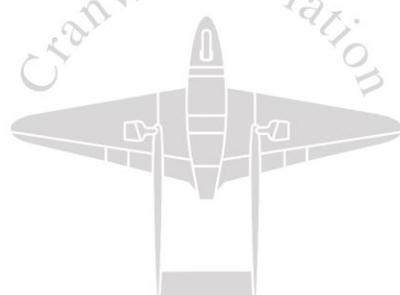
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# The Driving Force Behind It All.



Marshal of the RAF Lord Trenchard.  
Image Wikimedia Commons – Public Domain

Hugh Montague Trenchard was born in Taunton, Somerset in 1873 and was the third child of a military family. During his formative years Trenchard was not academic, only just receiving a Commission in the Royal Scots Fusiliers. In March 1893, Second Lieutenant Trenchard was posted to India until October 1899 when he volunteered for active service in South Africa in the second Boer War.

In October 1900, Trenchard led an action at Krugersdorp and received wounds which caused partial paralysis. On medical advice, he recuperated in Switzerland and following a bob sleigh accident on the Cresta Run, the paralysis ceased and he was able to walk un-aided. Trenchard returned to active service in July 1901.

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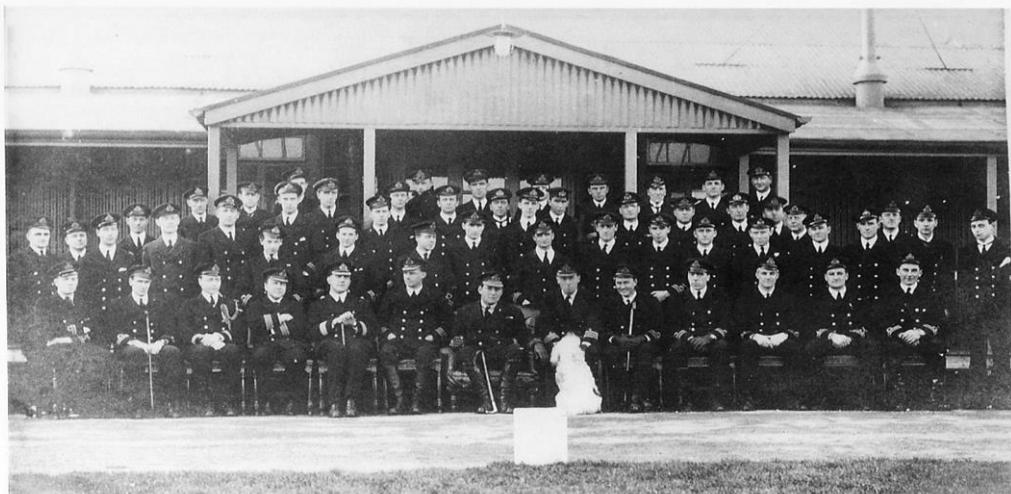
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On 31 July 1912, Trenchard, now a senior ranked Officer, received his pilot's certificate. At the age of 39 he was just eligible for admission as a student at the Central Flying School (CFS), Upavon. On his arrival bad weather prevented his initial assessment. This allowed the Commandant of the CFS, Captain Godfrey Paine RN to appoint Trenchard to the permanent staff of the CFS.

His new duties included those of CFS examiner. Although Trenchard was not a particularly gifted pilot, he set himself an exam paper, sat and marked it, and duly awarded himself his 'wings'.

It was during his time at the CFS that Trenchard got his nickname 'Boom' for his thunderous utterances and low rumbling tones. In September 1913, he was appointed Assistant Commandant of the CFS and promoted to Lieutenant Colonel.

By 1916, Commodore Paine RN was the Commanding Officer of the Royal Naval Air Service base at Cranwell.

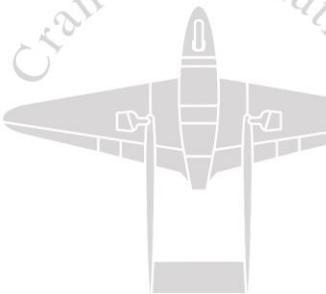


RNAS Cranwell Staff under Commodore Paine – 1916.  
Image – CAHM Archive

During World War One, Trenchard held several ranks with the Royal Flying Corps (RFC). He was promoted to Colonel in June 1915, followed swiftly by promotion to Brigadier and Officer Commanding the RFC's Units in France. In March 1916, he was promoted to Major General.

In 1917, Trenchard was appointed the first Chief of the Air Staff (CAS) but resigned shortly afterwards following a dispute with the then Secretary of State for Air. In March 1919, when Winston Churchill became Secretary of State for Air, Trenchard became CAS for the second time. The RAF needed to make drastic cut backs after the expense of the war. Trenchard was however determined that regardless of the need to cut costs, the RAF should remain independent of the other two Services and convinced Churchill of this.

Trenchard went about his work with a passionate zeal, and received further promotions to Air Vice-Marshal and then Air Marshal. Trenchard steadfastly resisted pressure to use existing training facilities and founded the RAF College in Cranwell in 1920, followed in 1922 with the establishment of a Staff College at Andover to train the RAF's middle ranking Officers.



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Inspecting Cadets at RAF College  
Cranwell.  
Image Wikimedia Commons – Public  
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In the late 1920's, he secured funding to attempt to win the Schneider Trophy, and authorised the purchase of two Supermarine S6 aircraft that eventually won the race in 1929.



Supermarine S6.  
Image – CAHM Archive

In January 1927, Trenchard was promoted to Marshal of the RAF and offered his resignation as Chief of Air Staff in 1928. This was deferred until January 1930, when Trenchard was created Baron of Wolfeton.

On retirement from the RAF, Trenchard was offered the post of Commissioner of the Metropolitan Police. Initially he declined until it was offered for the second time. As Commissioner, Trenchard established the police training college at Hendon in 1934. He retired from the police force in November 1935 and became Viscount Trenchard in 1936.

In the run up to World War Two, he offered his services to the government twice but his offers were declined.

Marshal of the Royal Air Force Hugh Montague Trenchard, 1st Viscount Trenchard, GCB, OM, GCVO, DSO died on 10 February 1956 aged 83. His funeral took place at Westminster Abbey, London.

In May 1966, Trenchard's son formally opened a new instructional building at RAF Cranwell – Trenchard Hall.



Construction completed 1966.  
Image – CAHM Archive



RAF Cranwell 17 May 1966 – Trenchard Hall opening ceremony.  
Image – CAHM Archive

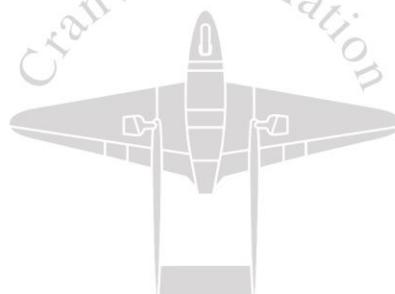
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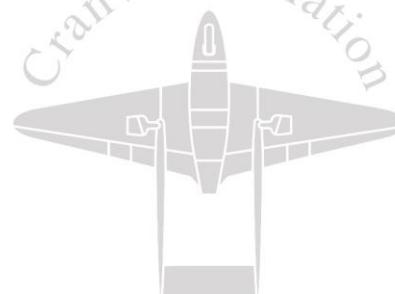
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