

RAF COLLEGE CRANWELL

Our Founder



A Tribute to Viscount Lord Trenchard
(To be released on on 20 June 2020)

Father of the RAF, Founder of the College

To mark the 100th anniversary of the RAF College, the Cranwellian Association embarked on a project to pay tribute to the RAF College's principal Founder - the project: a 7 foot monument to be erected in June 2020 within the grounds of the iconic RAF College Hall Officer's Mess.

This album chronicles both the life of our Founder and the development of the project which serves to commemorate his outstanding contribution to the RAF, especially during the 1920s when he fought tirelessly to safeguard an independent strategic air force - the Royal Air Force - and its budget from the clutches of its sister services.

There are many fitting biographies that convey more accurately and in more depth the incredible vision and achievements of the 'Father of the Royal Air Force'. This album merely offers a pictorial record to accompany other special features on the CA's College 100 website, lest we overlook the fact that none of them would have been at all possible without the outstanding efforts of a remarkable man.

Had he been alive today, his reaction may well have been, typically, "Hmmp".



CAREER HIGHLIGHTS

Our Founder - 'Boom'



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

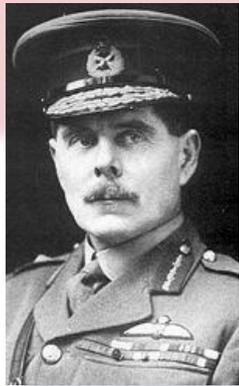
Marshal of the Royal Air Force **Hugh Montague Trenchard**, 1st Viscount Trenchard, GCB, OM, GCVO, DSO (3 February 1873 – 10 February 1956) was a British Army officer who was instrumental in establishing the Royal Air Force. He has been described as the "Father of the Royal Air Force."

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 bobsleighting. 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.

Formation of RAF



The Royal Naval Air Service

Formed 1 July 1914; air arm of the Royal Navy; merged with RFC on 1 April 1918 to form the RAF.

In 1912, setup as Naval Wing of the joint Royal Flying Corps, but administered by the Admiralty's new Air Department; 1 August 1915, the RFC became the flying branch of the British Army while the RNAS became "an integral part of the Royal Navy".

1914



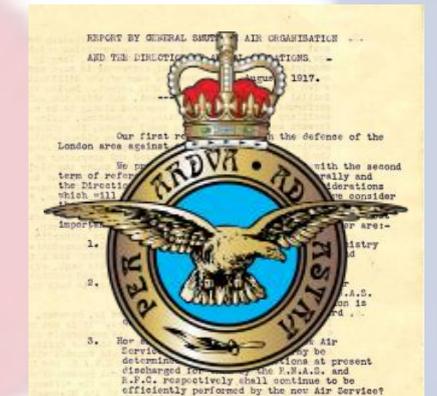
Marshal of The RAF, Viscount
Hugh Trenchard
GCB, OM, GCVO, DSO
(b 1873, d 1956)



Field Marshal
The Right Honourable
Jan Smuts
OM, CH, ED, PC, KC, FRS
(b 1870, d 1950)

1917

Lord Trenchard saw the need for an independent Air Force when Commander of the RFC in France during WW1. He possessed the drive and determination to press his belief in the formation of the RAF and became the Service's first Chief of the Air Staff in 1918.



Field Marshal Smuts - the Chairman of the Cabinet on Air Organisation in July 1917 - wrote the above White Paper that justified an independent Air Force, convincing the War Council that air power had the potential for the 'devastation of enemy lands and the destruction of industrial and populous centres on a vast scale'

1918

Royal Flying Corps

Formed 13 April 1912; air arm of the British Army; merged with RNAS on 1 April 1918 to form the RAF.

Air Ops evolved from artillery co-operation and photo recce, to aerial battles, strafing of enemy infantry, bombing airfields and finally to strategic bombing of German industrial and transport facilities.

1912

Our Founder's Unstinting Dedication (1)



During the summer of 1919, Trenchard worked on completing the demobilisation of the RAF and establishing it on a peacetime basis. This was a sizeable task as the force was budgeted to shrink from 280 squadrons to around 28. It was also during this time that the new RAF officer ranks were approved, despite some opposition from members of the Army Council. Trenchard himself was regraded from Major-General to Air Vice-Marshal, and then promoted to Air Marshal a few days later.

By the autumn of 1919, the budgetary effects of Lloyd George's Ten Year Rule were causing Trenchard some difficulty as he sought to develop the institutions of the RAF. He had to argue against the view that the Army and Navy should provide all the support services and education, leaving the RAF only to provide flying training. He viewed this idea as a precursor to the break-up of the RAF, and in spite of the costs, he wanted its own institutions which would develop airmanship and engender the air spirit. Having convinced Churchill of his case, he oversaw the founding of the RAF (Cadet) College at Cranwell as the world's first military air academy. In 1920, he inaugurated the Aircraft Apprenticeship scheme, which provided the RAF with highly technically trained specialist ground-crews. In 1922, the RAF Staff College at Andover was established to provide air force specific training to the RAF's middle-ranking officers.

Although Trenchard had attained a measure of financial security, the future of the RAF was far from assured. He judged that the chief threat to the new service came from the new First Sea Lord, Admiral Beatty. Looking to take the initiative, Trenchard arranged to see Beatty, meeting with him and arguing that the "air is one and indivisible", put forward a case for an air force with its own strategic role which also controlled army and navy co-operation squadrons. Beatty did not accept Trenchard's argument and Trenchard resorted to asking for a 12 months amnesty to put his plans into action. The request appealed to Beatty's sense of fair play, and he agreed to let Trenchard be until the end of 1920. Around this time Trenchard indicated to Beatty that control over some supporting elements of naval aviation (but not aircrew or aircraft) might be returned to the Admiralty. Trenchard also offered Beatty the option of locating the Air Ministry staff who worked in connection with naval aviation at the Admiralty. Beatty declined the offer and later, when no transfer of any naval aviation assets occurred, came to the view that Trenchard had acted in bad faith.

Our Founder's Unstinting Dedication (2)



Trenchard with 12 Squadron personnel in France during April 1940.

During the early 1920s, the continued independent existence of the RAF and its control of naval aviation were subject to a series of Government reviews. The Balfour Report of 1921, the Geddes Axe of 1922, and the Salisbury Committee of 1923 all found in favour of the RAF's continued existence, despite lobbying from the Admiralty and opposition in Parliament. On each occasion, Trenchard and his staff officers, supported by Christopher Bullock, worked to show that the RAF provided good value for money, and was required for the long-term strategic security of the United Kingdom.

Trenchard also sought to secure the RAF's future by finding a war-fighting role for the new Service. In 1920, he successfully argued that it should take the lead during the 1920 conflict between British forces and Somaliland dervishes. The success of this small air action then allowed him to put the case for the RAF's air policing of the vast distances of the British Empire.

Trenchard particularly argued for it to take the lead in Iraq at the Cairo Conference of 1921, and in 1922 the RAF was given control of all British Forces in Iraq. The RAF also carried out imperial air policing over India's North-West Frontier Province. In early 1920, he suggested that it could even be used to violently suppress if necessary "industrial disturbances, or risings" in the United Kingdom itself, following on from his experience in such matters in successfully quelling the troop mutiny at Southampton Docks in the previous year. Churchill was unsettled at Trenchard's apparent willingness to use lethal military force domestically upon British subjects, and told him by reply not to refer to this proposal again.

By late 1924, the creation of the reserve air force, known as the Auxiliary Air Force, meant that Trenchard was able to modestly expand the RAF's strength, and over the next two years, 25 auxiliary squadrons were created. It was during this period that he oversaw the introduction of the short-service commission scheme, which proved to be useful in providing some of the regular manning on the new squadrons. He also instigated the University Air Squadron scheme, and in 1925 the first three UAS squadrons were formed at Cambridge, London and Oxford.

Following the British failure to win the Schneider Trophy in 1925, Trenchard ensured that finances were available for an RAF team, with which the High Speed Flight was formed in preparation for the 1927 race. After the British won in 1927, he continued to use Air Ministry funds to support the race, including purchasing two Supermarine S.6 aircraft which won the race in 1929. He was criticised for this by figures in HM Treasury for wasting money.

Our Founder's Unstinting Dedication (3)



The Lord Trenchard speaking informally with Sir Arthur Tedder during World War II

On 1 January 1927, Trenchard was promoted from Air Chief Marshal to Marshal of the Royal Air Force, becoming the first person to hold the RAF's highest rank. The following year, he began to feel that he had achieved all he could as Chief of the Air Staff and that he should give way to a younger man, and he offered his resignation to the Cabinet in late 1928, although it was not initially accepted.

Around the same time as Trenchard was considering his future, the British Legation and some European diplomatic staff based in Kabul were cut off from the outside world as a result of the civil war in Afghanistan. After word of the crisis had reached London, the Foreign Secretary Austen Chamberlain sent for Trenchard, who assured him that the RAF would be able to rescue the stranded civilians. The Kabul Airlift began on Christmas Eve and took nine weeks to rescue around 600 people.

Trenchard continued as Chief of the Air Staff until 1 January 1930. Immediately after he had relinquished his appointment, he was created Baron Trenchard, of Wolfeton in the County of Dorset, entering the House of Lords, becoming the RAF's first peer.

Looking back over Trenchard's time as Chief of the Air Staff, while he had successfully preserved the fledgling RAF, his emphasis on the Air Force providing defence at a comparatively low cost had led to a stagnation and even deterioration in the quality of the Service's fighting equipment.

Just after the outbreak of World War II, Prime Minister Chamberlain summoned Trenchard and offered him the job of organising advanced training for RAF pilots in Canada, possibly as a pretext to remove Trenchard from England. He turned the post down, saying that the role required a younger man who had up-to-date knowledge of training matters. He then spent the remainder of 1939 arguing that the RAF should be used to strike against Germany from its bases in France. In 1940, he was offered the job of co-ordinating the camouflaging of England, which he flatly refused. Without an official role, he took it upon himself to spend the spring of 1940 visiting RAF units, including those of the Advanced Air Striking Force in France. In April, Sir Samuel Hoare, who was again Secretary of State for Air, unsuccessfully attempted to get him to come back as Chief of the Air Staff.

Founder of the RAF Memorial Fund

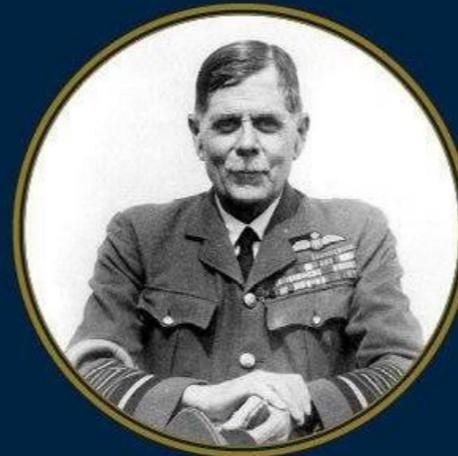
(now the RAF Benevolent Fund)

KEY MOMENTS: 1910s



1918

At the end of the First World War the recently established Royal Air Force has endured 16,000 casualties, leaving 2,600 widows and dependants and 7,500 badly incapacitated men, who often had little or no chance of employment for the rest of their lives, in great need of support.



1919

The charity is established as the Royal Air Force Memorial Fund by Air Marshal Sir Hugh Trenchard. It is founded to support the fledgling Royal Air Force by caring for injured airmen and the families of those killed in service and to establish a memorial to airmen who died in the First World War.



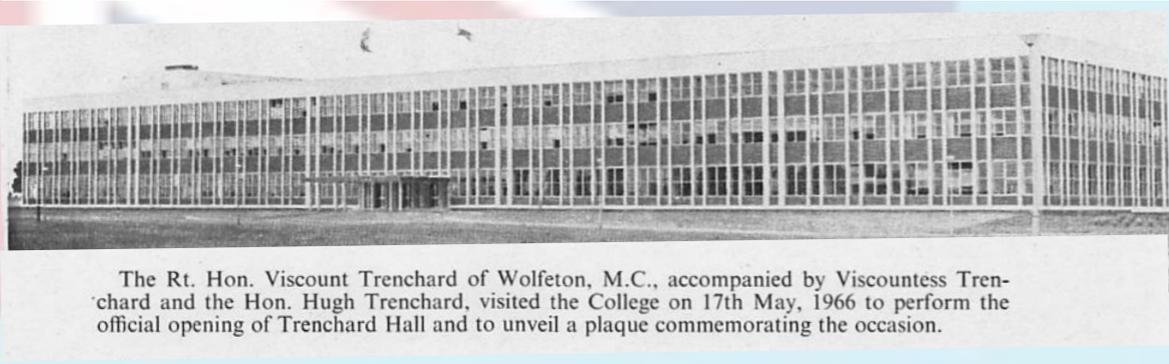
1919

Key milestones are achieved in the early days of the newly founded Royal Air Force Memorial Fund. The initial step towards establishing a workforce is made as Lieutenant Derek McCulloch becomes the first employee of the Fund and is paid £5 per week. The charity hosts its first meeting on 23 October.

1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919

Legacy

Several institutions and buildings are named after Trenchard, including the University of Ibadan's Trenchard Hall, and RAF Cranwell's Trenchard Hall.



Also named after him are: Trenchard Lines – one of the two sites of British Army Headquarters Land Forces, (formerly RAF Upavon); the small museum at RAF Halton; one of the five houses at Welbeck College which are named after prominent military figures; Trenchard House, which is currently used by Farnborough Air Sciences Trust to store part of their collection.

In 1977, Trenchard was invested in the International Aerospace Hall of Fame at the San Diego Aerospace Museum.

Trenchard's work in establishing the RAF and preserving its independence has led to him being called the "Father of the Royal Air Force". For his own part, he disliked the description, believing that General Sir David Henderson deserved the accolade. His obituary in *The Times* considered that his greatest gift to the RAF was the belief that mastery of the air must be gained and retained through offensive action. During his life, Trenchard strongly argued that the bomber was the key weapon of an air force, and he is recognised today as one of the early advocates of strategic bombing, and one of the architects of the British policy on imperial policing through air control.

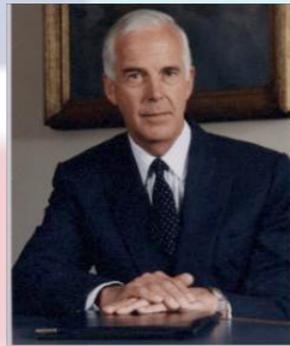
In 2018, a permanent memorial to him was commissioned as part of the celebrations for 100 years of the RAF. It was unveiled in Taunton on 14 June by the 3rd Viscount Trenchard next to the town's Northern Inner Distributor Road, which was renamed Trenchard Way at the same time.

On 20 June 2020, the Cranwellian Association paid its own tribute, by unveiling a 7 foot statue of him adjacent to the 'Orange' in the grounds of the College Hall Officer's Mess



The Trenchard Memorial Statue Appeal

The Trenchard Memorial Statue



Air Chief Marshal
Sir Michael Graydon
GCB, CBE



Air Marshal
Sir Chris Coville
KCB, FRAeS

One of the most significant events of College history was the formation of the Old Cranwellian Association, at an inaugural meeting chaired by the Commandant, Air Commodore Borton, on 14 July 1926. Ever since, the Association has strived to contribute to the efficiency of the RAF, fostering *esprit de corps* and comradeship among serving and retired officers. It is no surprise, therefore, that today's Cranwellian Association (CA) wanted to pay a fitting tribute to the world's oldest military air academy, especially to its founder Lord Trenchard, but also to some 28,000 alumni to date.

As the President of the CA and former Chief of the Air Staff, Sir Michael Graydon, recalls:

"The story is relatively simple. We canvassed ideas after early discussion with the College about what we might do to commemorate the 100th anniversary; initially, proposals were for something inside the College, for example a Michael Angelo-type painting on the dome in the Rotunda. There were many others, including flying scholarships for air cadets, but in the end the majority favoured a statue of our founder - and after confirming a consensus of the membership at an AGM, we all went for it"

Directing a small project team of volunteers within his Executive Committee, Chairman Sir Chris Coville embarked on a campaign to raise £150,000 for the monument, achieving his target within 18 months through substantial donations from Cranwellians world-wide.

To establish a monument befitting both the College and its Founder, the CA wanted the very best sculptor to undertake the task. Following a rigorous selection process involving four distinguished sculptors, the CA Trustees appointed Vivien Mallock, who has established an international reputation as a renowned artist and sculptor of extraordinary versatility. Indeed, the College already owns an example of her work in the miniature of Douglas Bader displayed in the Rotunda.

Initially designing a small maquette to mutually agree detail, she went on to deliver the magnificent seven foot monument that graces the College grounds today.



Vivien Mallock



The Trenchard Memorial Statue Appeal - the Sculptor

Vivien Mallock has established herself not only as an internationally renowned artist, but also as a sculptor of extraordinary versatility.

She became an Associate of the Royal Society of British Sculptors in 1998. Her work, principally in bronze, covers a wide spectrum and it has captured the imagination of a wide variety of clients both at home and abroad. She is much in demand for portraiture commissions, where her ability to capture the personality behind the facial expression is remarkable. Vivien's design proposal impressed the Selection Committee and all agreed that she was ideally suited to carry out the work associated with the Lord Trenchard Statue. We are delighted that she has agreed to work with us on this important project. Alongside are just a few examples from an impressive portfolio of Vivien's work.

The College already owns an example of her work in the miniature of Douglas Bader displayed in the Rotunda.

Vivien sculpted a seven foot high statue of Field Marshal Montgomery (Monty) which is installed on the seaward edge of the French town Colleville Montgomery. The statue sits in its own garden of remembrance, just a stone's throw from Sword Beach where the British 3rd Infantry Division landed on 6 June 1944.

Vivien's largest work to date is the nine foot memorial to the Royal Tank Regiment which stands in Whitehall and depicts the crew of a World War 2 Comet tank. The statue was unveiled by Her Majesty Queen Elizabeth in June 2000.



The background of the cover is a light blue color. On the left side, there is a partial view of the Union Jack flag. On the right side, there is a large, stylized circular emblem consisting of a central red circle, surrounded by a white ring, and an outer blue ring. The text "RAF COLLEGE JOURNAL EXTRACTS" is centered horizontally across the middle of the image.

RAF COLLEGE JOURNAL EXTRACTS

September 1920 - Volume 1, Page 1



By courtesy of "The Aeroplane"

MARSHAL OF THE ROYAL AIR FORCE, LORD TRENCHARD
G.C.B., D.S.O., D.C.L., LL.D.

Royal Air Force Cadet College Magazine

VOL. I.]

SEPTEMBER, 1920.

[No. 1.

THIS is the first number of the ROYAL AIR FORCE CADET COLLEGE MAGAZINE, and I would like to write a few words.

I hope this magazine will live and prosper, and be a great help in forming and guiding the destinies of this College.

It was decided to form this Cadet College because it was realized from the first that such a College was the essential foundation of a separate Air Service. This College, in conjunction with the School of Technical Training for Boys at Halton, will have the making or marring of the future of this great Service, which was built up during the war by all the gallant Pilots and Observers and other ranks who fought through it, and won a name in the air second to none in the world. It always held, and finally conquered completely, the German Air Service. If it is to continue its great work, which I am convinced we all intend that it shall do, we all realize that it has to live up to its war reputation, and we must ensure by every means in our power that it does so.

We have to learn by experience how to organize and administer a great Service, both in peace and war, and you, who are at present at the College in its first year, will, in future, be at the helm. Therefore 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 through its early days, and maintaining its traditions and efficiency in the years to come.

H. TRENCHARD.

Spring 1923 - Headlines

VISIT OF SIR HUGH TRENCHARD, C.A.S., DECEMBER, 1922.

ON December 18th and 19th the Chief of the Air Staff visited Cranwell, accompanied by Lady Trenchard.

During the afternoon of the 18th the Air Chief Marshal inspected Boys' Wing. The passing-out term—the first boys to complete their instruction at Cranwell—marched past, and all boys were inspected. Following a tour through technical training workshops, schools and dormitories, the Air Officer Commanding made his report in the Cinema, to which the Chief of the Air Staff replied, afterwards distributing prizes.

On the following morning West Camp paraded for inspection, and Cadets marched past. Cadets' Mess and quarters were inspected, and, after a display of flying by 4th Term Cadets, all Officers and Cadets assembled in the Gymnasium to hear the Commandant's report and the reply of the Chief of the Air Staff. Prizes and Cups were then distributed ; and so to lunch, to which all officers' wives were invited, in the Officers' Mess.

Spring 1930 - Our Founder

LORD TRENCHARD OF WOLFETON.

SOME have already written, and many will write later of the constant and eminent services in many directions, which have been rendered in peace and war to the Royal Air Force by our departing Chief of the Air Staff, of whom we publish a photograph in this JOURNAL. Some will recall that he was flying in 1912; some that he was the General Officer Commanding the Royal Flying Corps; some will recall the difficult days when he resigned his command and another charge—that of the Independent Air Force—had to be found for him.

At the Royal Air Force College we shall remember him not least as the founder of the College in February, 1920, and we think it not inappropriate to recall the words he wrote in the first issue of the College Journal about eight months later:—

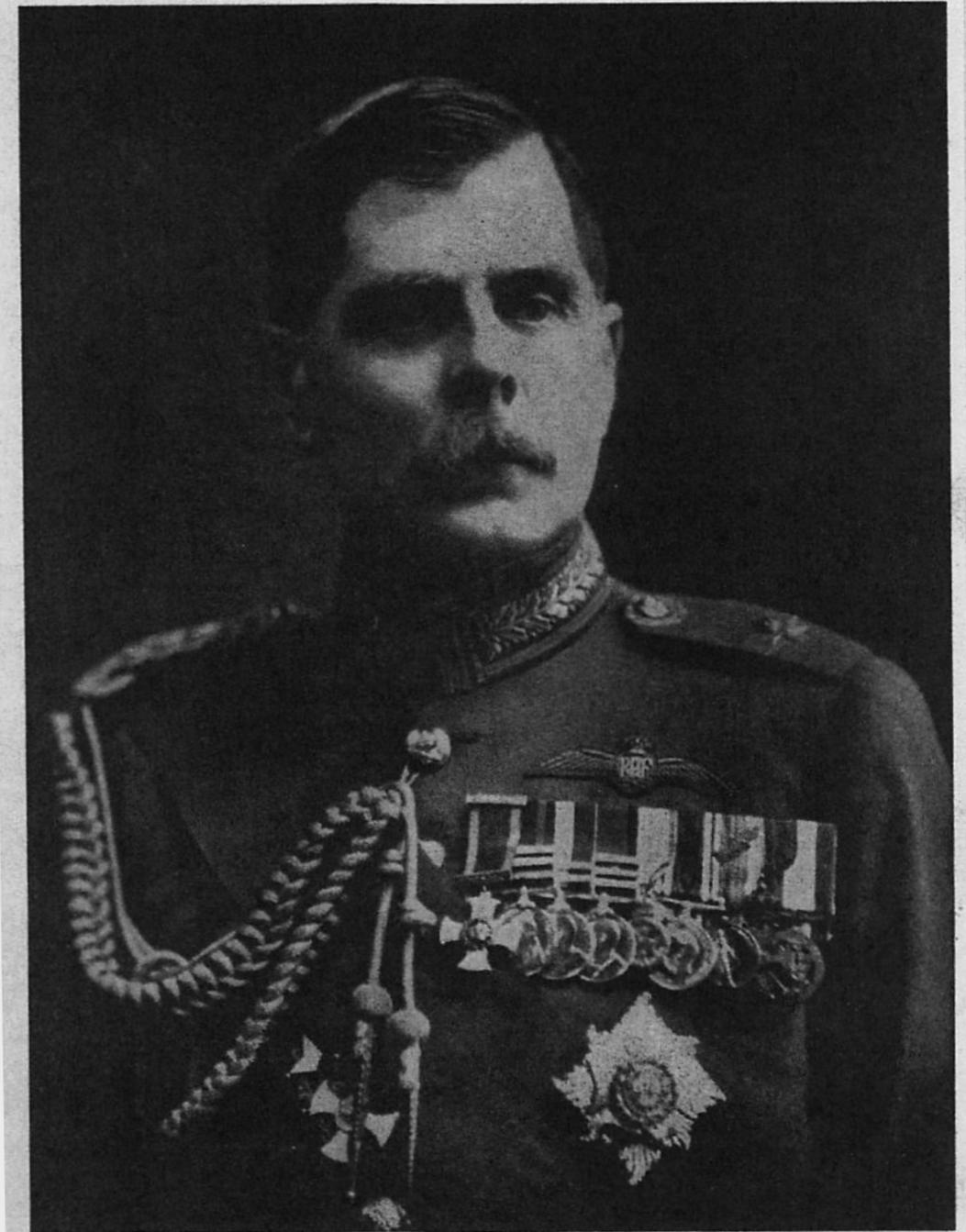
“ I hope this magazine will live and prosper, and be a great help in forming and guiding the destinies of this College.

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“ H. TRENCHARD.”

It is our duty to see that these words about the College and the JOURNAL are fulfilled to-day in a manner worthy of a man who, already in the first place, has deserved well of his country, and to whom this country can look confidently for fresh victories in peace or war for many years to come.



By courtesy of "The Aeroplane"

MARSHAL OF THE ROYAL AIR FORCE, LORD TRENCHARD
G.C.B., D.S.O., D.C.L., LL.D.

Spring 1935 - College Hall Opens (1)

THE FORMAL OPENING OF THE ROYAL AIR FORCE COLLEGE BY H.R.H. THE PRINCE OF WALES, ON THURSDAY, 11th OCTOBER, 1934

THE Royal Air Force College was inaugurated originally on 5th February, 1920, as part of the several schemes whereby The Royal Air Force—which was evolved logically in the fourth year of the Great War—began to be consolidated for ever as a third and separate Service. For some years the flight-cadets were housed in the war-time huts which had been set up when Cranwell was H.M.S. *Daedalus*—a notable R.N.A.S. station—and in these huts, in each of which five cadets lodged, many pleasant and useful traditions, associated with a democratic and independent spirit, were forged. Indeed, flight cadets watched with not a little dismay the beginning and the steady progress of a palatial classical edifice which seemed likely to end their freedom and initiative.

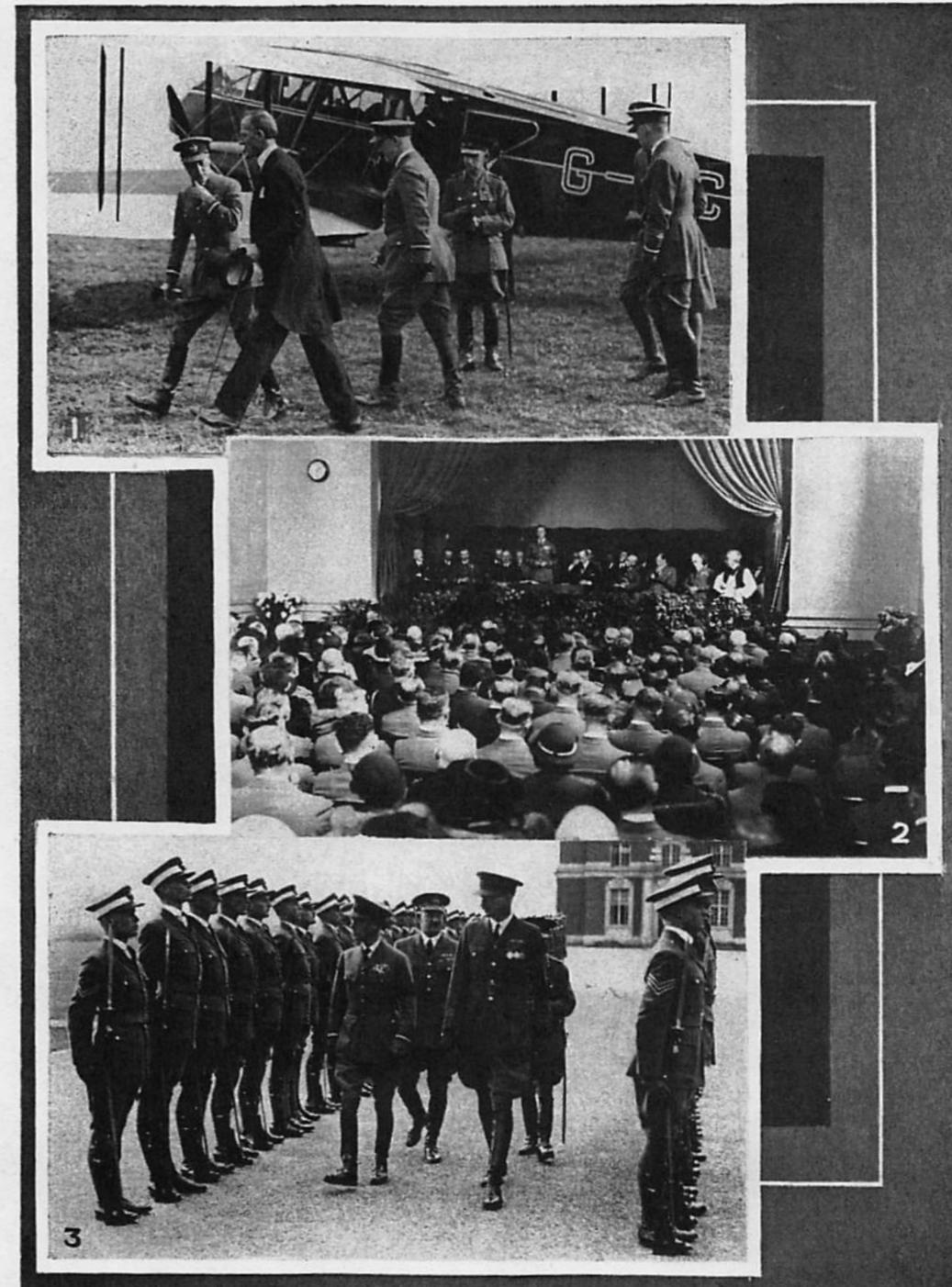
On April 4th, 1929, the foundation stone of the new College was laid by the Lady Maude Hoare, and in a slot in the stone was deposited a specially-made copper receptacle which contained the names of all present and past members of the College, and of all who were attending the ceremony.

The new College was first occupied in September, 1933, and the first days were not altogether comfortable or noiseless, as there was much to be done still, both within and without the College. The formal opening of the College was therefore postponed till everything was all glorious within, and till the grass and the gardens had been developed.

By October, 1934, so much had been done to the outside and to the inside of the College that the time was ripe for the Formal Opening which such a notable building deserved. It was fortunate, for instance, that the three pictures painted by Captain E. Verpilleux, and presented from the funds of the JOURNAL, were now in position in the Senior Cadets' Ante-Room.

Air Chief Marshal His Royal Highness The Prince of Wales, K.G., K.T., K.P., G.C.S.I., G.C.I.E., G.C.V.O., G.B.E., M.C., flew to Cranwell in his Dragon Moth, attended by his two pilots, F./Lieut. H. M. Mellor and F./Lieut. E. H. Fielden, A.F.C., and landed on the southern aerodrome. F./Officer A. F. McKenna was the duty pilot in charge of this and other arrivals by air, and F./Officer R. V. McIntyre was in charge of the Press.

His Royal Highness was met by the Lord Lieutenant of the County (Lord Yarborough), the Secretary of State for Air (the Marquis of Londonderry), the Chief of the Air Staff (Air Chief Marshal Sir Edward Ellington), the Air Officer Commanding Cranwell (Air Vice-Marshal W. G. S. Mitchell), Group-Captain P. Babington, and Wing-Commander T. Pretyman.



[Sport and General Press Agency, Ltd., Copyright.]

1. The arrival of the Prince.
2. The Prince formally opens the College.
3. The Guard of Honour.

Spring 1935 - College Hall Opens (2)

After the Lord Lieutenant and the Secretary of State for Air had greeted His Royal Highness, Lord Londonderry introduced Air Chief Marshal Sir Edward Ellington and Air Vice-Marshal W. G. S. Mitchell.

Two cars were waiting, one of which was for His Royal Highness, Lord Londonderry, and the Secretary of State for Air, and the other for the Chief of the Air Staff, the Air Officer Commanding Cranwell, His Royal Highness's Equerry, and the A.O.C.'s personal assistant, F./Lieut. R. Y. Eccles. These cars, the one conveying the Prince going second, left at a time calculated to allow His Royal Highness to arrive at the steps of the College at 1 p.m.

The Prince's route was past the Station Headquarters and into the main road, where there were numerous spectators from the neighbourhood. The two cars entered the College by the Main Gateway, and drove up to the College, where many officers and their wives and friends were waiting.

In front of the flagpole, facing the College, was drawn up a Guard of Honour, composed of the Cadet Wing, under Squadron-Leader C. E. V. Porter, with Squadron-Leader R. L. Crofton, M.B.E., A.F.C., F./Lieut. P. J. H. Halahan, and F./Lieut. V. B. Bennett as other officers. On the right flank was the Band of the R.A.F. College, under Mr. A. E. Sims.

On the arrival of His Royal Highness, the Guard of Honour presented arms, the Band played the National Anthem, and His Royal Highness's Personal Standard was hoisted by the Senior Warrant Officer, A. E. Bell.

On the steps of the College, Air Marshal Sir Hugh C. T. Dowding, K.C.B., C.M.G., Sir Christopher Bullock, K.C.B., C.B.E., and Air Vice-Marshal F. W. Bowhill, C.M.G., D.S.O., were awaiting the arrival of His Royal Highness, and were presented to him.

After the presentations, the Prince inspected the Guard of Honour and then entered by the Main Entrance Hall of the College. Here the following guests, together with others, were presented to the Prince by the Lord Lieutenant:—

The High Sheriff of Lincolnshire and Mrs. Oscar Dixon, the Earl of Londesborough, Lord Monson and Lady Monson, the Countess of Liverpool, and the Bishop of Lincoln and Mrs. Nugent Hicks.

And by the Secretary of State for Air: The Marchioness of Londonderry, Lord Trenchard and Lady Trenchard, Sir John Salmond and the Hon. Lady Salmond, Sir Robert Brooke-Popham and Lady Brooke-Popham, Sir Archibald Montgomery-Massingberd and Lady Montgomery-Massingberd, Lord Gorell, Mrs. Bowhill, Mrs. Mitchell, and Mr. West (the architect).

After these presentations, the Prince took his seat on the platform of the Main Lecture Hall, where a company of over 300 was awaiting him. It was a disappointment to all of us that it was not possible to invite more of our friends to this function, but the issue of invitations lay in the hands of the Air Council, and the accommodation within the College is limited.

The guests were shown to their places by Squadron-Leader H. W. Heslop, O.B.E., F./Lieuts. R. A. T. Stowell, W. K. Beisiegel, H. M. Pearson, M. Lowe and G. N. E. Tindal-Carill-Worsley, F./Officer H. V. Satterley and F./Officer D. B. D. Field.

The guests were seated in the hall approximately as follows:—

On the stage were: Sir Christopher L. Bullock, Air Marshal Sir Hugh C. T. Dowding, Air Marshal Sir Edward L. Ellington, H.R.H. The Prince of Wales, the Secretary of State for Air, the Lord Lieutenant of Lincolnshire, the Bishop of Lincoln, Marshal of The Royal Air Force The Lord Trenchard, Air Vice-Marshal F. W. Bowhill, Air Commodore The Right Hon. F. E. Guest, Air Marshal Sir H. Robert M. Brooke-Popham, Marshal of The Royal Air Force Sir John M. Salmond, the High Sheriff of Lincolnshire, Air Vice-Marshal W. G. S. Mitchell, the Right Hon. Lord Gorell, General Sir Archibald A. Montgomery-Massingberd, Group Captain P. Babington, Air Vice-Marshal N. D. K. MacEwen, Air Vice-Marshal A. M. Longmore, Air Vice-Marshal C. A. H. Longcroft, Mr. J. G. West, Air Vice-Marshal F. C. Halahan, Major-General A. A. Goschen, and Air Vice-Marshal P. H. L. Playfair.

In the Hall were assembled all the flight cadets of the College, together with a large company, of whose names it was not possible for the Editor to get an exact statement, as a few failed at the last minute and others signified their wish to be present also at the last minute.

In the Hall, among many others, were: Mrs. Nugent Hicks, Mrs. W. G. S. Mitchell, Lady Brooke-Popham, the Hon. Lady Salmond, Mrs. Oscar Dixon, the Marchioness of Londonderry, Lady Trenchard, Lady Gorell, Mrs. Bowhill, Lady Montgomery-Massingberd, Mrs. Longcroft, Mrs. P. Babington, Miss Halahan, Mrs. F. C. Halahan, Mrs. R. A. Mitchell, the Very Rev. The Dean of Lincoln, Mrs. West, the Right Hon. The Earl of Londesborough, the Right Hon. Edith, Countess of Winchelsea, the Equerry to H.R.H. The Prince of Wales, Mr. C. A. C. J. Hendriks, Mrs. Hendriks, the Countess of Liverpool, the Right Hon. Lord Monson, Lady Monson, Mrs. Longmore, Miss Longmore, Mrs. MacEwen, Air Commodore H. M. Cave-Browne-Cave, Mr. R. H. Fooks (the Chief Constable of Lincolnshire), the Right Worshipful The Lord Mayor of Nottingham and Lady Mayoress, the Right Worshipful The Mayor of Lincoln and Mayoress, The Worshipful The Mayor of Boston and Mayoress, the Worshipful The Mayor of Grantham and Mayoress, the Worshipful The Mayor of Newark and Mayoress, Mr. J. A. Webster, Colonel J. F. Turner, Air Vice-Marshal Sir David Munro and Lady Munro, Air Vice-Marshal J. McIntyre and Mrs. McIntyre, Mr. G. W. Henderson and Mrs. Henderson, Miss K. C. Watt, Mr. W. S. Liddall, Sir Walter J. Womersley and Lady Womersley, Mr. J. Blindell and Mrs. Blindell, Captain M. J. Hunter and Mrs. Hunter, Captain H. F. C. Crookshank, Mr. H. C. Haslam and Mrs. Haslam, Lieut.-Colonel A. P. Heneage and Mrs. Heneage, Lieut.-Colonel J. T. C. Moore-Brabazon and Mrs. Moore-Brabazon, Rear-Admiral Sir Murray F. Sueter and Lady Sueter, Mr. C. R. Brigstocke and Mrs. Brigstocke, Lieut.-Colonel F. C. Shelmerdine and Mrs. Shelmerdine, Mr. H. E. Wimperis and Mrs. Wimperis, Dr. G. C. Simpson and Mrs. Simpson, Mr. W. L. Scott, the Rev. J. R. Walkey and Mrs. Walkey, Air Commodore C. D. Breese and Mrs. Breese, Air Commodore C. L. Courtney and Mrs. Courtney, Air

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Commodore A. W. Bigsworth and Mrs. Bigsworth, Air Commodore J. B. Bowen and Mrs. Bowen, Air Commodore J. T. Babington and Mrs. Babington, Air Commodore H. R. Nicholl, Air Commodore A. W. Tedder and Mrs. Tedder, Air Commodore R. H. Verney, Professor R. de la Bère, Professor O. S. Sinnatt and Mrs. Sinnatt, Lord George George and Lady Seymour, Mr. J. Chapman, Mr. T. Chapman, Mr. G. H. Ledger and Mrs. Ledger, Mr. W. M. Page and Mrs. Page, Mr. H. A. Lewis Dale and Mrs. Lewis Dale, General-Major A. Nyssens, Capt. N. Arnaud, Commander Yeo-Chu Tsen, Monsieur H. Markus, Captain V. A. M. Albertas, Colonel Baron L. F. Geyr von Schweppenburg, Major Z. de Algya-Pap, Monsieur P. Alberts, Captain E. Trigona della Foresta, Major J. H. Perez, Monsieur R. Andvord, Lieut. A. Bayendor, Colonel J. A. dos Santos Lucas, Commander Don Jose Legorburu, Captain E. Toren, Monsieur W. A. de Bourg, Lieut.-Commander L. C. Stevens, Capt. J. W. Monahan, Squadron-Leader A. R. Boyle, Squadron-Leader C. G. Burge, and F./Lieut. A. Ferris.

After the Prince had taken his seat, Lord Londonderry said:—

“Your Royal Highness, my lords, ladies and gentlemen—

“Unhappily, the circumstances under which we meet to-day are clouded by the terrible events which have just happened on the Continent of Europe. The circumstances are, indeed, far different from those under which we had looked forward to Your Royal Highness’s visit, for on Tuesday last the hand of the assassin deprived one friendly country of her sovereign and another of one of her leading statesmen. I know that I am voicing the feelings of all here to-day when I express our deep sympathy with both these great and friendly nations in their affliction.

“I count myself indeed fortunate that the formal opening of these beautiful buildings has taken place during my period of office as Secretary of State for Air. I was First Commissioner of Works for two short periods while they were in building, and so I have personal interest of a very early date in their completion. But, quite apart from this, as Secretary of State for Air, I recognize the great importance of the present occasion, not only to the Royal Air Force College itself here at Cranwell, but to the Royal Air Force as a whole. For, as I see it, this College of Cranwell is the very heart and centre from which the Royal Air Force derives her vitality. Here it is that she continually recruits her strength, and year by year renews her inspiration.

“I should be failing in my duty if I did not preface my remarks with an expression of the thought which I know comes first in all our minds to-day, and of the feeling that is uppermost in the heart of every member of the Royal Air Force, and of everyone who, like myself, is privileged to be connected with this young and splendid Service. Your Royal Highness, we welcome you here to-day, and gratefully recognize in your presence amongst us for the formal opening ceremony of the College, the interest which Your Royal Highness takes in the welfare and progress of the Royal Air Force. While we are by some centuries the youngest of the armed

forces of the Crown, we give place to none in our loyalty and devotion to the service of His Majesty.

“Then I would ask to be allowed to take this opportunity of expressing the regret of the Air Council that limitations of space have necessarily prevented our entertaining here to-day many of those living in the neighbourhood of the College, of whose kindness and hospitality, both to the cadets and to the staff, we and they are most deeply sensible. The friendly welcome of local residents to all members of the College has played no small part in its early success, and we hope, and feel sure, that the cordial relationship already established will only be strengthened with the passing of the years.

“Limitation of space has, unfortunately, also made it impossible for us to entertain as many of the past cadets of the College as we could have wished. We should much have liked to have been able to invite all of them to be with us on this great occasion.

“This is not the time, nor is this the audience, for a dissertation upon the purpose and the function of this College as part of the organic structure of the Royal Air Force. I may be permitted just to record for a moment that, in common with so much else in our organization, it has owed its conception to the wisdom and foresight of Lord Trenchard, whose services to the Royal Air Force will never be forgotten, and who, I am happy to say, has been able to be with us here to-day.

“Again, I would have you remember that we see here the finished project, of which the foundation stone was laid five years ago by Lady Maud Hoare, wife of a Secretary of State for Air, whose eminent services during two periods of administration will ever be gratefully remembered. It is, indeed, well and significant that the names of Lord Trenchard and Sir Samuel Hoare should be so intimately linked with Cranwell College, which stands to the Royal Air Force in the same close and vital relationship as Dartmouth, Sandhurst and Woolwich to the sister Services.

“On behalf of the Air Council, I should like to express our warmest thanks to all those who have aided in the planning and erection of these magnificent buildings, and, in particular, to congratulate Mr. West, the architect, on the success of his design.

“Your Royal Highness, it is my high honour and privilege to-day to ask you to be graciously pleased now to declare open the new buildings of Cranwell College. Here will be worthily housed successive generations of cadet officers of the Royal Air Force, from whom will come not only many great and distinguished servants of King and country, but also that necessarily far larger company of His Majesty’s faithful servants, who, without rising to, or claiming any particular distinction, will none the less unite with their more fortunate brethren in serving him with a loyalty, devotion, and unselfishness which will ever be the constant inspiration of their life and training here.”

The Prince replied:—

“The formal inauguration of this College is a red-letter day in the short history of the Air Force, and I look on it as a great privilege to have been invited as an Air Marshal to perform this ceremony. The story of the

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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 aeroplane sixteen years ago.

"I have paid a visit here before, when the College was unworthily housed, one might say, and I remember the huts and all the rest of it. I think the architecture of this building 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.

"One word to the cadets who are being trained here just now. The training you are getting is one which will stand you in very good stead, whether you remain and make the Air Force your career or even if you leave earlier than you expected. Besides all the various technical subjects you study and the flying you do you are given the opportunity to keep physically fit through games and sport.

"You have joined a great Service, and though the Air Force is a junior Service, it, along with the Navy and the Army, makes for confidence not only throughout the Empire but throughout the world—a confidence which is of vital importance until the make-up of the world changes very radically."

After the Bishop of Lincoln, who was in full canonicals—his crozier carried by the Rev. H. Thomas—had read a consecration prayer, the Prince returned to the Main Hall, where the following, together with others, were presented by the Lord Lieutenant:—

Lord Mayor of Nottingham and Lady Mayoress, Mayor of Lincoln and Mayoress, Mayor of Boston and Mayoress, Mayor of Grantham and Mayoress, Mayor of Newark and Mayoress, Mr. W. S. Liddall, M.P., and Mrs. Liddall, Sir Walter Womersley, M.P., and Lady Womersley, Mr. J. Blindell, M.P., and Mrs. Blindell, Captain M. J. Hunter, M.P., and Mrs. Hunter, Captain H. F. C. Crookshank, M.P., Mr. H. C. Haslam, M.P., and Mrs. Haslam, and the Chief Constable of Lincolnshire (Mr. R. H. Fooks); and by the Secretary of State for Air: Professor O. S. Sinnatt, Professor R. de la Bère, and Messrs. J. and T. Chapman (the contractors).

The company now took luncheon with the Prince in the Main Dining Hall of the College, after grace had been given by the Rev. H. Thomas.

In addition to the guests whom we have already recorded to the best of our ability there were present at the luncheon:—

The Countess of Liverpool, the Right Hon. Edith, Countess of Winchelsea, the Marchioness of Londonderry, the Earl of Londesborough, Group Captain P. C. Maltby, Group Captain C. W. Nutting, the Rev. M. K. MacLeod and Mrs. MacLeod, Mr. W. L. Scott, Miss Lubbock, Mrs. West, Mr. G. W. Henderson, the Rev. D. F. Blackburn, Captain J. Reeve and Mrs. Reeve, Air Commodore H. R. Nicholl, Dr. G. C. Simpson and Mrs. Simpson, Wing-Commander T. R. Marsden and Mrs. Marsden, Group Captain H. Gordon-Dean and Mrs. Gordon-Dean, Colonel E. Royds and Mrs. Royds, Captain G. J. Pytches and Mrs. Pytches, Mr. H. A. Lewis Dale and Mrs. Lewis Dale, Mr. G. Smith, Mrs. and Miss

Greenish, Mr. G. H. Ledger and Mrs. Ledger, Major J. W. Collinson and Mrs. Collinson, Group Captain F. N. B. Smartt and Mrs. Smartt, Captain C. W. Pollock and Mrs. Pollock, Mrs. Harrington, Mr. J. W. Green and Mrs. Green, Squadron-Leader T. A. Lawrence, Mr. C. E. Mee, F./Lieut. R. A. Sprague, F./Lieut. L. de L. Leder and Mrs. Leder, F./Officer W. I. H. Burke, F./Lieut. R. Y. Eccles, Captain J. W. Monahan, Squadron-Leader C. E. V. Porter and Mrs. Porter, Squadron-Leader A. R. Boyle, F./Lieut. W. Catchpole and Mrs. Catchpole, F./Lieut. E. C. Dearth and Mrs. Dearth, F./Officer A. F. McKenna, F./Officer W. T. F. Wightman and Mrs. Wightman, F./Officer E. A. Turnbull and Mrs. Turnbull, F./Lieut. E. C. Elliott and Mrs. Elliott, Squadron-Leader W. R. Westcombe and Mrs. Westcombe, F./Officer H. V. Satterley, F./Lieut. V. B. Bennett, Squadron-Leader G. H. Martingell and Mrs. Martingell, F./Lieut. G. N. E. Tindal-Carill-Worsley, Wing-Commander N. R. Fuller and Mrs. Fuller, F./Lieut. P. J. H. Halahan and Mrs. Halahan, Squadron-Leader R. L. Crofton and Mrs. Crofton, F./Lieut. H. M. Pearson, F./Lieut. W. K. Beisiegel, F./Lieut. F. G. H. Ewens and Mrs. Ewens, F./Lieut. R. A. T. Stowell, Wing-Commander E. R. Pretzman and Mrs. Pretzman, Mr. F. J. Rutherford, F./Lieut. J. Constable Roberts, F./Officer P. J. Polglase, Mr. R. P. Batty and Mrs. Batty, F./Lieut. W. J. M. Akerman and Mrs. Akerman, Mr. J. Walker, Squadron-Leader H. W. Heslop, Wing-Commander S. P. Simpson and Mrs. Simpson, F./Officer P. B. Coote, Mr. C. P. Robertson, Mr. J. Healy and Mrs. Healy, Wing-Commander A. P. V. Daly and Mrs. Daly, F./Officer P. Heath and Mrs. Heath, Squadron-Leader E. W. Simpson and Mrs. Simpson, F./Officer R. V. McIntyre, F./Lieut. M. Lowe, Mr. G. W. Bundock, F./Lieut. R. C. Jones, F./Officer D. B. D. Field and Mrs. Field, Mr. J. H. S. Lager and Mrs. Lager, F./Lieut. J. B. M. Wallis, Mr. W. J. Walder, Wing-Commander W. J. Sayer, and the Rev. J. A. Jagoe and Mrs. Jagoe.

After luncheon, the Prince adjourned to one of the ante-rooms for coffee and dessert, in company with the Secretary of State for Air, the Lord Lieutenant, Lady Londonderry, Mr. West, Mr. Hendriks, and his Equerry, and later began a tour of the building, moving first along the corridor to the west, then up the staircase back to the Library.

A Short History of Cranwell had been written for the occasion by Captain R. de la Bère, and four *de luxe* editions were presented to the Air Officer Commanding, Lord Londonderry, Chief of the Air Staff, and Lord Trenchard.

In the Library the Prince graciously accepted a similar edition and autographed another, which will become a permanent possession of the College.

Meanwhile the Guard of Honour paraded again in front of the College, and as His Royal Highness moved off a Royal Salute was given. After this the Prince's Personal Standard was hauled down. His machine took off without delay, and after circling the College flew back to Belvedere. After this the guests were shown over the College, and were entertained to tea.

Spring 1935 - College Hall Opens (5)

So concluded a successful day, which will be memorable always in the history of our College, and will give a finishing touch to the work of those who projected the College fifteen years ago, and in 1933 saw their project fulfilled.

LAYMAN'S SALUTE TO CRANWELL

By TOUCHSTONE.

HERE'S to the College
Where wealth of knowledge
Will be instilled in each youthful brain,
From mathematics
To aerobatics
And things a layman could ne'er explain.

There are older places
That history graces
Like Greenwich College, an ancient one,
And all a man durst
They learned at Sandhurst
When the eighteen-hundreds were scarce begun.

But times are changing ;
The airman ranging
O'er land and ocean the world may rove ;
And your and my land,
No more an island,
Her sons must guard from the realm above.

And so each man well
May say of Cranwell
She lights a beacon to pierce the skies.
No cloud shall dim it,
Nor shall a limit
Be set to heights where her sons may rise.

Then may her story
Record the glory
Which with her sisters 'tis hers to share,
That none be reckoned
As first or second
Who guard the ocean, the land, the air.



[Photo: Gale & Polden, Ltd.]

1. F./C. U.O. H. M. Styles receiving the Sword of Honour.
2. "B" Squadron Marching Past.
3. Inspection by the Chief of the Air Staff

Autumn 1936 - Our Founder and Our First Commandant



MARSHAL OF THE ROYAL AIR FORCE
LORD TRENCHARD.



AIR VICE-MARSHAL C. A. H. LONGCROFT
(First Commandant of the College).

Winter 1947-1948 - Lead Messages

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JOURNAL OF THE ROYAL AIR FORCE COLLEGE

FOREWORD

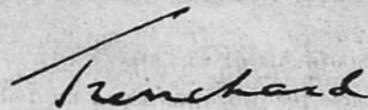
TWENTY-SEVEN YEARS AGO I wrote the foreword for the first number of this Magazine, in which I said: "This College, in conjunction with Halton, will have the making or marring of the future of this great Service. . . . We all realize that it has to live up to its war reputation . . ."—referring, of course, to the 1914-18 war.

Who can deny that the boys of that day, who are the men of today, both at Cranwell and Halton, have made the Air Service for all time? Who can deny that those who were at its Colleges in those days have more than fulfilled their part in the history of the Air Force, and not only that, but in the life of the British Commonwealth? They saved it.

Now this Journal is being reissued. In August, 1939, the last issue before the war, the war was not mentioned. The Journal was, I suppose, in the "jargon" of today, in "suspended animation." With the 1939-45 war behind us, it is appearing again.

It is plain for all to see in the actions of the leaders and all ranks of the Royal Air Force what work they did in the last war. That work will be, or ought to be, the inspiration of all those coming into Cranwell now. I feel that they will respond with all their vigour to the inspiration of keeping this Service in the forefront, keeping this Service as the guardian of the British Nation, the British Isles and the British Commonwealth.

If you carry forward, by your efforts, the work of your predecessors, you will have the satisfaction of knowing that you have done well.



MARSHAL OF THE ROYAL AIR FORCE.
4th NOVEMBER, 1947.

JOURNAL OF THE ROYAL AIR FORCE COLLEGE

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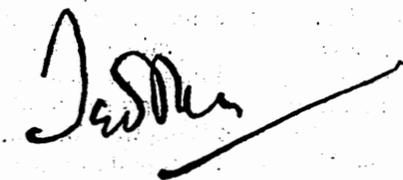
MESSAGE FROM THE CHIEF OF THE AIR STAFF

THE reappearance of the Royal Air Force College Journal comes at a time when the country as a whole is being compelled by the force of both logic and circumstance to readjust its ideas upon defence requirements. Now, more than ever before, people are becoming firmly conscious of the vital importance of our Service in the national defence. As an example, I should like to quote the following statement made by the Minister of Defence during the recent Commons debate on the Address:—

"In the light of circumstances with which we are faced, my own view is that the first priority, which must not be interfered with, is defence research. The second, in the light of the present developing situation, must be to maintain the structure of the Royal Air Force, and its initial striking power. The third priority is for the maintenance of our sea communications, and, therefore, for the most efficient Navy we can get in the circumstances, and then we will do the best we can for the Army."

That places an immense responsibility on our Service. In this world of rapid change we must be continually alert. We must be up to date and keep up to date in mind and spirit. We must never let ourselves be complacent or self-satisfied. Nothing but the best—and then something better—that must be our standard. Working to that standard the Royal Air Force will be a source not only of military, but also of spiritual strength to the national team of which it is a vital element; it will, moreover, be the best insurance against war.

It is to Cranwell that the Service looks for fresh ideas and fresh inspiration, fresh vitality and fresh energy. The Journal is an invaluable means of giving expression, for the Service as a whole, to the ideas and spirit of Cranwell.



27 July 1949 - Graduation 47 Entry

(with apologies for the poor quality reproduction)



June 1955 - Lead Article (1)

Cranwell in the Early 'Twenties

By D.M.

TWENTY hours' solo in an elementary trainer and about half that number of hours' dual instruction with a few passenger flights was the total flying cadets did at first during the two-year course at Cranwell! 'Wings' were not awarded until some weeks after passing out from Cranwell and when further training in operational squadrons had been completed.

In retrospect that seems a strange start for those who were about to make the R.A.F. their career; but it is easy to look back and be wise after events. Lessons were very soon learned from early experience and the R.A.F. owes much to the wisdom of the early College authorities who gave it such a splendid start. It would be invidious to mention names other than perhaps the first Commandant—Air Commodore C. A. H. Longcroft (later Air Vice-Marshal Sir Charles)—who will always be remembered with affection by cadets who served at Cranwell under him.

The R.A.F. Cadet College, as it was then called, opened in February, 1920, and I arrived in August of that year and so was in the Second Entry to Cranwell. I found that there were two terms senior to mine, since a number of ex-Naval cadets had been transferred from Dartmouth to undergo one year's training as flight cadets before being commissioned in the R.A.F. Thus there was the 'Naval Term' in addition to the normal first term. As the full course was of two years' duration and there were only two entries a year, we first reached the full strength of four terms in August, 1921. The Cadet Wing was organized in two squadrons only, 'A' and 'B,' and the Flying Wing comprised 'A,' 'B' and 'C' Flights. During the first year at Cranwell a flight cadet was treated once a week, weather permitting, to a brief passenger flight during which he was required to sketch some local village from the air! Flying instruction started at the beginning of the second year and it was only then that the non-starters in flying were weeded out. Such a policy was therefore destined for early revision.

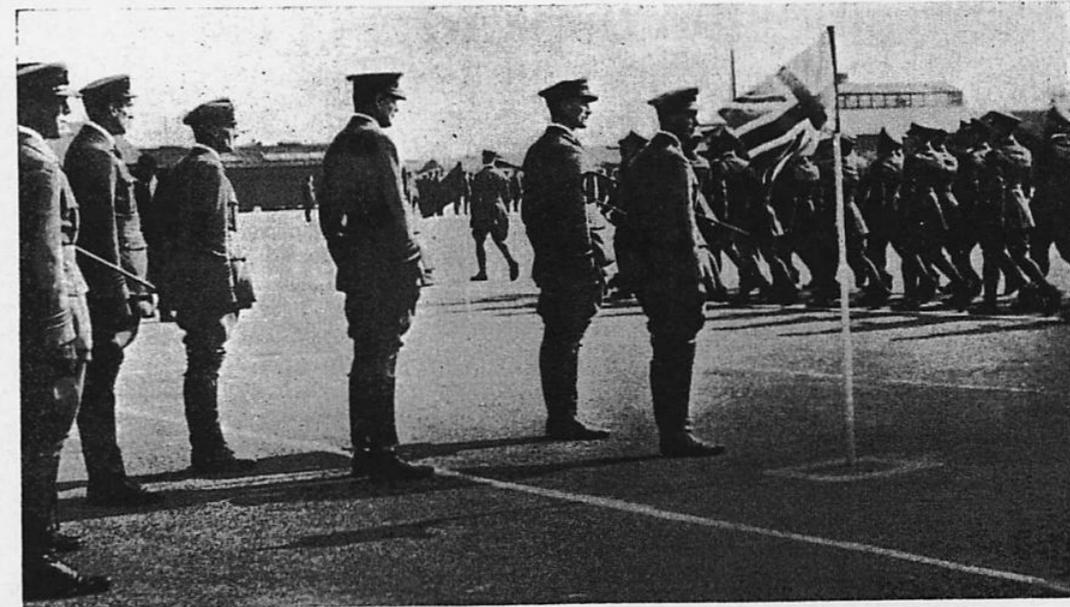
Flying for cadets took place only on the southern aerodrome, and my most lasting impressions of the flying flights were the noise and smell! The only aircraft flown by cadets was the Avro with the Gnome Monosoupape rotary engine. This engine had no throttle but was handled by a mixture control, which had only one

set position for running, and the switch. A special switch was fitted on top of the control column so that taxi-ing speed could be checked by switching off the engine. When taxi-ing, this produced a very loud staccato buzzing noise. The Gnome engine had to be run on pure castor oil, which gave off pungent blue smoke with a sickly smell. This was, I am sure, responsible for some of the early cases of air sickness. Compared with nowadays, a strange feature of flying instruction was that the pupil was enjoined on no account to look at his instruments and that all flying must be done by 'feel.' The reason behind this was that instruments were primitive and could not be relied upon. The one exception to the rule was that an occasional eye must be kept on the oil pressure gauge. Parachutes for pilots or passengers were, of course, unheard of.

The pupil was always taught to judge his approach to the aerodrome without the use of the



Air Commodore C. A. H. Longcroft, first Commandant, remembered with affection by cadets who served under him



H.R.H. Prince Albert, later King George VI, takes the salute at the march past on the College parade ground, 23rd March, 1920. On the Prince's left is the first Commandant, to the rear is Lord Trenchard, then Chief of the Air Staff

engine and any contravention of this, or 'rumbling,' as it was called, was very much frowned on. Again there were good reasons for this. Engines were by no means reliable and forced landings were frequent. A feature of our training was thus practice in executing forced landings.

During my last term, a forced landing competition was organized. A 50-yard diameter circle was marked out on the aerodrome and the winner would be the cadet who finished his landing run nearest to the centre of the circle after throttling back at 2,000 ft. Only the first competitor took part in the trial and he finished in the middle of the circle. But unfortunately he landed off a half turn of a spin and the aircraft was completely wrecked!

Two names in my Flying Log Book are of particular interest to me. In my first year I find that the Chief Flying Instructor, Squadron Leader Portal (now Marshal of the Royal Air Force Lord Portal) was pilot while I was sketching the village of Rauceby. On another occasion, Flying Officer Harold Balfour (afterwards Under-Secretary of State for Air, and now Lord Balfour of Inchrye) force-landed in a hurry on the northern aerodrome with his engine on fire just as we were setting course for Leadenham!

I suppose life for the first flight cadets was a good deal more spartan than nowadays. We lived five to a wooden hut partitioned into two rooms,

one the sitting-room and the other a dormitory, with far from modern conveniences located at one end. Heating was supposed to be furnished by a central stove in each room. As the fuel ration was never sufficient, the huts in winter were bitterly cold. First drill parade was at 0655 hours and this was the time frequently chosen for the electric power system to fail, so that dressing often had to be completed in the dark. As the water system was also usually cold at that hour, the flight cadet did not feel in his most cheerful mood on those dark winter mornings.

First parade finished at 0730 hours, and after breakfast fall in for colour hoisting parade sounded at 0810 hours. This parade was quite impressive and consisted of three wings—the Cadet Wing, the Flying Wing and the Boy Entrants' Wing. I suppose about 1,500 in all were on parade. The Cadet Wing formed the centre of a hollow square and was flanked by the other two wings. When the colour was raised on the flagstaff some 150 yards away, the executive word of command was 'Royal Salute, Cadet Wing present arms.' The band, under its first conductor, Warrant Officer Halford, then struck up the National Anthem. I can clearly recall A. C. Bangay (the present Bandmaster) looking resplendent with the big drum resting against his leopard skin apron. An amusing incident occurred one day when the flagstaff was being repainted. As the

June 1955 - Lead Article (2)

flanks turned outwards to face the flagstaff, the figure of a painter in a bowler hat was observed perched at the top of the flagstaff in a wooden cradle. To the amusement of all he politely raised his hat immediately the National Anthem was struck up.

Uniform for all parades was tunic with breeches and puttees. We had a standard baratheia uniform for best occasions and, during the week, wore a tailor-made thick serge uniform of the same design. With the latter we were allowed to wear grey flannel trousers off parade. As all uniforms had to be tailored individually, we did not appear in uniform until about six weeks after arrival at Cranwell. Before our uniforms were ready, bowler hats and stiff white collars were the order of the day for Church or formal parades.

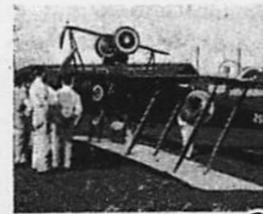
The first cadets were a little bewildered by the number of different uniforms worn by the officers in those days. The R.A.F. had been formed for less than two years and many officers still retained the first R.A.F. khaki uniform, and others the very pale blue fashion with gold rank stripes that shortly followed it. For flying, some even wore the old R.F.C. khaki uniform, and I can remember one of the early instructors flying in tartan trousers. But on Church parades all turned out in 'best blue,' which was much like the present pattern except for breeches and puttees for the junior officers; squadron leaders and above wore black field boots with breeches. White shirts with stiff white linen collars instead of blue were also standard dress. There must have been some doubt on the correct method of wearing neck decorations at that time, but this was solved by the

Commandant and the Assistant Commandant wearing a stiff evening dress collar with black bow tie, underneath which hung the Order of St. Michael and St. George.

Church parades were held at first in the gymnasium and the altar and chancel were contained behind a roll-top desk type of blind which was raised on Sundays only. I think it would be about in the middle of 1921 that the present Church hangar was consecrated and this was filled to capacity each Sunday by officers, cadets, airmen and boy entrants.

The original cadets' Mess, which was situated roughly opposite to the present main gates of the College, has now disappeared. This wooden building was infested with rats which made good practice with a .22 rifle in the dining-room after dinner. I understand that the rats migrated to another building on the station when the cadets went on leave. One Duty Officer was reported to have been given a bad fright when he saw many hundreds of eyes glinting in the moonlight as the entire colony scurried across the parade ground behind the Mess.

As a means of stimulating interest in the internal combustion engine, each cadet was issued with a P. & M. motor cycle which he was required to maintain in running order. Petrol and oil were a free issue and permission could be obtained to take the cycles away on leave. This perhaps was not quite such a happy arrangement as it might sound at first, since most of the cycles were in a sad state of disrepair. During my entire time at Cranwell I remember I never succeeded in getting any gear except top to function! One bright



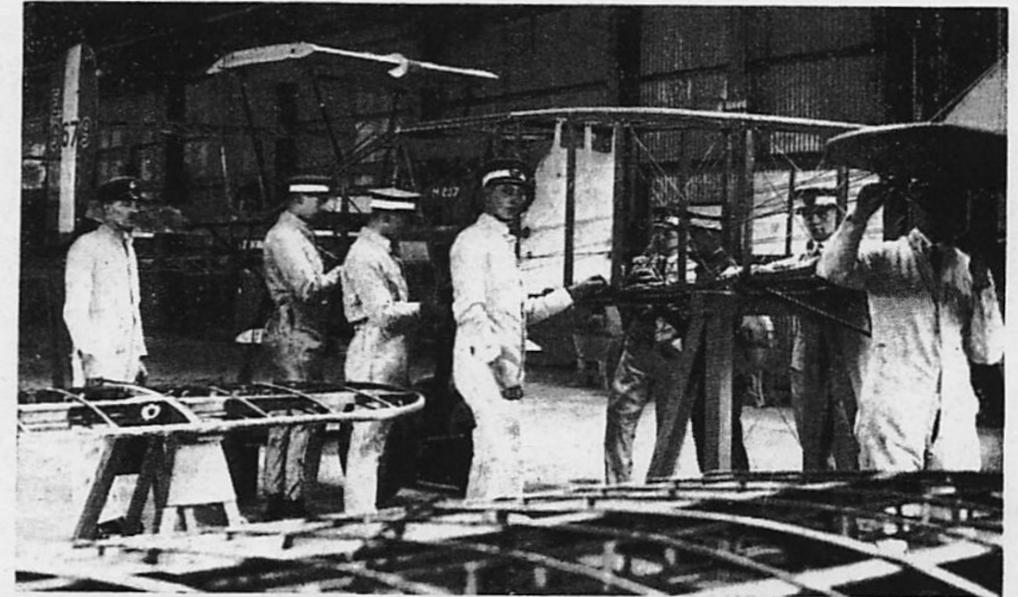
Result of a cross-wind landing

of the marks available for completing the course too quickly. Few had efficient silencers and I believe the College authorities were inundated with complaints from irate neighbours for the disturbance of their Sunday afternoon's rest. Strange to

autumn Sunday afternoon a 'reliability run' was organized round the local countryside, passing through the villages of Leadenham, Caythorpe and Fulbeck. Many failed to complete the course and those who did lost most

say, there was only one accident and in that, unfortunately, a cadet broke his leg which set him back one term.

I do not think any article on early days at Cranwell would be complete without some tribute to the first domestic staff of the College who so quickly and so obviously became devoted to all that Cranwell stood for. A few of the original members are still serving and I know it is true to say that when revisiting Cranwell nothing gives the early ex-cadet greater pleasure than to meet these older members of the staff once again. They alone have served the College from its start. Long may they continue to do so.



Rigging instruction was a regular part of the cadets' syllabus in those early days

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Cranwell in the Early 'Thirties

By A.R.D.M.

IT was the road that established the dividing line between the present and the future; between the old Cadets' Mess and the 'Huts,' and the still unfinished brick and stone College. The long, straight road that lay like a grey ribbon through the Camp, almost from Byards Leap to the village itself from which the camp takes its name. The road was there from the beginning; from 1917. It will always be there.

In the early 'thirties, however, it symbolized to those of us living in the old Cadets' Mess the threshold of a promise—a promise rich with hints of luxuries to come; of rooms to ourselves; of spacious ante-rooms and a dining hall for five hundred; of central heating! We were to move into the new College building at the beginning of our third term. We were to live 'across the road'! Our first year as flight cadets was spent in anticipation—and speculation of what was to come.

We arrived at Sleaford station early one afternoon in September, 1932, new, inexperienced, and dressed in a wide variety of styles, ranging from dark suits to plus-fours. Only the bowler hat, which had been so clearly stipulated in our joining instruction, was common to all of us. I had never before seen plus-fours and a bowler hat together: I've never seen it since!

From Sleaford to Cranwell we travelled in R.A.F. transport, clutching our suitcases and bowlers and speculating among ourselves as to the identity of an erect and authoritative figure in R.A.F. uniform who had us very quickly under control. This was Joe Beresford, the Cadet Wing Sergeant Major. Some of us were as yet uncertain of R.A.F. rank emblems, so we called him 'Sir' to be on the safe side.

There were about thirty of us from the train. A few had already arrived earlier in the day, bringing our total to forty or so. We were split among the three squadrons which comprised the Cadet Wing—'A,' 'B' and 'C' Squadrons. I went to 'B' Squadron.

The Cadets' Mess, and the 'Huts' where we slept and studied and relaxed in the evenings, were wooden, verandahed buildings. The Mess contained a junior and senior ante-room, a dining-room and a large but antiquated kitchen. The Mess had remained unchanged since it had been put up in 1917. To the new arrival it breathed an atmosphere of unquestionable tradition. Photographs of young men in R.F.C. uniforms, and

paintings of Sopwith Pups and D.H.9a's hung on the walls. The heavy leather furniture was scarred and patched and stitched. The whole place was somewhat spartan, but scrupulously clean.

The Huts were connected with the Cadets' Mess by means of covered walkways. The Huts themselves were interconnected by verandahs running the full length of each row. I remember most clearly the pounding roar of a downpour of rain on the tin roofs. I recall also the solemn precepts given me on my first evening by the Third Term Cadet in charge of my hut, and the strange, exciting smell of my new uniform, mess kit and half-wellington boots.

On weekdays we wore officer-type baratheas, grey flannel trousers and black boots. Our shirts were white flannel with long-pointed soft collars through which we wore a tie-pin. Our officer pattern caps had white cap-bands.

On ceremonial occasions we exchanged our soft collars for stiff ones with rounded edges and put on breeches and puttees. Uncomfortable though these were, and laborious though it was to wind your puttees so that they both ended exactly in line with the side seam of your breeches, there was something undeniably satisfying in the sense of smartness they imparted. The only occasion on which I've been caught preening myself was when my squadron under officer surprised me with my mirror tilted so that I could gauge the effect of my well-flared breeches and neatly rolled puttees!

For the first two terms we lived in the Huts and the old Cadets' Mess. We graduated on the parade ground through a First Term Squad, under a ginger-haired Sergeant Major from Edinburgh. We then joined the ranks of our squadrons where we met the full force of the personality of Joe Beresford. Joe was neither a tyrant nor a bully; he was a first-class drill instructor whose word was law and whose tireless ambition was to improve, and still further improve our standard of drill and ceremonial. We were roared at, not because we were necessarily bad but simply because we fell short of the unattainable standard of his own perfection. Joe made us sweat and toil but when, a year after I arrived, he came to say goodbye to us on retirement from the Service, he came as a friend. We passed him a little later as we marched in a squad to our lecture, and we gave him an eyes right which nearly dislocated

our necks. He had his small daughter by the hand and he took off his bowler hat and stood there bareheaded and said 'Thank you, Gentlemen, thank you,' as we marched past.

Most lectures took place in what was known as 'The Triple Block,' so called, as far as I remember, because there were three subjects studied there, Electricity and Magnetism, Statics and Dynamics, and Maths. These were taught respectively by three civilian professors affectionately known to us as 'Coulomb,' 'Struts' and Peter Pitches. Rupert de la Bere, or 'Bass,' also held sway near the Triple Block. Bass was virtually the Director of Studies; he was the professor of the humanistic subjects.

We started our flying training in the first fortnight after our arrival, and I freely confess that much of what 'Bass,' 'Coulomb,' 'Struts' and Peter Pitches taught me during those early days passed in one ear and out the other. Our pre-occupation was flying; our first solo was an occasion of intense private and personal triumph. You could see the aeroplanes coming in to land by looking out of the lecture-room windows. You felt an almost animal envy of the chap who was up there, and the significance of Ohm's law seemed purely academic.

We flew from the South Airfield. The aircraft and Flight offices were housed in five black corrugated iron hangars. They stood there gaunt and by no means weather-proof, with only a narrow strip of rough tarmac between them and the grass airfield. There was no Flying Control as such. The Watch Office contained the Duty Pilot with one telephone, a pair of binoculars, a Veray pistol, with a selection of coloured signal cartridges, and an Aldis lamp. The Chief Flying Instructor, then a squadron leader, occupied a small 'bungaloid' building between the Watch Office and the Eastern edge of the tarmac. Neither the Duty Pilot nor the C.F.I. could see very much of what was going on, owing to the convex topography of the airfield.

Flying training took place approximately once a day for each flight cadet. The first two terms were spent on the elementary type of aircraft and the third and fourth terms on Service types. When we first arrived, and during our first term, we were given our elementary instruction on Avro 504Ns. This remarkable aeroplane was very like its famous predecessor the 504K, but it was fitted with a radial engine—a Lynx—and a slightly more modern undercarriage. It was fully aerobatic, had a maximum level speed of between 90 and 100 m.p.h. and was virtually un-taxiable in a strong cross-wind. The senior terms were, at



A review of aircraft in July, 1931. Older readers will recognize some of the types of aircraft that are mentioned in the article

this time, flying Atlases and Siskins.

We made our first solos on the Avros, and my log book records about 30 hours' total flying during our first term. We flew through a hard winter when the flat Lincolnshire countryside was covered with snow, and the icy slipstream whipped our faces and tore through our flying overalls, chilling us to the bone. I remember losing all feeling in the fingers of my throttle hand and being so cold that my arms and legs seemed no longer to belong to me. When we landed my instructor, a flight sergeant, made me run twice round the hangar block to restore my circulation.

The instructor occupied the front cockpit, the pupil the rear. I never realised how much encouragement I had drawn from the sight of that helmeted head with its blue scarf until the day of my first solo when suddenly it was no longer there. I had made three passable landings with my instructor at the far end of the airfield, after which he turned to me, grinned, hopped out and said, 'Off you go!'

Breathing rather heavily, I took off, completed the circuit, sidled away from an Atlas that had turned in under me, and settled down to my first glide in. Somewhere out of the corner of my eye I sensed a small solitary figure sitting on his parachute underneath the windsock, and then it was time to level off. I bounced once and involuntarily said 'Sorry, Flight,' and then I was down. My instructor climbed in, put his thumb up and

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shouted 'Not bad!' We taxied back to the hangar and I entered 'First Solo' in my log book in red ink.

Just before the end of our first term two of the instructors brought in the first of the new elementary trainers, the Avro Tutor. We knew they were expected, and as soon as they were sighted over the western boundary we rushed out to watch them land. There were two of them, flying in tight formation and diving as they approached. They pulled up vertically over the hangar, broke away and landed. We swarmed round them. Compared with our ancient 504Ns, the Tutors were a big step forward in aircraft design. They were, of course, still biplanes and they were powered by the Lynx. But they were small and compact. A Townsend ring round the engine was moulded neatly into the fuselage. They had brakes, and the cockpits, though still open, gave reasonable protection against the elements. They looked right, and were credited with a top speed of 120 m.p.h.

We continued our elementary flying training on the 504Ns until the end of our first term. When we started our second term they had all been replaced by the Tutors. We found the new aircraft very easy to fly, delightful for aerobatics and altogether up to our expectations.

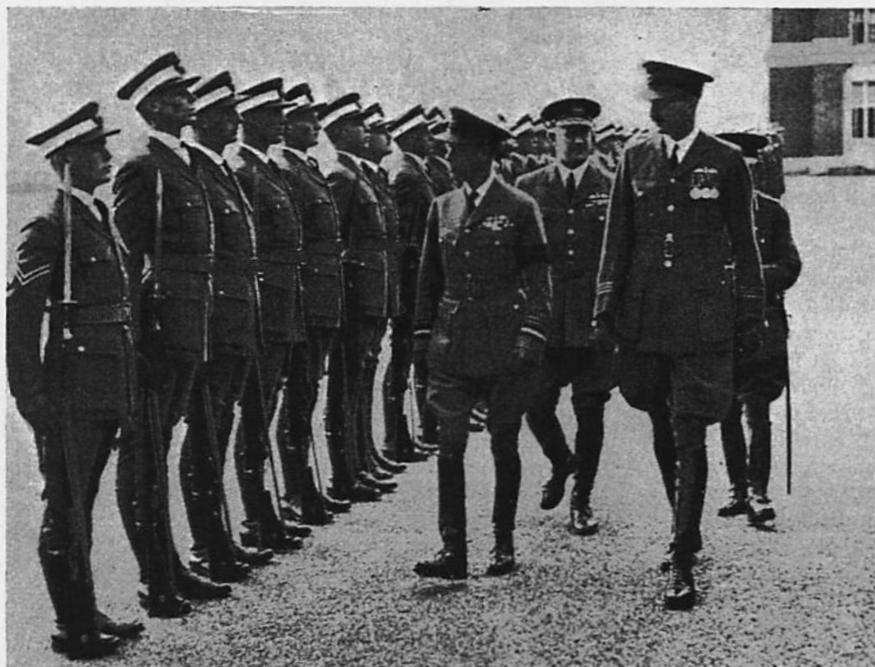
We were still in the old Cadets' Mess and the Huts, but the College was almost ready for occupation, and several of the senior term cadets

had been shown over it. Smoke could be seen coming from the kitchen chimneys at the back, and the grass that had been sown in a great circle in front of the College had been mown for the first time.

And so, our spartan existence continued throughout our second term. We were no longer Bog Rats; we had acquired some small status as Second Termers and we were gaining experience as pilots. We flew solo cross-countries to Hucknall, Duxford, Upper Heyford and Catterick. We got lost, and forced landed in small fields from which we were retrieved by our instructors. We came back from Grantham late on Saturday nights and stole into the kitchen premises of the Cadets' Mess and helped ourselves to Sunday morning's breakfast rolls. We would hide under the tables in the dining-room while Thistle, the old pensioner, who was on duty at night, sheezed round in pursuit, switching on and off the lights in the hopes of catching us red-handed. I cannot remember that he ever did.

Our second term drew to its close. We had finished our elementary flying training. Next term we were to graduate to Service types and I was to join 'E' Flight, the Siskin Flight, for training in single-seater fighters. Next term we were to move into the College; we were actually going to live 'across the road.'

I find it very difficult to recall to mind my first impressions of our third term, and life in the new



The Duke of Windsor, when Prince of Wales, inspecting a Guard of Honour after his arrival at the College on the occasion of the opening of the new College building in 1934. To the right of the Prince is Sqn Ldr C. E. V. Porter, commanding the Guard of Honour; to the rear is the Commandant, Air Vice-Marshal W. G. S. Mitchell

The Duke of Windsor, when Prince of Wales, declaring open the Royal Air Force College building on 11th October, 1934. On his left are Lord Londonderry, Lord Yarborough and Lord Trenchard. On his right is Air Chief Marshal Sir Edward Ellington



College. The change-over was not one of degree but one of kind, and I think that was because we had rooms to ourselves and therefore privacy. I believe that privacy and the opportunity for solitude and for unshared reflection, which it offers, is one of the most important ingredients in the growing-up process of a young man. In the Huts one was seldom alone; more often indeed the room was full and, as a junior member, one was lucky to have a chair to sit on. In consequence one tended to tag along, conforming with the general social theme which the senior members dictated, putting aside, for fear of having them laughed at or ridiculed or gently but firmly squashed, many of the thoughts and ambitions which are the private companions of all young people.

At first, when we moved over into the new College, we were almost afraid of the privacy of a room to ourselves. We circulated in small groups from one room to another. We clustered together in the broad passageways and, for the first few days, we dropped our voices to a whisper on coming into the ante-rooms. A loud laugh seemed almost as disrespectful as bad language in church. I think we were all somewhat overawed to begin with: it took us several weeks to settle down and to get the measure of our new surroundings. But by the end of our third term we felt at home again: we had perhaps lost something or left something undefinable behind in the Huts, but we had gained

enormously in a new sense of dignity and importance. It was almost the transition from a school to a university, and the growth of an intellectual quality in our lives and outlooks began to make itself felt.

In our own rooms we began to read and write and discuss things with a few close friends. Against the constant background of our flying, there developed and germinated many of the ideas that went to form the various extra-mural activities of the College Society of today.

Our transition from the elementary aircraft to Service types was of a different order; it was material and professional, and was summed up in the words of my new flight commander when we joined 'E' Flight. He said, 'You are now going to learn to fly aeroplanes which were built to fight in the air as weapons of war.'

By 1933 the Siskin was no longer in squadron service with the R.A.F., and had been replaced by the Bulldog. But in 'E' Flight at Cranwell it represented the fighter and it mattered little to us that it was obsolete. Our flying assumed a new importance; it was as though we were almost operational pilots. The Siskin was a squat, business-like little single-seater biplane with a very short lower plane. It stood very much nose up on a tall undercarriage which made it tricky to land, as the tail had to be brought down and the aircraft brought right through the stalling altitude if a three-pointer was to be made. It also tended

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Harrison leaving the works for a test run. The leather tank-cover is to protect the finish. Note also the chrome protection on the large and effective headlight

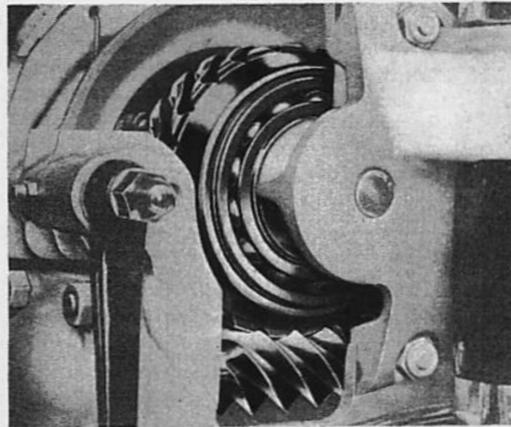
they were very few indeed. The nigger in this luxurious woodpile was the mounting of the power unit. Smooth as the engine was, the mere fact that the crankshaft axis ran fore and aft instead of the conventional transverse arrangement brought severe problems in mounting and vibration damping which, allied to the fastidiousness of the design team, presented a *bête noire* of the 'noiest' possible kind. By introducing a sprung bolt for one of the fixing lugs the vibration was reduced and production started. Meanwhile, however, work continued and a floating two-point rubber suspension system with rubber vibration snubbers was devised which isolated the engine from the frame completely, allowing it, as it were, to vibrate as much as it liked without any movement being transmitted to the frame. So great was the improvement and so strong was the concern for complete customer satisfaction that all the machines that had then been produced were recalled and the new mountings fitted free of charge. Similarly after trouble had been experienced with the camshaft drive chain tensioner a new one was designed, tested on a Sunbeam at the M.I.R.A. test ground for fourteen days and nights and then fitted at the firm's expense to all produced machines.

Such was the quest for perfection. And the reason for its achievement is not hard to understand after a visit to the Redditch factory where one finds a group of enthusiasts who are, above

all, interested in their job. From a staff of under four hundred these fine examples of craftsmanship are constructed at the rate of between forty and fifty a week. There are no lengths of belt-fed benches suckling bored workers; the longest production line is no more than forty-odd yards. The atmosphere is one of independence of policy and common-sense practicality in approach. It is under these conditions that good design and manufacture thrive.

Mr. C. Harrison was the tester of the complete machines; he has tested every one that has left the Redditch works over a twenty-mile road route. At the end of each test he makes out a report on the motor-cycle under some thirty-five different headings. His enthusiasm and appreciation of the machine which may have been expected to wane after eight years at the job was a very worthy testimonial for the Sunbeam. It was not the kind of enthusiasm that can be assumed merely to impress visitors.

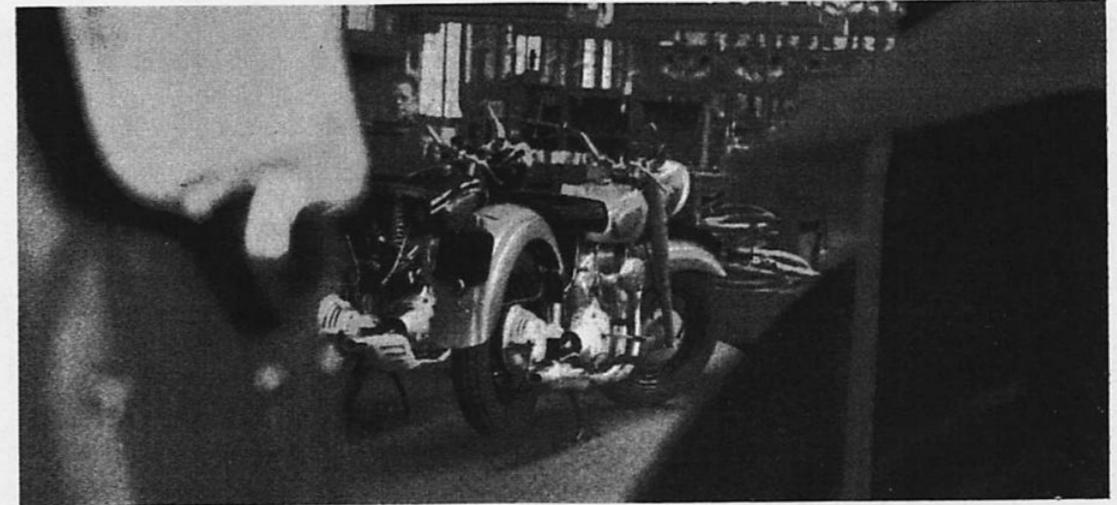
But before Harrison has a chance to render his searching report, engine and gearbox are tested separately and then together in a power test for



Close-up of the 'back axle,' a magnificent affair, beautifully made and assembled to very fine limits

an hour and a half. Electric motors are used to test gears for silence and free engagement. And if all this is not enough, three current production machines are kept constantly in use at the factory to simulate customer usage.

In an era of cheap chromium plating and inferior paintwork it is refreshing to see the care that goes into producing the very high quality finish on the Sunbeam. All finished parts are first given a bonderizing treatment which combines



Viewed from between two assembly-line machines, the tested product, oil drained and polished, awaits packing and delivery

rustproofing with a paint binding surface; and after three layers of undercoating have two final coats, stove finished at 230° F. for one hour. The wheels are black stoved at 450° F. which produces an incredibly tough finish. After this the brake drums are skimmed out and trued in case the heat affected them! My own Sunbeam, some three years old now, has often been mistaken for new, a tribute to both the finish and the design which has changed only in detail since its original conception in 1946.

But what does this background of unrelenting high standards produce as a finished article? A machine which provides very high standards of comfort, smoothness and handling. The comfort approaches luxury, the smoothness is extreme,

while the low centre of gravity and almost telepathic steering belie the machine's 430 lb. weight. At first glance one wonders how all the gears, shafts and pistons have been got into the amazingly clean 'cast in one piece' exterior of the engine block, while even closer inspection still leaves a rather 'ship-in-a-bottle' impression. The engine's appearance is as simple as its function—to convert a trickle of petrol, the only thing that seems to go in, into a gleaming revolving shaft, the only thing that seems to come out.

But in that conversion is the delight of the connoisseur, the pleasure of one who appreciates fine engineering and the well-trained purr of a flexible engine.

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March 1956 - Lead Photo



LORD TRENCHARD

March 1956 - Lead Article (1)

“Nosce Te Ipsum”

(Know Thyself)

The motto of Marshal of the Royal Air Force the Right Honourable Sir Hugh Montague Trenchard, G.C.B., O.M., G.C.V.O., D.S.O., first Viscount Trenchard and Baron Trenchard, of Wolfeton, in the County of Dorset, in the Peerage of the United Kingdom, Baronet

‘This we learned from famous men,
Knowing not we learned it,
Only as the years went by—
Lonely, as the years went by—
Far from help as years went by—
Plainer we discerned it.’

(RUDYARD KIPLING—*Let us now praise famous men.*)

IN so far as any Service academy can be said to have an individual founder, Lord Trenchard was the founder of the College. In Command Paper 467 of December, 1919, at the outset of his record ten-year occupation of the appointment of Chief of the Air Staff, Lord Trenchard set out his plan for the development of the peace-time Service. With typical clarity of vision and disregard of purely political considerations he decided that what little money could be obtained for the Royal Air Force should be spent, not on the shop-window of more squadrons equipped with obsolescent aircraft and supposedly operational, but on the sure foundation of good training. In the course of the paper he said: ‘We now come to that on which the whole future of the Royal Air Force depends, namely, the training of its officers and men.’ He planned therefore, first, a Cadet College; then the school of technical training which was to be Halton; and, finally, a Staff College. In founding these he carried his case against those who on grounds of false economy hoped that the leaders of the new air service could be raised by the old land and sea service academies.

The Command Paper continued: ‘The channels of entry for permanently commissioned officers will be through the Cadet College, from the universities and from the ranks. The Cadet College will be the main channel. . . . The course will last two years, during which the cadets will be given a thorough grounding in the theoretical and practical sides of their profession, and in addition learn to fly the approved training machine. . . . The College will open at Cranwell in Lincolnshire early next year.’

It is often recounted that this particular site was chosen personally by Lord Trenchard because of its suitability as a training airfield and because of its comparative remoteness from urban distractions.

Lord Trenchard himself wrote the Foreword to the first issue of *The Journal* dated September, 1920. He wrote:

‘This is the first number of the ROYAL AIR FORCE CADET MAGAZINE, and I would like to write a few words.

‘I hope this magazine will live and prosper, and be a great help in forming and guiding the destinies of this College.

‘It was decided to form this Cadet College because it was realized from the first that such a College was the essential foundation of a separate Air Service. This College, in

conjunction with the School of Technical Training for Boys at Halton, will have the making or marring of the future of this great Service, which was built up during the war by all the gallant Pilots and Observers and other ranks who fought through it, and won a name in the air second to none in the world. It always held, and finally conquered completely, the German Air Service. If it is to continue its great work, which I am convinced we all intend that it shall do, we all realize that it has to live up to its war reputation, and we must ensure by every means in our power that it does so.

‘We have to learn by experience how to organize and administer a great Service, both in peace and war, and you, who are at present at the College in its first year, will, in future, be at the helm. Therefore 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 through its early days, and maintaining its traditions and efficiency in the years to come.’

From the outset Lord Trenchard took a close and direct interest in his foundation; he was a frequent informal visitor and acted as Reviewing Officer at passing-out parades both before and after his relinquishment of the post of Chief of the Air Staff. His first formal visit in this role was with the Secretary of State for War and Air, then Mr Winston Churchill, at the first inspection of the College on 20th December, 1920. (It is interesting to note that in his report at this inspection the Commandant was even then commenting on ‘The difficulty of fitting flying training into an already overcrowded syllabus.’) His last appearance in this role was on 27th July, 1949, at the passing out of No. 47 Entry.



Lord Trenchard, with Group Captain R. C. Keary, in July 1953, shortly before he planted a commemorative tree

But Lord Trenchard delighted even more in his frequent informal visits to Cranwell and he was present at all the great occasions in the history of the College. His first visit of all took place on 23rd March, 1920, when he accompanied Prince Albert, later His Majesty King George VI, on an inspection of the new College. He was present at the opening of the main College building by the then Prince of Wales; at the 25th anniversary of the College in 1945; at the presentation of the Colour in 1948. His last appearance at Cranwell was in July, 1953, when His Royal Highness the Duke of Edinburgh visited the College and acted as Reviewing Officer at the passing-out parade of No. 59 Entry. After the departure of His Royal Highness, in a simple ceremony Lord Trenchard performed what was to be his last formal act here; he planted a commemorative tree in the south-west avenue. But he had planted more than trees at Cranwell.

Lord Trenchard founded the College; built it up as a training ground of leaders; fought for the complete realization of his

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vision, insisting both on the wide scope of the curriculum and on the proper surroundings in which this course would be followed, against the twin enemies of apathy and parsimony. His foresight and his almost intuitive appreciation of the trends of air warfare, coupled with his unique powers of command, his inspiring leadership and his wise choice of men to carry out his policies, enabled Cranwell to send forth that small nucleus of officers round which the Service could expand to save their country and the world.

Mention must be made of his close interest in College sport, especially rugby football. His own sporting interests centred on the horse but he regarded rugger as the most character-forming of games. Great was his delight in 1928 when the College first beat both Woolwich and Sandhurst at rugger. He and Lady Trenchard (she usually was his most welcome companion on his visits to the College) presented a cup to commemorate this occasion which is treasured with the College silver. The way in which his personality was impressed on every aspect of the College life was well represented by the simple rune that was the first unofficial motto of the College:

‘You work hard;
You play hard;
Hugh Trenchard.’

What of Lord Trenchard the legend? Legends are carried by word of mouth—not in print. They live in the fund of memory and anecdote that illustrate the many facets that make up the full personality of a man with the force to change history. This many-sidedness was well illustrated when the writer passed on the news of Lord Trenchard’s death. The first person informed was a civilian chargehand, a retired Warrant Officer. He recalled ‘the Major’ as a fair but fearsome Assistant Commandant at the C.F.S. at Upavon in 1913 whose ‘Boom’ on one occasion caused an overawed orderly to faint. The second person he informed was his wife; she recalled Lord Trenchard’s kindness and courtesy to a young guest at the Hendon Air Displays of the middle thirties. Such a list could be continued indefinitely. Round the truly great there accumulate these revealing glimpses of the individual aspects that constitute the complete character of an original thinker and an outstanding leader.

The College contains many lasting memorials of its founder. Pride of place in the entrance hall is given to the noble portrait by Verpillieux (which we reproduce elsewhere); this was presented to the College in 1936 by the Old Cranwellian Association. The Trenchard Cup for Service Training is awarded to the squadron with the highest position in the final order of merit. On our shelves rests part of his library made over to our safe-keeping. Above all it has the memories of his personality and his example. He concluded his last address to the assembled College with the words: ‘Believe in yourselves; believe in the Service. Each one of you must do his utmost in his particular job and make that efficient. Without that you can do nothing, with that you can do anything.’ He pointed the way; he fulfilled his motto; he knew himself.

Those in their seventies and eighties still speak of their vivid sense of seeing the end of an era when Queen Victoria died. The death of Lord Trenchard, too, marks the end of an epoch—the first heroic age of air power. The vast development of air power in this period largely stems from his clarity and force.

J.F.P.