

RAF COLLEGE CRANWELL

“Killer Stats”



A Summary of 100 Years of Officer Training

In its electronic form, this document contains underlined, hypertext links to additional material, including alternative supporting data and archived video/audio clips.

Look out for  symbol for other video clips

[To open these links in a separate browser tab and thus not lose your place in this e-document, press control+click (Windows) or command+click (Apple Mac) on the underlined word, image or icon]

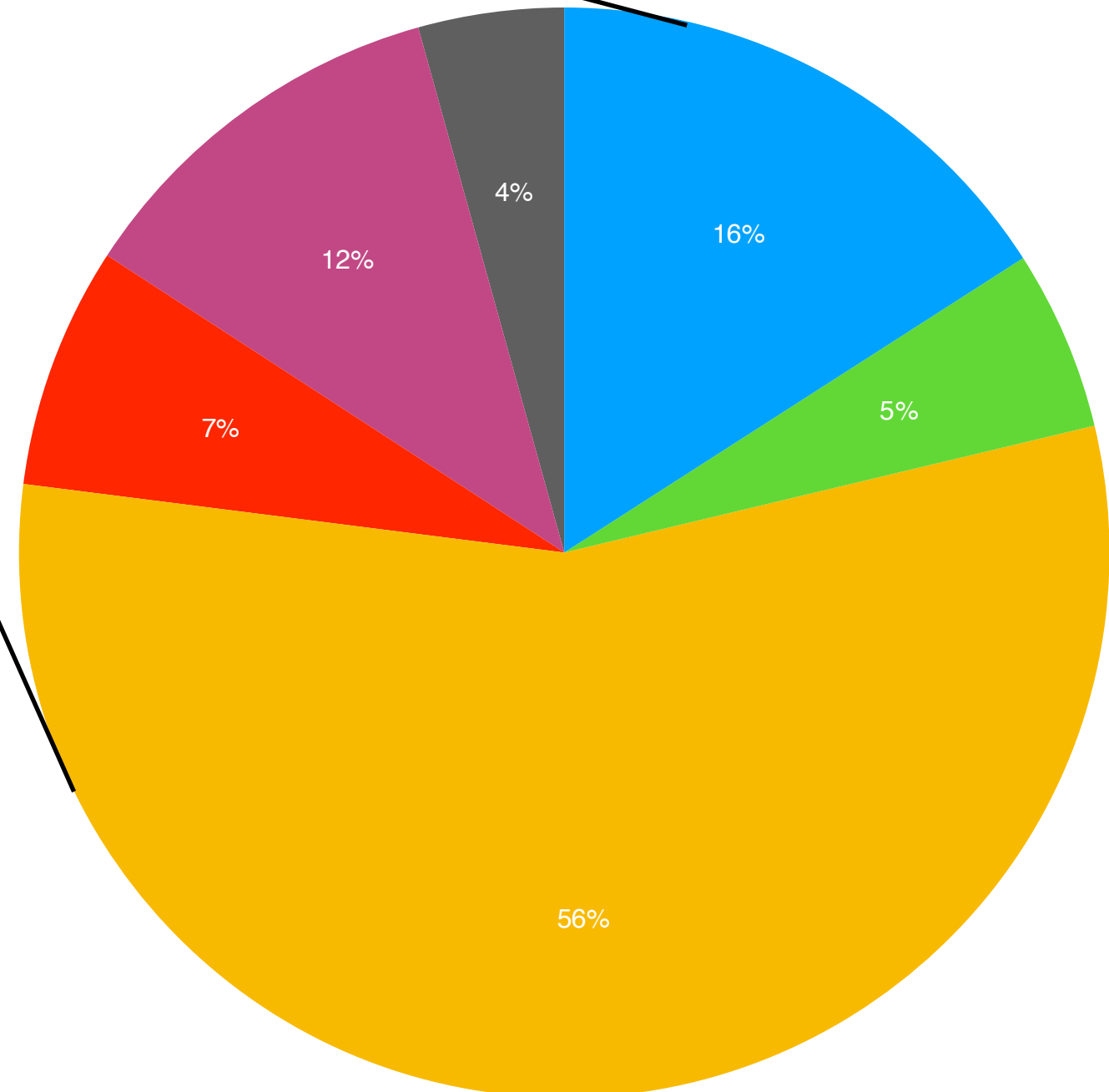
'Killer' Fact Summary

- **Nearly 30,000 successful trainees since 5 Feb 1920** ([See Pie Chart](#))
- **Six Primary Training Systems** ([See Timeline graphic](#))
- **844 flight cadets and 2,348 SFTS trainees fought in WWII** (Ian's database)
- **382 (45%) flight cadets lost their lives during WWII** ([See Flt Cadet Sacrifice graphic](#))
- **Under analysis, but this loss rate suggests ~1000 SFTS trainees died too**
- **85 Fighter, 96 Bomber, 47 Coastal, 35 O'seas Cmd ex-cadets 'KIA'** ('Click' Cmd for graphics)
- **145 fought in Battle of Britain: 90 ex-cadets; 54 SFTS; one RAFVR**
- **38 Cranwellians died in the BoB: 31 ex-cadets; 7SFTS** ([See BoB RoH graphic](#))
- **'Cranwellian Hall of Fame':**
 - **MRAF Sir Andrew Humphrey** ([See Bio graphic](#))
 - **Battle of Britain 'ace' and Colditz resident Sir Douglas Bader** ([See Bio graphic](#))
 - **Battle of Britain 'Top Gun' Aeneas MacDonnell** ([See 'Aces' graphic](#))
 - **OC 617 Sqn and Tirpitz killer Gp Capt Willie Tait** ([See Bio graphic](#))
 - **617 Sqn Dambuster, 'Hoppy' Hopgood** ([See Bio graphic](#))
 - **Cranwellian VCs: ex-cadet Malcolm; ex-SFTS Campbell** ('Click' names for Bio graphics)
 - **Cranwellian GCs: ex-cadets Dowland-Ryan and Sinclair** ('Click names for Bio graphics)
 - **Founder Viscount Trenchard** ([See Bio graphic](#))
- **Little known 'factoids'** ('Click for 'quotes' for ['Forbidden Carpet'](#) and ['Keeper of the Lighthouse'](#) graphics)



An Overview

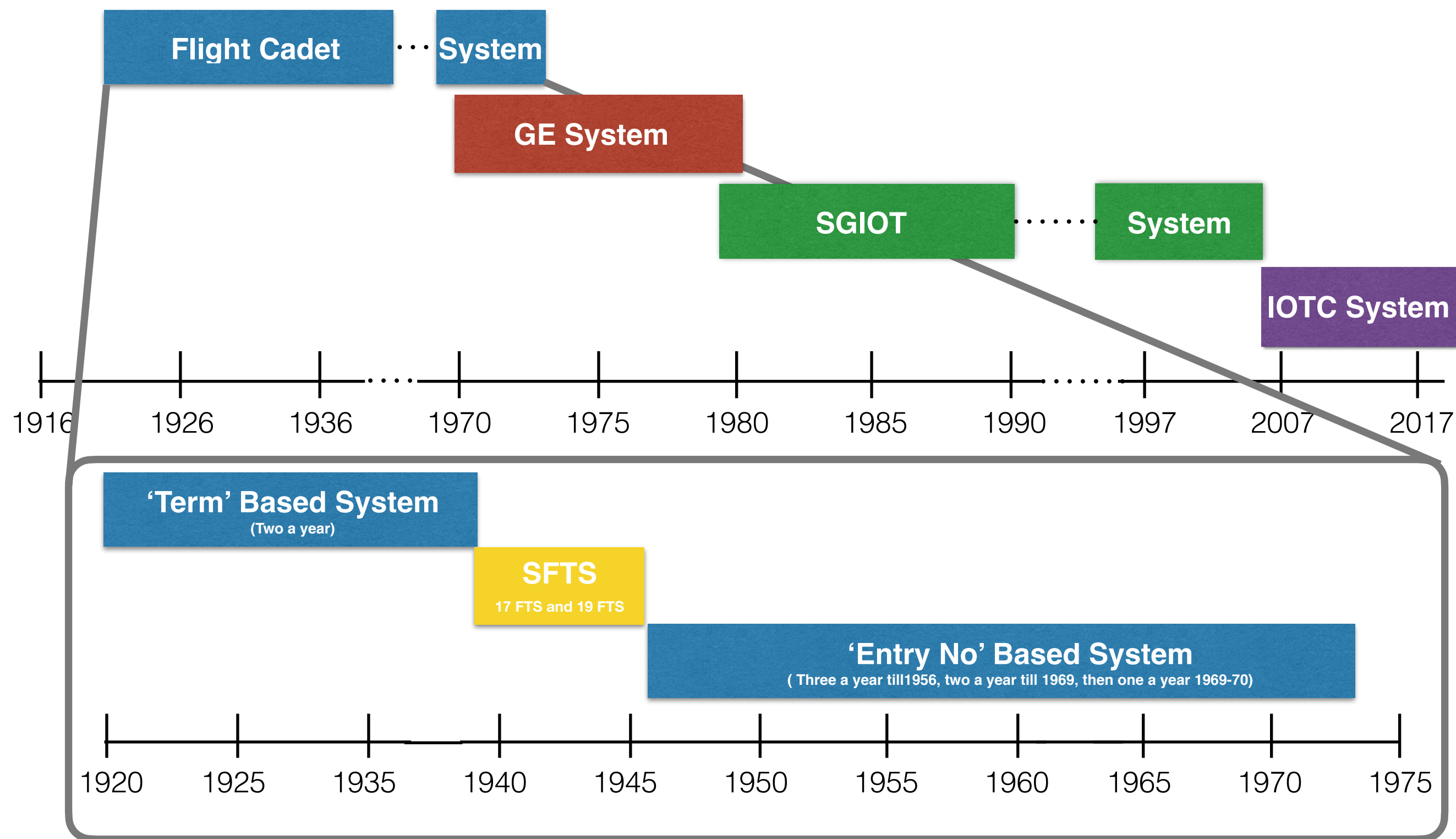
Training Scheme	Total Numbers
Flight Cadets	4,346
GE System	1,459
IOT	15,223
IOTC (Verified)	1,957
Total Officer Cadet Records Held	22,985
SFTS War Years	3,142
SERE Recorded	428
Projected IOTC/SERE (yet to be analysed)	1,479
Total Number Recorded	28,034



● Flight Cadet Sub-Total ● GE Sub-Total ● IOT Sub-Total ● IOTC Sub-Total ● SFTS Sub-Total ● IOTC Sub-Total



RAF cadet training systems





The Flight Cadet Sacrifice

Of 844 "Serving" Flight Cadets (at 3/9/39)	1939	1940	1941	1942	1943	1944	1945	Totals
Numbers lost	10	124	78	48	34	23	65	382
Percentage of Alumni	1	15	9	6	4	3	8	45
844 'Serving' Cadets	Fighter Cmd	Bomber Cmd	Coastal Cmd	Overseas Cmd	KOAS or Died OTUs etc		Totals	
Lossed by number	85	96	47	35	119		382	
Lossed (%)	10	11	6	4	14		45	



ranwellians Roll of Honour - Fighter Command Squadrons

Depicted below are the names of Cranwellians who were Killed In Action (KIA) serving with Fighter Command Squadrons during WWII



1

Davey JAJ
Pemberton
Sibley



16

Hancock



11

Ault



17

Donne
Hanson
Williams



23

Murphy



25

Hughes
Robertson



41

Hood
Lecky



43

Badger



54

Pearson
Way



56

Soden



64

Andreae



LXV

Cooke
Sawyer



26

Clifford
Dawson
Deas



72

Tidd



79

Reynolds
Smith CDS



85

Lee
Sanders



87

Dunn



92

Learmond
Watling



111

Gillan
McKenzie



119

Belchem



141

Donald



150

Gulley Gordon-Dean



151

Hogg
Jones JSB



152

Marrs
Shepley

Watson AR
Wildblood



175

Savage



185

Mould



213

Atkinson Wordsell
Dewar
Temlett



219

Delamore



222

Browne



229

Browne



257

Burfield
Chomley
Hall



263

Ede
Howe
Milsom
Nettleton



264

Chandler



266

Wilkinson



268

MacDonald



302

Herrick



485

Beamish



501

Cox PAN



542

Sawley



602

Major



603

Benson



605

Crofts
Hyne
Negus
Rothwell



610

Franks



611

Fulford
Slater



Cranwellians Roll of Honour - Bomber Command Squadrons

Depicted below are the names of Cranwellians who were Killed In Action (KIA) serving with Bomber Command Squadrons during WWII



7

Chesterman
Cruickshank



IX

Peacock
Stanley



10

Grannum
Parvin



12

Golding



XV

Burke
Dale



18

Harding
Hulton
Light
Malcolm
Mead



21

Bennett
Shuttleworth
Spendlove



37

Bradford
Cameron
Glencross



38

Adams



40

Llewelyn



44

Watson RG



49

Butler PS
Watt



51

Dickenson
Dickson
Wright CLY



57

Barber
Wallage
Wigg



61

Eadie
Guthrie
Pritchard



75

Chamberlain
Stevens



77

Blackden
Geach
Hastings



82

Jones NC
Watson ML



83

Field
Hayter



97

Bird GOL



99

Salmond



101

Addenbrooke



102

Cole
Coventry HR
Groom
Jarand
Watts-Read



103

Cox MI
Godfrey
Goodman
Kelly
Little
Ralston



105

Hurst



106

McKecknie



144

Cunningham
Hossack
Newton-Clare
Wingate



149

Andrews
Charlton-Jones
Clark
Henderson IS
Kerr
Wood



156

Porter
Wright RB



158

Seymour



161

Bilderback



190

Scarlett-Streatfield



207

Matthews



214

Filleul
Harris WA



218

Read



226

Waddington



305

Ward



466

Owen



515

Gould



Cranwellians Roll of Honour - Coastal Command Squadrons

Depicted below are the names of Cranwellians who were Killed In Action (KIA) serving with Coastal Command Squadrons during WWII



22

Berryman
Culverwell
Fishwick
Hicks
MacFarlane
Mayhew
Mellor



XIX

Powell



53

Carmichael
Guest
Steuart-Richardson



55

Harries



59

Bird FD
Gerrard



86

Cooper LF
Franklin
Mace
Mathewson



179

Riddell



201

Middleton
Ruth
Seeds



204

Davis ESC



205

Lowe
Wilkins SP
(Far East)



206

Bouwens



210

Breese
Dalzell-McKean
Phillips IW



220

Bulloch



228

Lylvian
Moseley



233

Erskine
Gilbert
Robinson



240

Thomas
Whitworth



248

Barron



254

Bernard-Smith
Cooper CS
Jolliffe
Pattison



255

Humohris



276

Windsor



461

Halliday NAR



489

Triptree



547

Terry



Cranwellians Roll of Honour - Squadrons of Overseas Commands

Depicted below are the names of Cranwellians who were Killed In Action (KIA) serving with Overseas Commands' Squadrons during WWII



II
Henderson MLG



4
Barbour
Plumb
Vaughan



13
Agnew
Skinner



27
Hackett



39
Sharman



42
Willis



45
Barclay
Johnson



47
Sprague



62
Halliwell



69
Boys-Stones
Dowland-Ryan



LXX
De Freitas
Parkinson



94
Smith FM



100
Rowland
Wilkins JT



112
Worcester



117
Burton



135
Watson EJ



153
Smith-Rewse



148
Brown



203
Gethin



208
Aldis
Charles



211
Coote
Herbert



260
Darwen



272
Yaxley



353
Homer JW



407
Archer



541
Waghorn



Battle of Britain Roll of Honour - True Cranwellians



39	AMBROSE	Richard
39	ANDREAE	Christopher John
37-39	ATKINSON	Harold Derrick
39-40	BACON	Charles Harvey
31-33	BADGER	John Vincent Clarence
38-39	BENSON	Noel John Victor
39	BURTON	Percival Ross-Frames
39	CHOMLEY	John Allison George
35-37	COX	Philip Anthony Neville
37	CROFTS	Peter Guerin
40	CROSSMAN	John Dallas
39	D'ARCY-IRVINE	Brian William Jesse
40	DAVEY	John Arthur Joseph
26-27	DEWAR	John Scatliff
36-37	DONALD	Ian David Grahame
29-31	DREW	Peter Edward
40	FLEMING	Robert David Spittal
40	GAUNT	Geoffrey Norman
33-35	HALL	Noel Mudie



36-38	HANSON	David Harry Wellsted
38-39	HOGG	Richard Malzard
37-38	HOMER	Michael Giles
27-29	HOOD	Hilary Richard Lionel
39	JEBB	Michael
38-39	JONES	John Sinclair Bucknall
39-40	LECKY	John Gage
35-37	LEE	Richard Hugh Antony
40	MacDONALD	Donald Kennedy
38-39	McKENZIE	John Woffenden
36-38	MILEY	Miles John
40	PYMAN	Laurence Lee
33-34	SAWYER	Henry Cecil
38-39	SHEPLEY	Douglas Clayton
37-38	WAY	Basil Hugh
38-39	WILDBLOOD	Timothy Seddon
29-30	WILKINSON	Rodney Levett
29-31	WILLIAMS	Cedric Watcyn
38-39	WORSDELL	Kenneth Wilson





MRAF Sir Andrew Humphrey - J39 Entry/SFTS Course 5

Marshal of the Royal Air Force **Sir Andrew Henry Humphrey** fought in the Second World War as a fighter pilot, taking part in the Battle of Britain, and also took part in the withdrawal from Aden in November 1967.

As Chief of the Air Staff, he advised the Labour Government on the implementation of their latest Defence Review (1966).

He then served as Chief of the Defence Staff, but caught pneumonia within three months of taking office and died shortly afterwards.

PORTRAIT OF MARSHAL OF THE ROYAL AIR FORCE SIR ANDREW HUMPHREY

A portrait of the late Marshal of the Royal Air Force Sir Andrew Humphrey, Chief of the Defence Staff from October 1976 to January 1977, was unveiled at the College on 19 December 1977.

The portrait, painted by Mara McGregor, is the fourth by the artist to be hung in the dining room at the College. It was unveiled by the Chief of the Defence Staff, Marshal of the Royal Air Force Sir Neil Cameron who was at one time Assistant Commandant at Cranwell.

Those attending the unveiling ceremony included Lady Humphrey ; Air Chief Marshal Sir Michael Beetham, Chief of the Air Staff ; Air Chief Marshal Sir John Aiken, Air Member for Personnel ; and a former Commandant of the Royal Air Force College, Air Chief Marshal Sir Neville Stack, Air Secretary. The Old Cranwellian Association was represented by Air Commodore E D McK Nelson its Vice-President, Group Captain F E Nuttall and Wing Commander M E Howells. The artist was also present.



Air Chief Marshal Sir Michael Beetham, CAS, Lady Humphrey and Marshal of the Royal Air Force Sir Neil Cameron, CDS, admire the portrait of Marshal of the Royal Air Force Sir Andrew Humphrey



Marshal of the Royal Air Force
Sir Andrew Henry Humphrey
GCB, OBE, DFC, AFC & Two Bars
(10 Jan 1921 – 24 Jan 1977)



"Romeo" Looseleaf Books 138 Sp. 42074
J. W. Ruddock & Sons, Lincoln and London

NUMBER 471.		CHRISTIAN NAMES DOUGLAS ROBERT STEWART.		SURNAME BADER.	
BORN	DATE	NATIONALITY	DATE	RELIGION	DATE
JOINED COLLEGE	21/2/10.	English.		Church of England.	
LEFT COLLEGE	6/9/28. 25/7/30.	ORDER OF MERIT ON JOINING 6. ORDER OF MERIT ON LEAVING 17.		NO. IN CLASS ON JOINING 23. NO. IN CLASS ON LEAVING 21.	
PROMOTED		JOINED		DROPPED	
CADET CORPORAL		1ST CLASS	7/9/28.	AFTER	TERM
CADET SERGEANT		2ND CLASS	11/1/29.		
UNDER OFFICER	17/1/30.	3RD CLASS	6/9/29.	AFTER	TERM
		4TH CLASS			
COMMISSIONED IN R.A.F.		REASON FOR WITHDRAWAL IF COURSE NOT COMPLETED			
26/7/30.					
NAME OF PARENT OR NEXT OF KIN		ADDRESS			
Mrs. J.S. Hobbs (Mother).		Sprotborough Rectory, Doncaster, Yorks.			
PROFESSION OF PARENT OR NEXT OF KIN		CHANGE OF ADDRESS			
Father: Major R.S. and Barrister-at-Law, deceased.					
WHERE EDUCATED		St. Edward's School, Oxford.			
Temple Grove, Eastbourne.					
PRIZES, ETC., ON JOINING		PRIZES, ETC., ON LEAVING			
Prize Cadetship.					
REMARKS AND FURTHER HISTORY					
Posted to No. 23 (F) Squadron, R.A.F., Kemley, Surrey, with effect from 26/7/30. A.M.P.L. No. 187/1930 dated 29/8/30.					
Promoted Flying Officer 26/1/32. Flight Lieutenant (war substantive rank) 24/9/40. Squadron Leader 18/6/41. Wing Commander 1/7/45. Placed on Retired List on account of ill-health 30/4/33, Active 1940.					
Appointed a COMPANION of the DISTINGUISHED SERVICE ORDER in recognition of gallantry displayed in flying operations against the enemy - London Gazette dated 1/10/40.					
Mentioned in Dispatches - London Gazette dated 1/1/41.					
Awarded the DISTINGUISHED FLYING CROSS in recognition of gallantry displayed in flying operations against the enemy - London Gazette dated 7/1/41.					
Mentioned in Dispatches - London Gazette dated 17/3/41.					
Awarded to BAR to the DISTINGUISHED SERVICE ORDER in recognition of gallantry displayed in flying operations against the enemy - London Gazette dated 15/7/41.					
Awarded a BAR to the DISTINGUISHED FLYING CROSS in recognition of gallantry displayed in flying operations against the enemy - London Gazette No. 35270 dated 9/9/41.					
Placed on Retired List w.o.f. 21.7.46 (retains rank of Group Captain)					
Died 5 Sept 1982					
COLLEGE SEQUENCE NUMBER 471.		CHRISTIAN NAMES DOUGLAS ROBERT STEWART.		SURNAME BADER.	

P.T.O.

Douglas Robert Steuart Bader

OC 242 Sqn



Group Captain Sir Douglas Robert Steuart Bader
CBE, DSO & Bar, DFC & Bar, FRAeS, DL
(21 February 1910 – 5 September 1982)

Joined the RAF in 1928, commissioned in 1930, lost both legs in an aerobatic accident in 1931. Despite being discharged on medical grounds, he rejoined in 1939 to become a renowned flying ace, credited with 22 aerial victories, four shared victories, six probables, one shared probable and 11 enemy aircraft damaged. Shot down in 1941 - suspected blue-on-blue - he 'resided' in Colditz Camp for the next 4 years.



D.S.O. 1 October 1940. "This officer has displayed gallantry and leadership of the highest order. During three recent engagements he has led his squadron with such skill and ability that thirty-three enemy aircraft have been destroyed."

Mention 1 January 1941. "In the course of these engagements Squadron Leader BADER has added to his previous successes by destroying six enemy aircraft."

D.F.C. 7 January 1941. "Squadron Leader BADER has continued to lead his squadron and wing with the utmost gallantry on all occasions. He has now destroyed a total of ten hostile aircraft and damaged several more."

Mention 17 March 1941. "This fearless pilot has recently added a further four enemy aircraft to his previous successes; in addition he has probably destroyed another four and damaged five hostile aircraft. By his fine leadership and high courage Wing Commander BADER has inspired the wing on every occasion."

Bar to D.S.O. 15 July 1941. "Squadron Leader BADER has continued to lead his squadron and wing with the utmost gallantry on all occasions. He has now destroyed a total of ten hostile aircraft and damaged several more."


































































Bar to D.F.C. 9 September 1941. "This fearless pilot has recently added a further four enemy aircraft to his previous successes; in addition he has probably destroyed another four and damaged five hostile aircraft. By his fine leadership and high courage Wing Commander BADER has inspired the wing on every occasion."





Battle of Britain - Cranwellian 'Aces'

(Cranwellians credited with five or more 'kills')

Ace	Group	Squadron	Aircraft Shot Down				Breakdown	Total
Aeneas MacDonnell		 64					2 x Ju 87 5 x Bf 109 ½ x He 111 1 x Do 215	8.5
Peter Townsend		 85	  				5 x Bf 109 1 x Bf 110 1 + 2 x ½ x Do 17	8
Charles Davis		 238	     				2 x ½ Do 17 1 x Bf 109 1 x Ju 87 1 x Ju 88 2 x Bf 110 1 x He 111	8
Brian Kingcome		 92	  				2 x ½ + 1 x Ju 88 1 x He 111 4 x Bf 109	7
Harold Atkinson		 213	  				2 x Bf 110 3 x Bf 109 1 x He 111	6
“Jimmie” Elsdon		 72	  				2 x Bf 110 3 x Bf 109 1 x Ju 87	6
Henry Hogan		 501	  				1 x ½ + 3 x Bf 109 1x ½ + 1 x Bf 110 1 x Do 215	6
Allan Wright		 92	  				1 x Bf 109 2 x ½ + 2 x He 111 2 x Ju 88	6
John Badger		 43	  				1 + ½ x Ju 88 3 x Ju 87 ½ x He 111	5
Richard Barclay	 Pan-Group	 249	  				2 x Bf 109 1 x Do 17 2 x Ju 88	5
Eric Marrs		 152	   				3 x Bf 110 1 x Ju 87 ½ x Do 17 ½ + 1 Ju 88	5
Tim Vigors		 222	  				2 x Me Bf 109 2 x Me Bf 110 1 x Ju 88	5



"Roman" Looseleaf Books 138 Sp. 42074
J. W. Rudlock & Sons, Lincoln and London

ICE NUMBER 871.		CHRISTIAN NAMES James Brian.		SURNAME Tait.	
BORN	DATE	NATIONALITY	DATE	RELIGION	DATE
JOINED COLLEGE	9.12.16	English.		6. of E.	
LEFT COLLEGE	6.9.34	ORDER OF MERIT ON JOINING 5.		NO. IN CLASS ON JOINING 30.	
	31.7.36	ORDER OF MERIT ON LEAVING 17.		NO. IN CLASS ON LEAVING 28.	
PROMOTED		JOINED		DROPPED	
CADET CORPORAL		1ST CLASS	7.9.34	AFTER	TERM
CADET SERGEANT		2ND CLASS	11.1.35		
UNDER OFFICER		3RD CLASS	6.9.35	AFTER	TERM
		4TH CLASS	10.1.36		
COMMISSIONED IN R.A.F.	1.8.36	REASON FOR WITHDRAWAL IF COURSE NOT COMPLETED			
NAME OF PARENT OR NEXT OF KIN A. Tait, Esq.		ADDRESS Inglemere, Hillside Park, Bargoed, Glam.			
PROFESSION OF PARENT OR NEXT OF KIN Colliery Agent (living).		CHANGE OF ADDRESS Glas Helydd, Abercynon, Glam.			
WHERE EDUCATED Monkton House, The Parade, Cardiff (1926-1929). The School, Wellingborough, Northants. (1929-1934).					
PRIZES, ETC., ON JOINING Prize Cadetship.		PRIZES, ETC., ON LEAVING			
REMARKS AND FURTHER HISTORY Posted to No. 10 (B) Squadron, R.A.F., Goscombe Down, bef. 1.8.36. Authy: A.M.H. No. 196 dated 12.9.36. Promotions: Flying Officer 1.2.38. Flight Lieutenant 1.2.40. Squadron Leader 1.3.41. Wing Commander 1.6.42. Group Captain 1.13.44. Wing Commander (S) 1.7.47. Awarded the Distinguished Flying Cross for gallantry and devotion to duty in the execution of air operations - London Gazette dated 22.10.40. Appointed a Companion of the Distinguished Service Order in recognition of gallantry and devotion to duty in the execution of air operations - London Gazette dated 18.4.41. Awarded a Bar to the Distinguished Service Order in recognition of gallantry displayed in flying operations against the enemy - London Gazette dated 25.7.41. Mentioned in Despatches - London Gazette No. 35284 dated 24.9.41. Awarded a 2nd Bar to the Distinguished Service Order - London Gazette dated 22.9.44. Awarded a Bar to the Distinguished Flying Cross - London Gazette dated 5.12.44. Awarded a 3rd Bar to the Distinguished Service Order - London Gazette dated 1.1.45. Group Captain appointed Aide-de-Camp to H.M. the Queen w.e.f. 5.6.61. Placed on the Retired List w.e.f. 9.12.66 (London Gazette dated 13.12.66) Died Aug 2007					
COLLEGE SEQUENCE NUMBER 871.	CHRISTIAN NAMES James Brian.	SURNAME Tait.			

P.T.O.



D.F.C. 22 October 1940
D.S.O. 18 April 1941
Bar to D.S.O. 25 July 1941
Mentioned; 24 September 1941
2nd Bar to D.S.O. 22 September 1944
(See index T - at end of book)
Bar to D.F.C. 5 December 1944
3rd Bar to D.S.O. 9 January 1945

For gallantry and devotion to duty in the execution of air operations.
In recognition of gallantry and devotion to duty in the execution of air operations.
In June 1941, this officer was captain of the leading aircraft of a formation of three aircraft which by force carried out an attack on KIEL in clear daylight. Despite accurate anti-aircraft fire, bombs were dropped and the ship was destroyed. The success which attended this operation was largely due to the magnificent leadership and courage together with the brilliant airmanship displayed by this officer. London Gazette.

James Brian Tait

OC 617 Sqn





JV 'Hoppy' Hopgood (617 Sqn)



Having joined the Volunteer Reserve in 1940, John Vere Hopgood undertook flying training on No 18 Course, SFTS Cranwell in 1941 and was commissioned in 1942.

As a Flight Lieutenant, 'Hoppy' was awarded a DFC in October 1942 after completing 47 missions; he was awarded a bar to the DFC in 1943. He served on 50 Sqn, 106 Sqn - where Guy Gibson first met him and was much impressed - and the immortalised 617 (Dambusters) Sqn.

OC 617 Sqn, Guy Gibson was to select Hoppy as his Deputy on the Mohne Dam attack. Outbound to the Mohne, his aircraft AJ-M (M for Mother) was hit by flak, injuring Hoppy, his gunners Burcher and Gregory (possibly fatally). The damaged aircraft reached the dam where they attacked at 00:32, ten minutes after Gibson. However, they were struck again by anti-aircraft fire and their bomb was released too late. It bounced over the dam and exploded on a power station on the other side. The aircraft was fatally damaged at this point and Hopgood remained at the controls, gaining height to allow his crew to bail out.

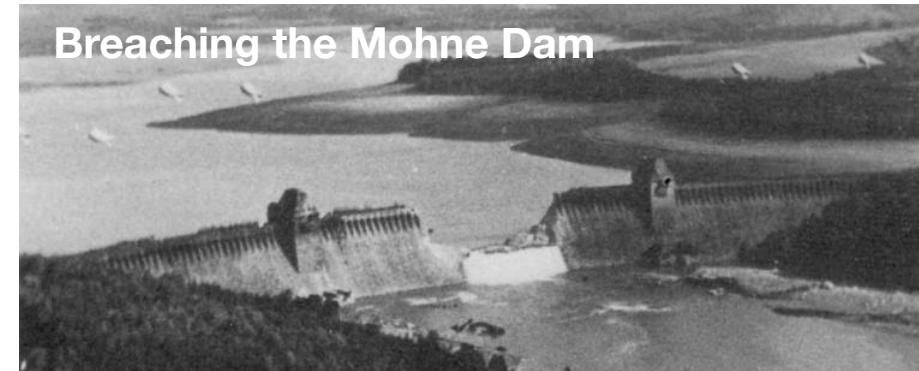
AJ-M crashed in a field near Ostönnen, 6 kilometres (3.72 miles) from the dam. Hopgood's body rests in the care of the Commonwealth War Graves Commission at Rheinberg War Cemetery (Coll. grave 17. E. 2-6).

NO. 18. COURSE	
R.	GEE.
G.G.	GOODALE.
W.S.P.	GRIFFITHS. <i>Missing CL No 90</i>
S.F.	HODSMAN.
J.C.I.	HOOPER.
J.V.	HOPGOOD.
M.J.	HORSEY.
T.R.	JENKINS.
G.	KERR.
D.T.	LEE.
I.F.	LIVINGSTONE.
D.H.S.	LONSDALE.
T.A.	LAMB.
F.W.R.	NEWCOMB.
P.R.	OWEN. <i>Killed on Active Service CL No 89</i>
T.	PRESCOTT-DECIE.
R.W.	READ.
J.L.	ROWE.
G.E.C.	SEALE. <i>Killed on Active Service CL No 159</i>
R.M.	SPENCER. <i>Killed on Active Service 4/12/40</i>
R.N.	TAIT. <i>Killed on Active Service 23/2/40</i>
C.F.	UPTON.
R.F.	WARTON.
F.H.	WILKINSON.
S.	WILKINSON.

On the run in, Gibson recounts:

"On the right was John Hopgood, in M Mother, that grand Englishman whom we called 'Hoppy'; one of the greatest guys in the world. He was devoted to his mother and devoted to flying; used to go out with us a lot, get drunk - used to go out a lot to Germany and do a wonderful job. He had no nerves, he loved flying, which he looked upon rather as a highly skilled art in which one can only become proficient after a lot of experience. He was one of the boys who firmly refused to be given a rest and had done about fifty raids with me in my last squadron. Perfect at formation was Hoppy, too. There he was, his great Lancaster only a few feet from mine, flying perfectly steady, never varying position. Once when training for this raid we had gone down to Manston in Kent and shot up the field with wings inside tail-planes and even the fighter boys had to admit it was the best they had ever seen. I should say Hoppy was probably the best pilot in the squadron."

Breaching the Mohne Dam



Extract of a letter to Mum

Royal Air Force College
Cranwell
Lincs
31.10.1940

My dearest Mother

As you can see I am now at Cranwell. You can't think how glad we all are to have left Watchfield and have arrived at the Sandhurst of the RAE. To think that in peacetime it would have cost about £300 to be here, and that now it costs nothing and that we get paid into the bargain cheers us all up considerably.

It is simply marvellous here - the food is equivalent to that served in the best London restaurant and we have it in the officers' mess; which of course means that we are waited on hand and foot and have our own batmen! We have the full use of the officers' mess and all that goes with it, so of course it is going to be very expensive here. However I will do my best to make ends meet.

Much love,
Your loving Son.



Hugh Gordon MALCOLM VC



TUESDAY, 27 APRIL, 1943

Air Ministry, 27th April, 1943.

ROYAL AIR FORCE.

The KING has been graciously pleased to confer the VICTORIA CROSS on the under-mentioned officer in recognition of most conspicuous bravery:—

Acting Wing Commander Hugh Gordon MALCOLM (33322) (deceased), No. 18 Squadron.

This officer commanded a squadron of light bombers in North Africa. Throughout his service in that theatre his leadership, skill and daring were of the highest order.

On 17th November, 1942, he was detailed to carry out a low-level formation attack on Bizerta airfield, taking advantage of cloud cover. Twenty miles from the target the sky became clear, but Wing Commander Malcolm carried on, knowing well the danger of proceeding without a fighter escort. Despite fierce opposition, all bombs were dropped within the airfield perimeter. A Junkers 52 and a Messerschmitt 109 were shot down; many dispersed enemy aircraft were raked by machine gun fire. Weather conditions became extremely unfavourable and as a result, two of his aircraft were lost by collision; another was forced down by enemy fighters. It was due to this officer's skilful and resolute leadership that the remaining aircraft returned safely to base.

On 28th November, 1942, he again led his squadron against Bizerta airfield which was bombed from a low altitude. The airfield on this occasion was heavily defended and intense and accurate anti-aircraft fire was met. Nevertheless, after his squadron had released their bombs, Wing Commander Malcolm led them back again and again to attack the airfield with machine gun fire.

These were typical of every sortie undertaken by this gallant officer; each attack was pressed to an effective conclusion how-

ever difficult the task and however formidable the opposition.

Finally, on 4th December, 1942, Wing Commander Malcolm, having been detailed to give close support to the First Army, received an urgent request to attack an enemy fighter airfield near Chouigui. Wing Commander Malcolm knew that to attack such an objective without a fighter escort—which could not be arranged in the time available—would be to court almost certain disaster; but believing the attack to be necessary for the success of the Army's operations, his duty was clear. He decided to attack. He took off with his squadron and reached the target unmolested, but when he had successfully attacked it, his squadron was intercepted by an overwhelming force of enemy fighters. Wing Commander Malcolm fought back, controlling his hard-pressed squadron and attempting to maintain formation. One by one his aircraft were shot down until only his own aircraft remained. In the end he, too, was shot down in flames.

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

Air Ministry, 27th April, 1943.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Second Bar to Distinguished Flying Cross.

Acting Squadron Leader Lance WADE, D.F.C. (68717), Royal Air Force Volunteer Reserve, No. 145 Squadron.

This officer is the leader of a squadron which has achieved much success in recent operations. During March, 1943, the squadron destroyed 21 enemy aircraft, 4 of which were shot down by Squadron Leader Wade. By his great skill and daring, this officer has contributed materially to the high standard of operational efficiency of the squadron he commands. Squadron Leader Wade has destroyed 19 enemy aircraft.

Born at Broughty Ferry, Dundee, Malcolm entered the Royal Air Force College Cranwell on 9 January 1936.

In January 1938, he joined 26 (Army Co-operation) squadron at Catterick. In May 1939, he suffered a serious head injury in a Westland Lysander crash. When the war started, Malcolm was serving with No 17 Training Group.

On 4 March 1941, he was promoted to Flight Lieutenant and was Air Liaison officer on General Bernard Montgomery's general staff.

By the end of 1941, he had risen to the rank of Squadron Leader and joined No 18 Squadron as a flight commander, flying the Bristol Blenheim based in Suffolk, UK.



Kenneth CAMPBELL VC

(Extract from Wikipedia)



Kenneth "Ken" Campbell (1917-1941) was born on 21st April 1917 at Saltcoats, Ayrshire, Scotland, the youngest of a family of six children, and attended Sedbergh School before gaining entrance to Clare College, Cambridge, to study for a degree in Chemistry. Joining the Cambridge University Air Squadron, he had been commissioned as a Pilot Officer in the RAF Volunteer Reserve on 23rd August 1938, and eventually mobilised for RAF service on 25th September 1939.

A brief course of Service training at RAF Cranwell commenced on 21st October 1939 and was followed by a move to RAF Abbotsinch on 20th April 1940; by which time Campbell had been promoted to Flying Officer. On 8th June, he completed his training with a posting to No 1 OTU; and on 28th September 1940 joined 22 Squadron to start his operational career. The non-stop Battle of the Atlantic then being waged saw him quickly introduced to the role of 22 Squadron; attacking enemy shipping at every opportunity.

On 6th April 1941, over Brest Harbour, France, Flying Officer Campbell attacked the German battleship Gneisenau. He flew his Bristol Beaufort through the gauntlet of concentrated anti-aircraft fire from about 1000 weapons of all calibers and launched a torpedo at a height of 50 feet (15 m).

The attack had to be made with absolute precision: the Gneisenau was moored only some 500 yards (460 m) away from a mole in Brest's inner harbour. For the attack to be effective Campbell would have to time the release to drop the torpedo close to the side of the mole. That Campbell managed to launch his torpedo accurately is testament to his courage and determination. The ship was severely damaged below the waterline and was obliged to return to the dock whence she had come only the day before, she was out of action for 6 months, which thus allowed allied shipping to cross the Atlantic without any threat.

Generally, once a torpedo was dropped an escape was made by low-level jinking at full throttle. Because of rising ground surrounding the harbour Flying Officer Campbell's Beaufort was forced into a steep banking turn, revealing its full silhouette to the gunners. The aircraft met a withering wall of flak and crashed into the harbour.

When the aircraft was later salvaged the Germans found the body of "Jimmy" Scott, the Canadian navigator, in the pilot's seat, normally occupied by Campbell. All four crew members were buried by the Germans in the grave of honour in Brest Cemetery. Reports of Ken Campbell's devotion to his designated task, and the courage he showed in completing his attack in the face of unnerving odds filtered through to England from local French patriots; and on 13th March 1942 Campbell was awarded a posthumous Victoria Cross, which his parents received from King George VI at an investiture on 23rd June 1943. A memorial was erected in his memory at Sedbergh where he spent his schooldays.



John Noel DOWLAND-RYAN GC

Laurence Frank SINCLAIR GC



Squadron Leader
John Nolan DOWLAND-RYAN
69 Sqn
(b. 06/11/1914 Lewisham.
d. 13/01/1942 Malta.)

On 11 Feb 40, the SS Kildare was hit by two bombs. One exploded in the grain cargo, which shifted, causing the ship to list heavily; the other lodged in the after deck cabin, but did not explode. The ship limped into Immingham Dock.

Dowland-Ryan, with Armament Instructor Leonard Harrison GC, fitted a voltmeter to drain the electric charge. The locking rings were removed and the defused bomb was lowered into a truck for further examination.

In Jun 40, Dowland-Ryan performed a similar feat of bravery with the same efficiency and promptitude on board a trawler.

He was killed in action near Malta in 1942.



Wing Commander
Laurence Frank SINCLAIR
110 Sqn
(b. 13/06/1908 Frinton on Sea, Essex.
d. 14/05/2002 Oxfordshire.)

On 30 Sep 40, a Blenheim bomber was taking off from RAF Wattisham when one engine cut out and the bomber crashed in flames.

Sinclair immediately went to the scene to help, but two 250lb bombs exploded before he reached it. Undeterred, and knowing full well that there were two more 250lb bombs on board, he pressed on and dashed into the burning wreck.

Of the three crew, he was able to drag out the air gunner, Sergeant Walters, and take him to an ambulance. Unfortunately, he died from his injuries. The pilot, Sergeant J Merrett was killed.

The navigator, Sergeant Byron, survived, but Sinclair did not discover this for 50 years.



Our Founder - 'Boom'



Marshal of The RAF, Viscount
Hugh Trenchard
GCB, OM, GCVO, DSO
'Father of the RAF'
(b 1873, d 1956)

Marshal of the Royal Air Force **Hugh Montague Trenchard**, 1st Viscount Trenchard, GCB, OM, GCVO, DSO (3 February 1873 – 10 February 1956) was a British Army officer who was instrumental in establishing the Royal Air Force. He has been described as the "Father of the Royal Air Force."

During his formative years, Trenchard struggled academically, failing many examinations and only just succeeding in meeting the minimum standard for commissioned service in the British Army. As a young infantry officer, Trenchard served in India and with the outbreak of the Boer War, he volunteered for service in South Africa. While fighting the Boers, Trenchard was critically wounded and as a result of his injury, he lost a lung, was partially paralysed and returned to Great Britain. On medical advice, Trenchard travelled to Switzerland to recuperate and boredom saw him taking up bobsleighbing. After a heavy crash, Trenchard found that his paralysis was gone and that he could walk unaided. Following further recuperation, Trenchard returned to active service in South Africa.

After the end of the Boer War, Trenchard saw service in Nigeria where he was involved in efforts to bring the interior under settled British rule and quell intertribal violence. During his time in West Africa, Trenchard commanded the Southern Nigeria Regiment for several years.

In Summer 1912, Trenchard learned to fly and gained his aviator's certificate (No. 270) on 31 July flying a Henry Farman biplane of the Sopwith School of Flying at Brooklands. He was subsequently appointed as second in command of the Central Flying School. He held several senior positions in the Royal Flying Corps during World War I, serving as the commander of the Royal Flying Corps in France from 1915 to 1917. In 1918, he briefly served as the first Chief of the Air Staff before taking up command of the Independent Air Force in France. Returning as Chief of the Air Staff under Winston Churchill in 1919, Trenchard spent the following decade securing the future of the Royal Air Force. He was Metropolitan Police Commissioner in the 1930s and a defender of the RAF in his later years. Trenchard is recognised today as one of the early advocates of strategic bombing.



College Hall Entrance - The 'Forbidden' Carpet



Whilst under training, cadets are forbidden to walk through the front doors or on the carpet laid in the Rotunda of the College. It is something of a rite of passage into the RAF, and is judged as the moment cadets are actually commissioned

Until they graduate, they must walk around the carpet if requiring access to the reception and/or the ante-rooms and the wings connected to the rotunda.

Slow marching to "Auld Lang Syne" at their graduation parade, up the College steps and into the Rotunda, they step on this carpet for the very first time.

At the rear of this view, you can see the portrait of our founder and "Father of the RAF", MRAF

Viscount Trenchard



The Keeper of the Lighthouse



The cupola over the RAF College main hall houses the last operational aerial lighthouse in the UK, a legacy from days when RNAS aircraft operated between the east coast and Cranwell (HMS Daedalus).

In the 1920s and 30s, ahead of radio navigation aids, a network of aerial lighthouses had been set up to guide aircraft at night. In the dome is a light, which, in the early days, could be seen as far as thirty miles away as the UK's most inland lighthouse. The modern light is not so powerful and scans at 15 rpm.

To this day, the Commandant of the College assumes the responsibilities as 'Keeper of the Lighthouse'.



Air Commodore Suraya A Marshall ADC MA LLB RAF

The Flight Cadet Sacrifice

Of 844 "Serving" Flight Cadets (at 3/9/39)	1939	1940	1941	1942	1943	1944	1945	Totals
Numbers lost	10	124	78	48	34	23	65	382
Percentage of Alumni	1	15	9	6	4	3	8	45
844 'Serving' Cadets	Fighter Cmd	Bomber Cmd	Coastal Cmd	Overseas Cmd	KOAS or Died OTUs etc		Totals	
Lossed by number	85	96	47	35	119		382	
Lossed (%)	10	11	6	4	14		45	