

RAF COLLEGE CRANWELL

“College 100 Memories”



A Summary of College Items - Chapter 3
College Fabric - Estate, Buildings and Facilities

Prologue

If ever you are required to research something on the heritage of the RAF College - it could be looking up details of a relative who might have been trained at the College, or it could be a more complex review of specific trends throughout its 100 year history - inevitably you will be encouraged to explore the Library's holding of College Journals.

In addition to many other records held within the College and other, third party archives, these journals contain a wealth of information on the milestones, the events and the thinking that underpinned College operations. They are essential reading for anyone who wishes to gain an understanding of how the College evolved and took on the challenges that confronted the world's oldest air training academy throughout its marvellous history.

As its contribution to "College 100" - the celebration of 100 years of officer training at the RAF College - the Cranwellian Historical Society created a suite of albums intended to capture RAF Cranwell's heritage, one album for each year of the College's existence and containing authentic extracts from the College Journals.

One of six chapters that portray 100 selected topics - 'memories' per se - this album draws on chronological Journal extracts in an attempt to summarise life at the College throughout its history, from a variety of perspectives. They are extracts of the original articles in the Journals and so their accuracy is dependent on the authors of the day; the dates in each slide title indicate each article's date of origin.

We hope "College 100 Memories" gives you an enjoyable insight into life at the College between 1920 and 2010. Happy reading.

Memories that Symbolise College Fabric in 100 Years

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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.

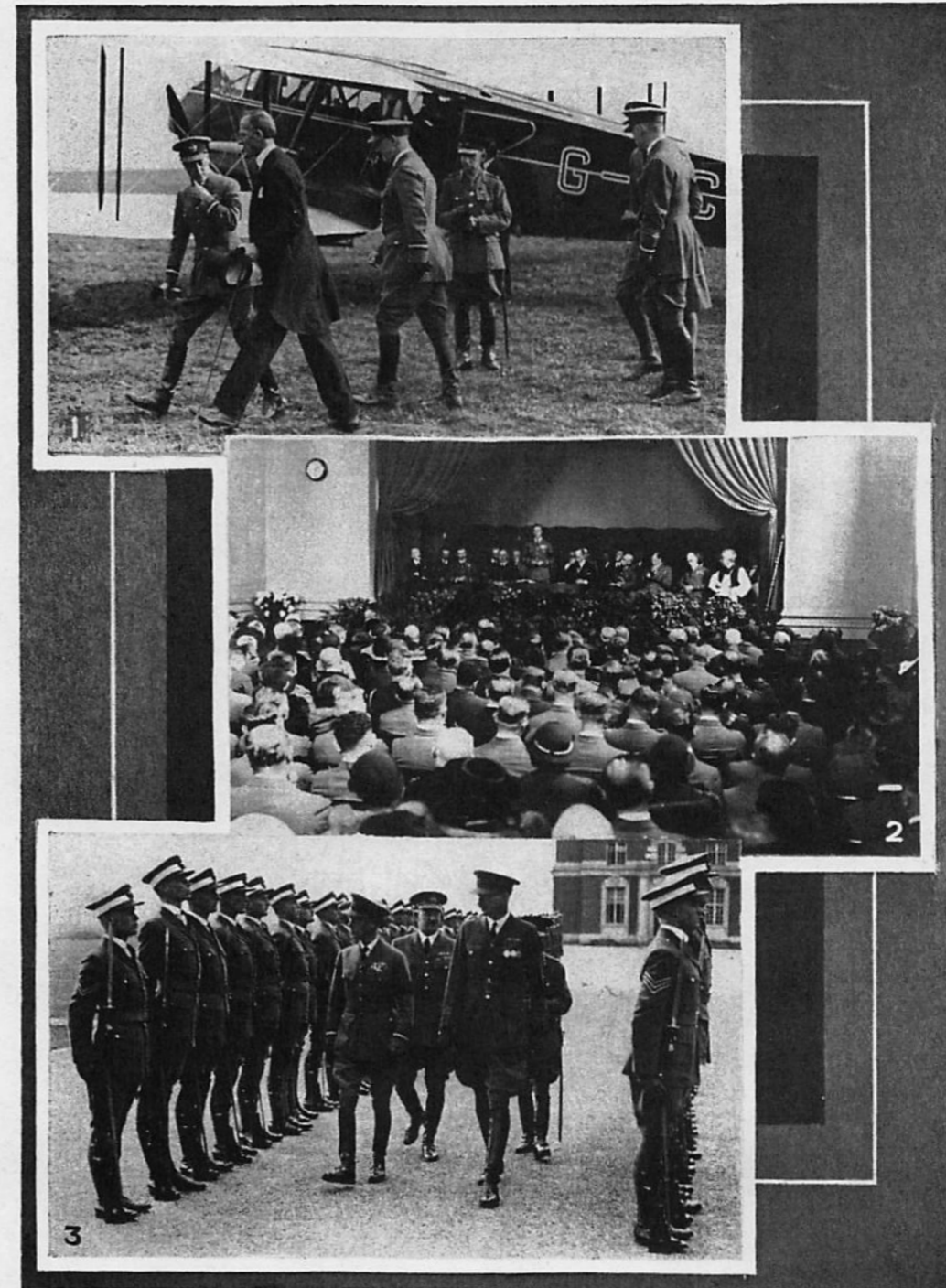
On April 4th, 1929, the foundation stone of the new College was laid by the Lady Maude Hoare, and in a slot in the stone was deposited a specially-made copper receptacle which contained the names of all present and past members of the College, and of all who were attending the ceremony.

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 Ll. 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

Spring 1935 - College Hall Opens (3)

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

Spring 1935 - College Hall Opens (4)

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

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Summer 1949 - College Prizes (1)

FLYING PRIZES

R. M. GROVES MEMORIAL PRIZE: THE DICKSON TROPHY: THE KINKEAD TROPHY

THE winner of the R. M. Groves Memorial Prize was selected after a series of tests covering every aspect of a service pilot's training. General handling, aerobatics, bombing, cine-gun air firing, and instrument flying were all tested, and in accordance with the post-war conception of an All Weather Air Force, the emphasis formerly placed on pure flying and aerobatics shifted to instrument flying. Consequently, the customary aerobatic display was not held, and the final test by the Chief Flying Instructor of Central Flying School took place with a cloud base of 3,000 feet and 1,800 yards visibility.

The flying order of merit was produced by a system of marking in which the overall progress of the cadet in each aspect of his flying, as well as the final tests, counted towards the maximum of 1,000 marks.

Competition was keen and the final results were close. The first three cadets in order of merit were Flight Cadet Under-Officer Pledger, Flight Cadet Lamb and Flight Cadet Corporal Slater. Accordingly, these three cadets were tested by Wing Commander Keen, A.F.C., the Chief Flying Instructor of Central Flying School, on 28th March. The Wing Commander expressed great satisfaction with the standard of flying displayed by all three contestants, particularly in view of the weather conditions. The final order was Flight Cadet Under-Officer Pledger, Flight Cadet Lamb and Flight Cadet Corporal Slater.

Under-Officer Pledger is to be congratulated on winning both the Groves Prize and the Dickson Trophy. The Dickson Trophy is awarded to the cadet obtaining the highest marks in applied instrument flying, bombing, gunnery, formation flying and navigation.

All three cadets have reached a high standard of flying, which succeeding entries will have to work hard to attain.

The Kinkead Trophy, awarded to the Squadron with the best aggregate position in the Flying Order of Merit, was won by B Squadron.

R. B. C.

Spring 1964 - College Prizes (2)



The Battle of Britain Trophy, presented by the Battle of Britain Fighter Association to perpetuate the memory of the Battle of Britain, is awarded to the flight cadet of the Senior Entry judged to be the best aerobatic pilot. The trophy represents a crane taking off, symbolic of the spirit and purpose of the award, and is in lightly oxidised silver mounted on a base. The crane is an integral part of the College crest, taken from the coat of arms of the de Crane Well family to whom the land on which the College stands originally belonged.

The first winner of the trophy was Under Officer J. G. Kendrick of No. 83 Entry to whom it was presented at the Wings and Prizes Ceremony at the Whittle Hall on 29th July 1963. Air Marshal Sir Augustus Walker was to have handed it over but he turned to Group Captain Alan Deere and asked him to present it instead.

The second winner was Senior Flight Cadet M. J. Hughes of No. 84 Entry in December 1963.

The trophy was presented to the College by Air Commodore A. R. D. MacDonell, C.B., D.F.C., Chairman of the Battle of Britain Fighter Association.



1974 - College Prizes (3)

THE COLLEGE PRIZES

At each Passing Out Ceremony in the Department of Officer and Flying Training, and at ceremonies in other Departments, prizes are awarded. What is not generally known is the history behind the awards. This article deals with 6 such awards; subsequent articles will describe others, forming a permanent record of yet another chapter of the College's past. We are indebted to Mr Hensby for his painstaking research and for his careful preservation of the documents forming College history.

THE QUEEN'S MEDAL

The Queen's Medal, originally the Kings' Medal, was awarded for the first time in 1935 to Flight Cadet Sergeant A J Mason, later Group Captain A J Mason, DFC. On the accession of Queen Elizabeth II the title was changed to the Queen's Medal, the first winner being Flight Cadet R J Barnard (55 Entry) in April 1952. Her Majesty was pleased to sanction the award for Graduate Entrant Officers on an annual basis and appropriately HRH the Duke of Kent presented the first medal to Flight Lieutenant J D Arkell (11 GE) in June of this year.

The medal, bearing on the obverse side the effigy of the Queen and on the reverse the words "The Queen's Medal Royal Air Force College Cranwell" and the year of the award, has the full name of the winner stamped around its edge. It is awarded by the Queen to the officer, who in the opinion of the Commandant, has produced the best performance in all aspects of training.

THE SWORD OF HONOUR

The Sword is awarded by the Air Force Board of the Defence Council to the graduate entrant who is recommended by the Commandant as having most distinguished himself in leadership and in general influence for the good of the College.

It was first awarded in 1921 to Under Officer C L Falconer, later Air Commodore

Falconer CBE. To date 106 swords have been awarded, 93 to Flight Cadets and 13 to Graduate Entrant Officers.

The first sword was presented at a Passing Out Ceremony by Winston Churchill when he was Secretary of State for War. The first Graduate Entrant Sword of Honour was presented in August 1971 to Flight Lieutenant G H MacKay by Air Chief Marshal Sir Dennis Spotswood, Chief of the Air Staff.

The sword is based on a light infantry pattern with a $\frac{3}{4}$ in. dumb-bell shaped blade, $32\frac{1}{2}$ in. in length, embossed with the eagle and crown of the Royal Air Force on one side and the Royal Coat of Arms on the other. Both sides are embossed with Scroll work and laurel leaves. The winner's name and rank are also embossed on the blade.

The hilt is a half basket type of infantry pattern, gold plated to a quality of 18 microns. The eagle backstrap is unique to the Royal Air Force, with a Royal Air Force Cartouche on the hilt. The grip is covered in bleached fish skin bound by 3 turns of wire — 2 thin and one thick.

THE PHILIP SASSOON MEMORIAL PRIZE

Sir Philip Sassoon, who died in 1939, was a former Under Secretary of State for Air. In his will he made provision for an annual income to provide the award to the best all-round student of the entry, excepting the winner of the Sword of Honour. The current value of the award is £35 and the money may be spent on some item of an intrinsically permanent nature.

World War II delayed the award's coming into effect and the first Philip Sassoon Memorial prize was awarded in April 1948 to Flight Cadet H R W Morris.

In addition to the monetary prize the winner receives a scroll and his name is inscribed on the appropriate Honours Board.

THE ROBERT MARSLAND GROVES MEMORIAL PRIZE

The prize was donated to the College in memory of Air Commodore R M Groves CB, DSO, AFC, who was killed in a flying accident in Egypt in 1920. Air Commodore Groves was the first Vice-Chief of the Air Staff.

The two principal donors of the award were Air Commodore Groves' mother and an uncle, Mr W G Groves. After their deaths, the association with both the College and the Royal Air Force was continued by Group Captain H M Groves who died in March of this year. The sole surviving donor is now Major Keith Groves, a brother of R M Groves, but keen interest in the award is maintained by other members of the family.

The prize consists of a book or books suitably inscribed with an inset portrait of Air Commodore Groves and a reproduction of his autograph. The choice of the books is that of the prizewinner, and there is also a monetary prize.

The Prize was first awarded in 1921 to Flight Cadet Sgt Hayter-Hames, subsequently killed in action in Warzirstan. From 1929 the Kinkead Trophy was associated with the R M Groves prize, but it was not until 1958 that the prize was designated and awarded as "The R M Groves Memorial Prize and the Kinkead Trophy".

The late Group Captain Groves had taken steps to ensure that the financial value of the prize was sufficient to be awarded to Graduate Entrant officers. This became effective in 1973 when the prize was awarded to Flight Lieutenant P L Moules of No 9 Graduate Entry.

THE KINKEAD TROPHY

This handsome trophy was donated by the family and friends of Flight Lieutenant S M Kinkead DSO, DSC, DFC, who was killed in 1928 while attempting to break the world air speed record. As can be seen from his decorations, Flight Lieutenant Kinkead had an outstanding war record. He was an instructor at Cranwell from 1920-1924.

The trophy was presented to the College in 1929 and from that year until 1958 was



The Kinkead Trophy

awarded to the Squadron the member of which had won the R M Groves Memorial prize. In 1958 it was decided to give greater recognition to the trophy and so it was presented to the Flight Cadet who won the R M Groves Memorial prize and thus the names of two brave men were permanently linked.

R S MAY MEMORIAL PRIZE

The donor of the prize was Flight Lieutenant Richard May who entered the College as a Flight Cadet in 1948, was commissioned in 1950 and who was killed in a flying accident in 1958.

Flight Lieutenant May had made provision in his will for a sum of money to be placed in trust to produce an annual income sufficient for a monetary prize for each Sword of Honour winner. The first Flight Cadet to be awarded the prize was Senior Under Officer T F H Mermagen in July 1959 and in 1972 the necessary legal procedure was instituted so that the award might be transferred from the flight cadets to the Graduate Entrants. The first graduate entrant officer to receive the award was Flight Lieutenant P L Moules (9 GE).

These then are the awards: the Kinkead Trophy to the R S May Memorial Prize commemorating brave men who, even in death, sought to give back to their College in return for what they had received. At each Passing Out Ceremony let us remember such men and strive to follow their example of selfless Service.

19 DECEMBER
1921.

1974 - College Prizes (4)

THE HALAHAN TROPHY

Air Vice-Marshal Halahan was educated at Dulwich and in 1894, at the age of 14, he joined *HMS Britannia*. He then served for 4 years on *HMS Immortalite* before specialising in gunnery; in 1905 whilst with the Atlantic Fleet he was badly injured in a gun explosion.

In August 1906 he was posted as Gunnery Lieutenant to *HMS Dreadnought* on which ship he carried out practices with 12 inch guns with King Edward VII and the then Prince of Wales, later King George V, on board, and as a result of this he was awarded the MVO. During that year he attended a staff course at the School of Gunnery Sheerness and became one of the greatest authorities of his time on naval gunnery.

Shortly after the outbreak of war in 1914 he was given an Admiralty appointment in charge of anti-aircraft defences of London. In

1915 he qualified as a pilot at Hendon on a Maurice Farman Longhorn and then commanded the Royal Naval Air Service units at Dover and Dunkirk. In the last year of the war he commanded 5th Group of the newly formed Royal Air Force and then held successively Directorates of Equipment, Inspection and Technical Development before becoming Commandant of the Royal Air Force College in 1926.

He died in 1965 and three years ago his son and daughter, Guy and Pat Halahan, donated not only the Halahan Trophy, but also two handsome salvers which are on display in Trenchard Hall Officers' Mess, in his memory. As well as the trophy which is awarded to the best overall student on the Maintenance Course, Miss Halahan has arranged monetary prizes for the winner and runner up.



Flying Officers G S Lynn (the runner-up) and Flying Officer H D Bromidge (the winner) holding the Trophy after the ceremony held on 19th July 1974.

1980s - IOT & IOTC Prize Descriptions (5)

The Sword of Honour

1921 to 1971, a Sword of Honour was awarded as a permanent prize to the most outstanding officer of each cadet entry, and, similarly between 1971 and 1975, to each graduate entry course. The practice was then discontinued on the grounds of cost, except for an annual award. From 1980, as the Sword of Merit, it was awarded on each Initial Office Training Course to the most outstanding officer. Since December 2006, the award has been retitled the Sword of Honour and awarded as a permanent prize on each course through the generosity of Pooley Sword Limited.

The Hennessy Trophy and Philip Sassoon Memorial Prize

The Hennessy Trophy was given to the College in 1960 by Flight Lieutenant Denis Hennessy who was, at that time, a flight commander in the Flight Cadet Training Wing. The Trophy was known as the Hennessy Leadership Training Trophy for inter-squadron competition. When the training of flight cadets ceased in 1973, the award fell into abeyance until 1975 when it became an individual performance award for graduate officers and has continued as is, linked with the Philip Sassoon Memorial Prize, since January 1980. The Philip Sassoon Memorial Prize was endowed by the late Sir Philip Sassoon, former Under Secretary of State for Air. It was first awarded to the flight cadets in 1948, to graduate entrant officers between 1971 and 1979 and is now open to all cadets. The Trophy remains at College Hall and the winner receives a prize of intrinsic value.

The MacRobert Prize

The Prize, donated by the MacRobert Trust in February 2003, is represented permanently by a mounted 10 inch silver quach, with each prize winner receiving a silver miniature. The origins of the Trust rest with the wishes and work of Lady MacRobert who died in 1952. Of her 3 sons, one died when piloting a civil aircraft in 1938, whilst the other two were both killed on active service, 6 weeks apart in 1941, flying for the Royal Air Force. Very soon afterwards, Lady MacRobert donated £25,000 to purchase a Stirling bomber, named 'MacRobert's Reply', which was allocated to No XV Squadron. In addition, she gave four Hurricanes, three named after her sons and the fourth was presented to the Russian Air Force. As well as providing two properties in Scotland as rest centres for the Royal Air Force, the Trust, established by Lady MacRobert in 1943, has continued to donate generous and substantial support to many people and organisations, including Service charities. The close link between the Royal Air Force and the MacRobert family continues and No XV Squadron, based at Royal Air Force Lossiemouth, continues to emblazon the family crest on one of its aircraft together with the title 'MacRoberts Reply'. The prize further cements that bond and is awarded to the cadet who, during Initial Officer Training, in the opinion of his or her peers, has made the greatest contribution to the course.

BAe Systems Trophy

The award was originally presented to the Officer Cadet Training Unit, Royal Air Force Henlow, by the British Aircraft Corporation (The 'BAC Trophy'). Since 1980, it has been awarded at the Royal Air Force College Cranwell. The name of the prize was changed twice more, from 'The British Aerospace Trophy' to its current title in February 2001. The original Trophy of a Lightning aircraft has been replaced by a Typhoon (Eurofighter) aircraft model. The winner receives an individual commemorative plaque, to commemorate the attainment of the highest marks for professional studies during Initial Officer Training.

The Longcroft Trophy

The trophy was presented to the RAF Cadet College in 1924 by Air Commodore CH Longcroft, the first Commandant of the College. It was originally intended for 'Inter-Squadron' competitions, but has been awarded in its present form since 1996 to the cadet who, during Initial Officer Training, has made the most significant contribution to sport.

The Group Captain Williams Memorial Trophy

The Trophy was given to the RAF College in 1988 by Mrs Jane Williams, in memory of her late husband, Group Captain "Willy" Williams, who died in 1987. It is awarded to the cadet who, throughout Initial Officer Training, has shown the greatest improvement.

The Sarah Moland Memorial Prize

The Sarah Moland Memorial Prize is awarded to the cadet who, throughout Initial Officer Training, has demonstrated outstanding qualities of courage and fortitude.

THE RAF Club Prize

The RAF Club Prize is awarded to the RAF Cadet who, in the eyes of the Directing Staff has, throughout the Course, shown grit and unwavering perseverance, meeting every challenge with enthusiasm.

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JOURNAL OF THE ROYAL AIR FORCE COLLEGE

THE CROSS OF SACRIFICE

ON the afternoon of Sunday, 20th May, an impressive ceremony took place at Cranwell village. This was the dedication of the Cross of Sacrifice, erected in the quiet and tree-shaded churchyard of St. Andrew's Church, Cranwell, as a memorial to the officers and airmen of the Royal Air Force, Cranwell, who gave their lives during the two world wars, and who are buried in the churchyard. These officers and men, it should be noted, represent many of the nations who fought with us in the two wars. The memorial, which is a simple stone cross, was erected by the Imperial War Graves Commission, which was represented at the dedication ceremony by Brigadier Higginson.

The afternoon was bright and warm, and the ceremony was attended by a large number of people, from Cranwell and nearby places and also from much more distant parts of the country, including many relatives of the officers and airmen to whose memory the Cross is dedicated. Distinguished visitors included the Air Officer Commanding-in-Chief, Flying Training Command, the Assistant Chaplain-in-Chief, Royal Air Force, and Air Chief Marshal Sir Arthur Longmore.

Just before 2.30 p.m. the guard of honour, provided by C Squadron and under the command of Flight Cadet Under-Officer I. L. Schwaiger, marched into the churchyard and formed up in two ranks, facing west, with the Cross slightly to their right. The College Band, under Flight Lieutenant Bangay, provided appropriate music. The public were assembled facing the guard of honour, on the other side of the churchyard, so that the Cross and the graves of the officers and men it commemorates were between the two parties.

From a position near the Cross the Right Reverend The Lord Bishop of Lincoln conducted an impressive service. Sir Arthur Longmore gave a short and moving address, after which he unveiled the Cross. This was followed by the Lord's Prayer, led by the Lord Bishop of Lincoln, and then the two official wreaths were laid on the Cross by two non-commissioned officers, instructors from the Royal Air Force College. The guard of honour presented arms, and the bugles sounded the "Last Post," the notes seeming to linger in the complete silence which followed.

The prayer was said, "That we may fully serve Thee, whom to serve is perfect freedom." The bugles then sounded "Reveille." The hymn "Then the scattering of all shadows, and the end of toil and gloom," was sung by the congregation, and after the Lord Bishop's blessing the ceremony concluded with "God Save the King."

After the Lord Bishop and the distinguished visitors had left the churchyard, many more wreaths were placed on the Cross of Sacrifice by private persons. After these had been laid the memorial appeared most impressive, with the light-coloured stone cross rising above the mass of flowers and green leaves which almost entirely covered its base. This memorial will indeed add lasting dignity to the churchyard at Cranwell village.

The ceremony was a solemn and inspiring one, and will long be remembered by all who had the privilege of attending or of taking part in it. On behalf of all members of the Royal Air Force, and particularly on behalf of the relatives of the officers and airmen whom the Cross of Sacrifice commemorates, the JOURNAL thanks all those who envisaged and made real this very fitting memorial.

N. J. G.



[Crown Copyright]

DEDICATION OF THE CROSS OF SACRIFICE IN CRANWELL CHURCHYARD



[Crown Copyright]

Face page 68

November 1952 - St Michael's Chapel (2a)

ST MICHAEL'S CHAPEL

Plan and Fulfilment

A THREEFOLD need pointed the way to the decision to create within the College building St. Michael's Chapel as a memorial to those former flight cadets of Cranwell who gave their lives in the service of their country. There was the need to concentrate in one place and on one purpose those individual memorial gifts for which relatives and Service formations were seeking the opportunity. Foremost was the sense that nothing but a place of worship or a part of one could fittingly enshrine their memory; this sense must have underlain the eventual rejection of other plans that were from time to time considered. But there was no College Church and no near prospect of one being built, and the Station Church was obviously too impermanent to receive an inner chapel of such a dedication.

It was the work of Air Marshal Sinclair, then Air Commodore and Commandant, to bring the idea to determination, and then to concentrate upon the one purpose all the goodwill and generosity that the desire for a memorial provoked. Help came from the Air Ministry's decision to rebuild the roof and upper storey of the West Wing, damaged by a Whitley in 1940 and temporarily repaired. In the process of reconstruction the shell of the new chapel was created out of two former lecture rooms. Meanwhile Air Marshal Sinclair's plans had matured. He had formed his concept of the Chapel as a whole and of the nature of offerings that could be asked or expected. He had called in the Diocesan Architect of Lincoln, Mr Thomas Bond, to design both the whole and the parts. He had secured the approval and support of Air Council members, senior Old Cranwellians, the Chaplain-in-Chief and the Bishops of Lincoln and Croydon. The flow of gifts came fast, from many individuals, from the Flight Cadets' and Officers' Messes, from the county Regiment, from Naval Aviation, from the United States Air Force, from the aircraft industry. But now, instead of coming haphazard, they came to fit in with the plan.

If one gift more than another may be said to have made it possible for the work to start, it was that of the Hawker-Siddeley Group of companies of the aircraft industry, who pro-

mised the complete panelling to make the frame of the Chapel. Further essentials were secured when each Commander-in-Chief on behalf of his Command promised a pew, and the Old Cranwellian Association decided to apply its fund, raised with a different objective in view, to the Reredos, the Altar and its necessary furnishings. Every offering could now be directed to fit into this outline. A year ago little seemed to have taken shape; in April the shell was still empty; on 22nd June the Chapel was dedicated.

The Day of Dedication

The Sunday following the annual Old Cranwellian reunion was chosen for the dedication. As an event for the College and Station, with the consequent implications of preparatory fever, it ranked with royal visits. There was expected, and there came, a large attendance of Old Cranwellians; the Chief of the Air Staff would be there, and half the senior officers of the Royal Air Force; there would be most unsabbatical activity on the airfield. All the donor formations would be represented. Most important of all, the relatives of those commemorated would come from every direction by road, and arrangements were made for special coaches on the London trains. Since the Chapel itself would hold only forty, the principal service was to be held in the Station Church, and there seating was arranged for 1,200. In the event there were few empty places.

The Bishop of Lincoln and fifty of the senior visitors lunched in the College Dining Hall with the flight cadets. For most of the Old Cranwellians and for any early-arriving visitors the Officers' Mess was 'At home.' Early in the afternoon the stream of traffic began, and by three o'clock the Church was filled. Forward on one side sat the relatives of the fallen, and on the other the Old Cranwellians. Lastly the senior officers who were to form the congregation in the Chapel itself entered. In a less trustful country a cordon of troops would have guarded that Church for the Service distinction that it held.

The Bishop entered processionally by the West door, attended by the Assistant Chaplain-in-Chief, the Principal Chaplain (M) of the United Board, the College Chaplains, and



THE MEMORIAL CHAPEL OF THE ROYAL AIR FORCE COLLEGE

Above:

A view of the Memorial Chapel looking towards the altar

Right:

The Chapel from the altar steps. The font is visible at the rear of the Chapel, to the left of the photograph. In the recess the memorial table and Roll of Honour, presented in 1947 by Air Chief Marshal Sir Arthur Longmore, have been placed. To the right can be seen the entrance to the Chapel



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November 1952 - St Michael's Chapel (2b)



The priest's chair (gift of Home Command), prayer-desk (gift of Home Air Command, Royal Navy), and Bible. Before the desk lies the Ispahan rug, gift of the Royal Pakistan Air Force

Group Captain D. Lumgair as crucifer. The service that followed was moving and appropriate. The Bishop spoke to the comfort of the bereaved and to the inspiration of the present and future officers whom he addressed. When the service reached its climax the Bishop moved down the aisle, attended by the clergy and led by the crucifer, and behind him there formed up those who were to attend the moment of dedication in the Chapel. That remarkable procession included, with their ladies, the Chief of the Air Staff and two members of the Air Council, the Commanders-in-Chief of six Commands, an Admiral representing the Royal Navy, the Commanding General of United States Air Forces in Great Britain, former Commandants of the College and the senior Old Cranwellian Air Officers. They passed through the West door of the church and made their way to the College.

Few were able to watch the most moving moment of the day, when that column of high distinction, led by the Bishop and robed clergy, made its slow way past the East Wing, across the deserted Parade Ground and into the College. The clergy withdrew, and the procession moved up and took its seats in the Chapel. It had now been joined by the Colonel of the Royal Lincolnshire Regiment, Major-General Griffin. The Commandant closed the door and awaited the Bishop's knock. The Bishop struck the door three times with his staff, and the Commandant, opening, asked him to dedicate the Chapel. The brief and traditional Act of Dedication was soon over, and the College building had a heart.

Meanwhile the Church had emptied and the relatives of those commemorated made their way to the College. For the next two hours the Chapel was theirs, and others had been asked to leave it to them. They did not come as sight-seers but as pilgrims. They lingered in the Chapel, to feel and to use this shrine built to the memory of their sons and the sons of Cranwell. And when they were satisfied, the day was over.

The Chapel

A technical and architectural description of the Chapel would not be out of place, and we hope to include one in a later issue; but the description that follows is intended only to give a layman's impression of the Chapel to those who have not seen it.

The strongest ingredients of that impression are of unity and fitness. In spite of its modernity, the Chapel gives on entry an eighteenth-century sense that fine material and diverse craftsmanship have been directed by one mind to the making of a purposeful whole.

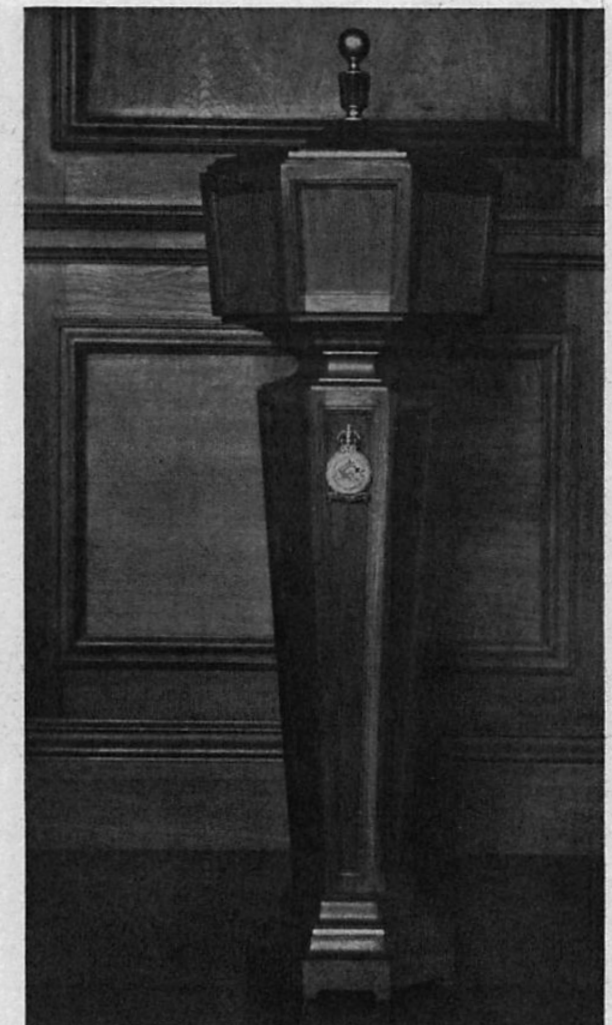
The walls are paneled in English oak of light but rich colour to a height of twelve feet, topped by a broad jutting cornice. The fine wood of each panel is free of fussy ornament, but the major lines of relief are satisfying and there is some attractive carving at key points. This panelling, the gift of the Hawker Siddeley Group, carries the eye forward to focus at once on the altar, with its reredos, canopy and covering. The reredos is of a patterned red silk of Italian design. The tall silver cross stands out against it, and it is flanked by the slender fluted

pillars that support a well-proportioned canopy bearing a carved device of a chalice. The altar's frontal is an old Spitalfields embroidery, coloured, with sky blue predominating. The seeming contrast of colours is in fact dignified and effective. All these appurtenances of the altar, together with the other altar silver and the oak chancel rail, are the gift of the Old Cranwellian Association.

Oak furniture stands on either side of the altar; to the right a credence table bearing the crest of the Royal Lincolnshire Regiment who gave it; to the left the priest's chair, the gift of Home Command, and a prayer-desk presented by the officers of Home Air Command of the Royal Navy. The picture of colour would not be complete without mention of the Bible and Office Book bound in bright blue leather that lie on the desk and table. These were given as an individual memorial and the idea is taken up in the prayer books that lie in the pews, each an individual memorial and each finely bound in the same blue leather. The floor of the Sanctuary is of polished English marble and on it lies the magnificent Ispahan rug presented by the Royal Pakistan Air Force.

From the oak rail and furniture of the Sanctuary the eye is carried back over the fine and solid oak of the pews, the gift of Royal Air Force Commands. The front desk was given by Flying Training Command. The Command's crest is on the side and that of the College on the front. The Commanders-in-Chief of the Operational Commands at Home, the Overseas Air Forces and Technical Training Command, each presented a pew on behalf of their Commands. Each of the eight pews bears the Command's crest, carved and emblazoned, on the side. At the back of the Chapel stands Maintenance Command's gift, an oak font of beautiful design, carved with the crests of the Command and its Groups.

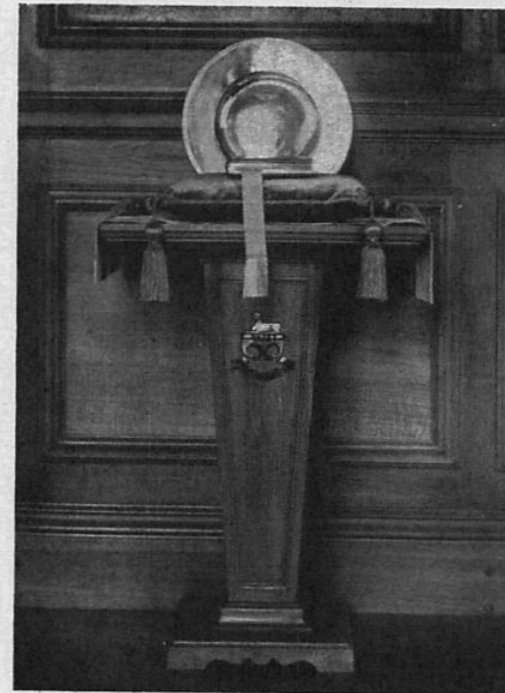
The lighting is by ornate branched candelabra hung from the ceiling. The pair over the Sanctuary are gilt and hang by silken cords of a red to match the reredos. Those over the aisles are sky-blue in body, gilded in part, with chairs to match. This lighting was given by the Third United States Air Force.



The font, carved in oak and bearing the crests of Maintenance Command and its groups, by whom it was given

Central in the paneled West end of the Chapel is a recess in which has been placed the beautiful memorial table and Roll of Honour presented in 1947, by Air Chief Marshal Sir Arthur Longmore in memory of his son. The finely illuminated Roll holds the names of all Cranwellians who have given their lives in service, not only those who died in an act of war. Thus singly as well as collectively the record of those who have died is held in a Chapel adorned, by gifts collective as well as individual, with a beauty worthy of its high purpose.

November 1952 - St Michael's Chapel (2c)



THE MEMORIAL CHAPEL

Above:

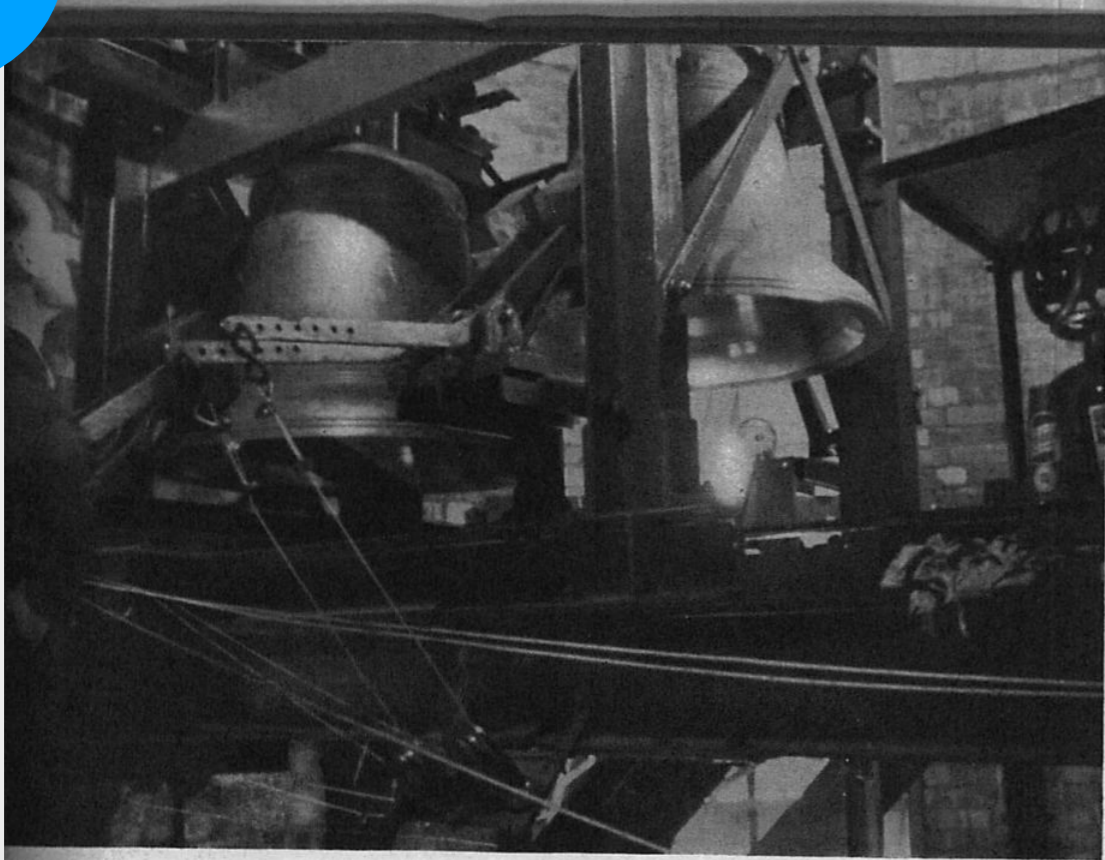
The pews, showing the crests of some of the donor Commands: from left to right—Flying Training Command, Bomber Command, Fighter Command, Coastal Command and Technical Training Command. The pews bearing the crests of the Middle East Air Force and Far East Air Force are not visible in this picture

Left:

The gift of the Royal Lincolnshire Regiment, the credence table

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November 1952 - College Bells (1)



The Bells—a view inside the College Tower

THE DEDICATION OF THE BELLS

THE plan of installing a chime of bells in the College tower was discussed as a project for the Old Cranwellian Association's war memorial. When the Association decided to apply its fund to the development of the Chapel scheme, it appeared that the tower must remain silent. But the directors of the Shell Group generously wished to commemorate the close association of the Group with the achievements of the Royal Air Force. To their order bells were cast by the Loughborough firm of Messrs John Taylor & Co., and installed in the tower with the elaborate mechanism necessary to strike the hours, ring the quarter-hours in the Westminster chime, and sound 'Retreat' at the daily lowering of the ensign.

The work of installation could not start until after the day of the dedication of the Chapel, but it was completed before the end of the term.

In the afternoon of 30th July after the Graduation Parade the bells were dedicated by the Lord Bishop of Croydon, the Right Reverend C. K. N. Bardsley, C.B.E., and the day ended with the first ceremonial sounding of 'Retreat.'

The College was delighted to welcome at the Graduation Parade a number of those to whom this generous gift was due. Representatives of the Shell Group present included Sir Frank and Lady Godber, Marshal of the Royal Air Force Sir John Salmond, Mr and Mrs R. A. Denne, Mr Guepin, Mr Hill and Group Captain D. R. S. Bader, D.S.O., D.F.C., who had been so active and helpful an intermediary in the whole scheme.

When the Reviewing Officer had driven away, visitors did not disperse, but gathered in the Entrance Hall and corridors of the College for the Act of Dedication. On the west wall of the



The Bells before installation in the Tower. Here all six bells lie at the foot of the steps leading up to the main entrance of the College. The notes and sizes of the bells are: G (2 cwt.), F (2½ cwt.), E flat (3½ cwt.), B flat (7 cwt.), G (13 cwt.), E flat (25 cwt.). The four smaller bells are used for the Westminster Chime, the four larger ones for sounding 'Retreat.'

hall a plaque, cast in the metal of the bells and commemorating the gift, had been placed. A small enclosure around this was reserved for the representatives of the donors and for senior visitors, and behind them the hall was thronged and spectators took up their position in the round gallery above. At half past three the Bishop and his attendant clergy emerged from the flight cadets' ante-room and the short service began. After prayers and responses, the Bishop gave an address, recalling the sacrifices of which the gift of the bells was a memorial and the obligation that those sacrifices laid upon all. Then he unveiled the plaque and dedicated it.

The Bishop and clergy withdrew, and visitors moved out to the Parade Ground and the Orange. A squadron of flight cadets had marched into position on the Parade Ground,

with the Band, in readiness for the striking of the hour and lowering of the ensign. As the bells chimed for the hour the squadron came to attention and the advance. When the hour had struck they presented arms. Then, while the ensign was lowered, the bells sounded 'Retreat' in a moving inauguration.

The College has been enriched by a most notable and imaginative gift. The striking of the hours may become, as indeed it is, a convenience, and the chiming of the quarters a welcome but almost unnoticed part of a familiar background. But the daily ceremony of the chime will not lose its significance.

'... You hear the solemn bell
At vespers, when the oriflammes are furled.
And then you know that somewhere in the world
They think of you.'

THE PLAQUE

The plaque reads:

1952

THIS PLAQUE CAST IN THE METAL OF
THE BELLS OF THE COLLEGE CHIME
RECORDS THE GRATITUDE OF THE COLLEGE TO
THE SHELL GROUP
THROUGH WHOSE GENEROSITY THE CHIME WAS PRESENTED
AS A MEMORIAL TO THOSE OLD CRANWELLIANS
WHO HAVE GIVEN THEIR LIVES IN THE SERVICE OF THEIR COUNTRY
AND AS A DAILY REMINDER OF THEIR GALLANTRY
AND SACRIFICE

November 1952 - College Bells (2)

HOW THE BELLS WERE MADE

HOW were our bells made? This question doubtless crossed the minds of many of us as we watched our peal of six being raised to the Tower towards the end of last term.

Below, through the kindness of Mr Paul L. Taylor, a war-time engineer officer in the Royal Air Force and head of John Taylor and Company, bell founders of Loughborough, it is possible to give an expert's answer to this question.

Mr Taylor writes:

Firstly, the inner mould, or core as it is called, is built up on a strong cast-iron plate. The material used for the building up is bricks jointed with, and coated on, the surface by moulding sand, ground wet and mixed with other matter. The shaping of the core is effected by a strickle, template or crook, as it is variously designated. This is a board, carefully cut away and modelled so that its inner shape is the exact shape of the inside form of the bell. This template swings, or revolves, on a pivot in the centre of the base plate, and by this means the moulder is able to build up the core.

Next, the cope or cover is made, again by a swinging template cut to the exact shape of the outside of the bell. By this means the moulder lines an iron case or box, again with loam, until the outer form of the bell is fashioned.

The core and cope are then both finished by hand, and dried thoroughly in a stove constructed specially for this purpose. Finally the cope is placed over the core, the greatest care

being taken that the two are concentric. They are firmly cramped together and thus form what is termed the mould for the bell.

This is the usual foundry practice, but in those cases when a more than usually elaborate ornamentation of the bell is desired, the *cire perdue* (melted wax) process of decorated relief work suggests itself as being the most suitable.

The bell metal is melted in a specially designed furnace, and is tapped out into a ladle, similar to that used by the iron-founders and, as in casting iron, care is taken to run the metal into the mould at the proper temperature.

The time allowed for the cooling of the metal after a bell is cast varies according to the size of the bell. The smaller ones are removed from their moulds the day after being cast, but the larger the bell the longer the time that must elapse.

The next and final process in making a bell is tuning. The bell has been cast as near to the note required as possible, but owing to the moulding technique, the bell when sounded gives a note which is not exactly the right pitch. This error is corrected by placing the bell on a vertical lathe and turning some metal off the inside. This makes the bell thinner and so alters the note. This operation is continued until the correct note is obtained. A point of interest with regard to this tuning is that the bells for the Royal Air Force College, Cranwell, have been made to accord with the pitch of the R.A.F. trumpet (the E flat Cavalry trumpet).

INSTALLING THE BELLS

AFTER the College Bells had been cast by John Taylor and Company of Loughborough, a number of important technical problems remained to be solved. The bells had to be brought to the College, raised to the Tower, hung and connected up to the mechanisms designed to operate them. The actual work of installation fell to Gent and Co., Ltd., electrical and horological engineers of Leicester, to whose sales manager, Mr E. O. Chapman, we are indebted for the facts contained in the following account and in the captions to the accompanying illustrations.

To accommodate six bells weighing from two

hundredweight to twenty-five hundredweight, and the apparatus required for operating them, was, in itself, a difficult problem to solve. It was decided finally to accommodate bells and operating apparatus in two steel frames. These are mounted on two girders spanning the clock chamber to which, originally, the clock movement had been fitted.

These two girders have been provided with additional supports to carry a total weight of six tons. The two frames containing the bells have been placed on either side of the clock movement driving the exterior hands. One frame carries the large 25 cwt bell and the other frame



Messrs Allsop and Mooney, of Gent and Co., Ltd., adjusting one of the many operating cables connecting the hammers with the striking mechanisms

the remaining bells. There are three motor-driven mechanisms supported by brackets on the underside of the two main girders. One mechanism works in conjunction with a hammer which strikes the large bell for sounding the hour. The second mechanism operates the hammers on the four bells which sound the Westminster quarters, and the third one works in conjunction with no less than 12 hammers, three on each of the four largest bells.

This triplication of hammers at first sight seems puzzling, but it has been necessary for a technical reason. 'Retreat' has to be sounded smartly, and each of the four notes is repeated no less than three times in some part of the tune. Hammers, however, have a considerable amount of inertia and cannot operate sufficiently rapidly to provide for quick repetitions of notes. An escape from this difficulty has been found by increasing the numbers of hammers from one to three on each of the four bells.

Working in conjunction with the first and second mechanisms is a control unit. This unit receives half-minute impulses from the master clock and sets in motion all three mechanisms at the correct times with a provision for the automatic starting of the 'Retreat' mechanism at either 1600 hours or 1630 hours. The actual time is selected by means of a change-over switch in the porters' lodge by the main door of the College. The control unit also 'selects' the chimes to be sounded and ensures that the right number of hammer blows is provided. In

addition the control unit cuts out all operation of the striking and chiming mechanisms during the night and ensures that while the mechanisms are inoperative the correct chime and hour strike is provided when they are put into operation again in the morning.

Provision has also been made in the porters' lodge for silencing all mechanisms during the day by means of a switch. Another cuts out the operation of the 'Retreat' chimes; and a push-button enables the same chimes to be sounded whenever they may be required.

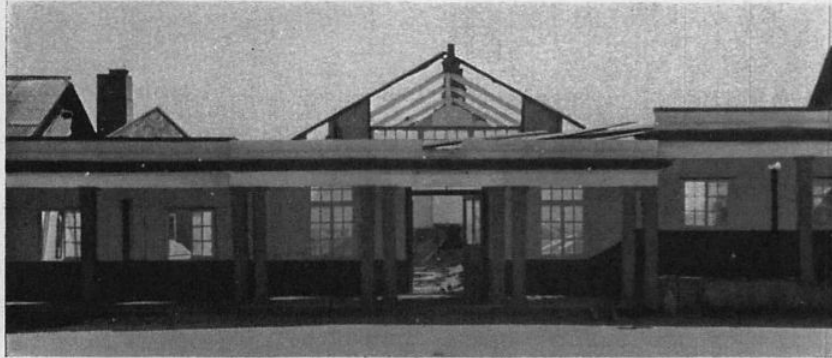
An interesting piece of equipment from the technical point of view is the duration delay which ensures that the chimes of the fourth quarter sound sufficiently ahead of the hour to allow for a five-second interval between the last chime and the first blow of the strike.

Hoisting the bells into position inside the Tower presented quite a problem owing to the fact that there is no direct route for them from ground to the actual clock chamber. It was necessary, therefore, to erect scaffolding in front of the main entrance of the College so that the bells could be lifted to a position level with Admiral's Walk, and taken from there along a special runway laid on the Admiral's Walk itself. Even so the problem was not entirely solved since the windows in the Tower were too small to allow the largest bell of 25 cwt to be moved through in an upright position. It thus had to be manoeuvred through the window on its side, then turned back to the correct position on a very small platform inside the Tower whence it was hoisted into place.

The larger bells, showing the arrangement of the hammers



June 1953 - Demolition of Old Cadet's Mess



The Old Mess in the hands of the house-breakers—a picture taken in April 1953

Farewell to the Old Cadets' Mess

THIS term has seen the rapid disappearance of the old Cadets' Mess, for 37 years a notable feature of West Camp, Cranwell. It will be remembered with strong nostalgic feelings by many, not for its architectural beauty (which few indeed would champion), but for the times it has seen, and the memories it holds. For the present writer, a spectator only of the decay and the demolition of the old building, it has naturally been difficult to recapture these memories. Many anecdotes, he realises, could be related about life in the former Mess, and much more written about the amenities of the place: but he hopes that any deficiencies that may be detected by O.Cs in the narrative will be repaired by readers themselves in a 'letter to the Editor.'

The Mess, together with the rows of huts which flanked it, was erected in 1916. It was used for meals by the ratings of the station. The R.N.A.S. knew it, of course, as the 'Mess Decks.' At that time a detachment of W.R.N.S. occupied the iron huts.

The Cadet College opened on Thursday, 5th February, 1920, with an entry of 52 flight cadets of whom 15 were ex-Naval midshipmen. These 15 formed the Senior Term and did only one year's training. There were two squadrons, 'A' and 'B,' who were quartered in the black iron huts to the east of the Mess. When 'C' Squadron was formed in the summer of 1930 from selected cadets of 'A' and 'B' Squadrons, 'A' moved into the brick huts to the west of the Mess while 'C' Squadron occupied the iron huts on the east of

'B.' Five flight cadets were quartered in each hut, which comprised a dormitory, bathrooms, and a sitting room. The Senior Term had the privilege of separate cubicles.

The Mess itself contained, at the back, the dining hall, an ante-room (subsequently the tea room) and Fancy Goods Store; in the centre the lounge hall fronting the kitchens, and in the front three ante-rooms (one of which became a billiards room), and the library. Those who inhabited the Mess were well contented with the standard of comfort, though the food was not perhaps all that it might have been. One flight cadet of the early years claims to remember being served with figs for pudding every day for seventeen weeks!

Life was very full, and even in those days flight cadets found that sports and activities were abundant. In the earliest issue of the JOURNAL, for instance, a contributor sums up camp life as having 'more opportunity for games than we have time to play, rather more work than we think we can do, the whole leaving us barely sufficient time to tie our G.S. ties for dinner.' Apart from the anachronism in dress, those might be the words of any present-day flight cadet.

The lecture subjects in the Ground School were much the same as those studied now, except that flight cadets worked in the College workshops all through their two years' course learning carpentry, rigging, and the mechanics of the aero-engine. Those workshops stood on what is

now the Orange. Lecture rooms were in the huts behind the West Camp guard-room, and in the present Science Block.

Until the summer of 1923 flight cadets were not taught to fly in their first year, and comparatively little flying was done, for pilots were very much at the mercy of the weather. In cloud one had only a spirit-level bubble and a compass to assist one to keep straight and level, so the Flying School was very much handicapped by the winter fogs and low cloud. Group Captain F. E. Nuttall, who was a flight cadet in 1921-22, and who is now Mess Secretary at the College, remembers that he thought himself lucky to pass out with a total of 56 hours, of which nearly nine hours was passenger time picked up during the first year. By 1930, however, flight cadets having learnt to fly in their first term, were passing out with 100 hours. During that time they soloed on such types as the Avro 504, the Bristol Fighter, and the D.H.9a, some after only half an hour's dual instruction.

The College in the early days was surrounded by a fence of spiked iron railings standing six feet high—some still survive around the Medical section—and though these were frequently scaled, flight cadets were officially strictly limited in their freedom. The bounds were a 30 miles radius, excluding Sleaford, and only the Senior Term were allowed to go into Lincoln. Everyone had to dine in every night, and pocket money was in any case limited. Cars were not allowed, but motor-cyclists were encouraged. Up to 1930 every flight cadet was issued with a set of parts of a 'P' and 'M' service motor-cycle, which he

had to assemble and maintain by his own efforts. Reliability runs were organised to test efficiency; and as a further encouragement a free tank-full of petrol was issued every week to each rider. This custom apparently continued for some years after the last of the 'P' and 'M's' had been reduced to scrap.

Discipline, then as now, was strict; flight cadet under officers and n.c.os would order extra drills with just the same inevitability as they do today. The modern cadet, assisted by that modern fairy godmother, the public purse, to attend the College, might well wonder that voluntary pupils, whose parents were paying £200 a year for their instruction, would bear so willingly such strict control for two long terms every year. The fact remains, however, that such was the enthusiasm of the flight cadets that they thought nothing of it.

The greatest bugbear in cadet life seems to have been the wearing of puttees, which had to be applied to the legs with mathematical exactness. Great was the anguish of the poor defaulter, who had to change from his mess kit after dinner, back into his uniform with breeches and puttees for roll call parade in a seemingly impossible space of time.

From the beginning, a high standard of drill was set. After that first term, when a motley crowd assembled on the parade ground variously dressed in civilian clothes and naval uniform, everyone worked hard, and in the second term, when they paraded for the Chief of Air Staff and the Secretary of State for Air, Mr Winston Churchill, they won the latter's congratulations on their bearing and deportment.

At eight o'clock in the morning the flight cadets would parade for colour hoisting and prayers. Half an hour's drill followed the parade.

If it rained, drill would take place in the drill shed which stood at the eastern end of the parade ground. This shed, now used by the Fire Section, is surmounted by the same clock tower whose clock was the final arbiter of whether or not a flight cadet was late on parade. This clock naturally became the especial target of the flight cadets; many curious forms of decoration were draped across it, and many missiles were surreptitiously hurled at it. One group of marksmen used to pepper the clock face with small-bore rifles from the roof of the Mess 200 yards away. Another

group even went so far as to construct a giant catapult from aircraft undercarriage elastic, upon which four stout men would heave in order to launch a boulder at the clock. It is not recorded whether these efforts were rewarded by any success, but the clock still stands.

An early adjutant at the College was Flight Lieutenant A. Ferris, who firmly believed that the College should have an inter-Squadron drill competition. In

1930 he was able to present a trophy to the College for this purpose. The cup is surmounted by a statuette of a flight cadet, for which a flight cadet in his second term was chosen to pose. This first competition for the Ferris Trophy was judged by Flight Lieutenant Ferris himself.

In 1929 the foundation stone of the new College was laid, and the present familiar building, as designed by the late Sir James G. West, began slowly to take shape. A model of the building took the place of honour in the entrance hall of the old Mess. The JOURNAL at that time proudly and, as it turned out, hopefully described how the erection of the new College would be followed by the clearing of the old one, a plan which has taken so long to materialise that one who was a flight cadet when the foundation stone was laid is Commandant as the second part comes true.

The move from the old College to the new was accomplished smoothly, but not without regrets. Small numbers—thirty to a squadron and five sharing a hut—had given rise to an intimate bond of comradeship and almost family loyalty that the large edifice could never quite foster. However, an institution that ranks with Sandhurst and Greenwich needs more inspiring surroundings than tin huts, and the move was necessary.

Then the old Mess was put to various uses. In the period before the war a Roman Catholic



The Old Mess, barely recognizable, stands open to the sky

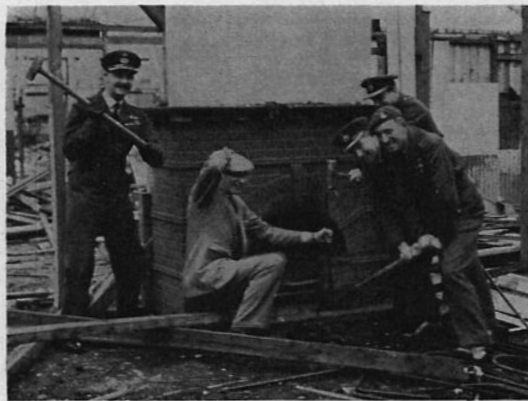
Chapel was made in the east wing, and the other wings were used for stores. In 1940 the camp was once more occupied by women: this time by the W.A.A.F., whose dormitories were in the Mess. From 1945 to 1952 the Mess once more performed its original function and became the Sergeants' Mess. In 1947 the entrance of the Mess was adorned by a figurehead representing Pegasus, presented without ceremony by Air Commodore R. L. R. Atcherley. This figurehead is believed to have come from the Royal Barge of King George V, but since records have escaped the present writer's eyes, it is hoped that readers may, possibly, be able to fill in this gap in the story.

On the morning of Christmas Day, 1952, after Church, the last official gathering took place in the black and rusty building. In accordance with the custom of the Service, the officers foregathered in the old Mess as the guests of the Sergeants. For many who were present on that occasion feelings must have been mixed. A most important part of the original College was on the verge of disappearing. Just a week later the sergeants moved out.

The demolition took place without excitement, and a persistent fable that treasure was buried under the bar turned out to be without foundation. Now only the freshly turned soil shows like a grave the site of the Cadets' Mess, old College.

N. R. MacN.

The 'unofficial house-breakers' try their hand. From left to right: Group Captain Nelson, Group Captain Nuttall (about to be struck), Group Captains Lewis and Keary (heaving) and Air Commodore Eeles



June 1953 - New Points Scoring System



New Rules for the Chimay Cup

THE rules for the competition for the Chimay Cup have been modified this term. With the old 'knock-out' system it was possible for a squadron with, for instance, a good hockey team, to lose in the first round, though it might have been capable of winning against either team in the other game of the first round. In this way the luck of the draw played a part in the competition. Because it was a 'knock-out' competition points were awarded only to those who were first and second and there was no ruling for settling a tie.

To overcome these drawbacks the league system was introduced. A squadron now plays each of the other three squadrons in turn and points are awarded in the ratio 5:3:1 to the squadrons which come first second and third in each sport. Each term five sports make up the

Chimay Cup and these sports are graded by their importance so that, as an example, in the summer term cricket is worth 25 points, swimming 20, rowing 15, and tennis and shooting are each 10 points. If two squadrons tie for a position, the points are shared.

The contest for the Prince of Wales Trophy, the winner of which has the honour of becoming Sovereign's Squadron in the following term, remains unchanged and consists of the Chimay Cup, worth 25 points, the Ferris Drill Trophy worth 15 points, and the Klocker Cup for Physical Training, worth 10 points; the points for second and third places, as in the Chimay Cup are in the ratio 5:3:1. If a tie occurs the trophy is awarded to the squadron with the most wins and if this leaves the problem undecided, to the squadron which wins the Chimay Cup.

NEW POINTS SYSTEM FOR THE CHIMAY CUP

<i>Autumn Term</i>	<i>Spring Term</i>	<i>Summer Term</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>
Rugby	Athletics	Cricket	25	15	5
Association Football	Hockey	Swimming	20	12	4
Boxing	Cross-country	Rowing	15	9	3
Fencing	Squash	Tennis	10	6	2
Shooting	Shooting	Shooting	10	6	2

Prince of Wales Trophy

	<i>1st</i>	<i>2nd</i>	<i>3rd</i>
Chimay Cup	25	15	5
Ferris Drill Trophy	15	9	3
Klocker Cup	10	6	2

November 1953 - Cranwell Railway Article (1)

The 'Little-Used Branch Line'

The Cranwell-Sleaford Railway of Yesterday and Today

To the best of our knowledge the history of the Cranwell railway has never been told, and had it not been for a phrase let slip in the last *College Notes*—a phrase which now appears above—it is doubtful if that history would have been recorded as quickly as it has. The article that now emerges is the result of much gleaning of facts from written records, from plans and from memories. Every effort has been made to check the facts, but despite this some of the dates given are approximate only.

The author wishes to thank the following for their generous assistance: Mr Ellis, of the College staff, who worked for the contractors responsible for building the line; Mr Etty, whose father was foreman of the line; Mr Collishaw, the present driver of Cranwell's locomotives; and Flight Sergeant Fancourt and Mr Stratton.

CONTEMPORARY accounts of the foundation of H.M.S. Daedalus tell of the first loads of building materials being brought by traction engine over the farm tracks from Sleaford. The experiences of the winter of 1915-16 soon indicated that a more reliable means of transport would be required for bringing up bulk supplies and heavy equipment to the camp. The idea of the Cranwell Railway, however, had already been born. At first it was simply a Heath Robinson contractor's line from Sleaford, the temporary track being laid in about a month directly on the ground and undulating with it. Little attempt was made to ease the gradients of the 'Switchback' as it was called, and so severe were some of them that two locomotives were required to pull five laden wagons.

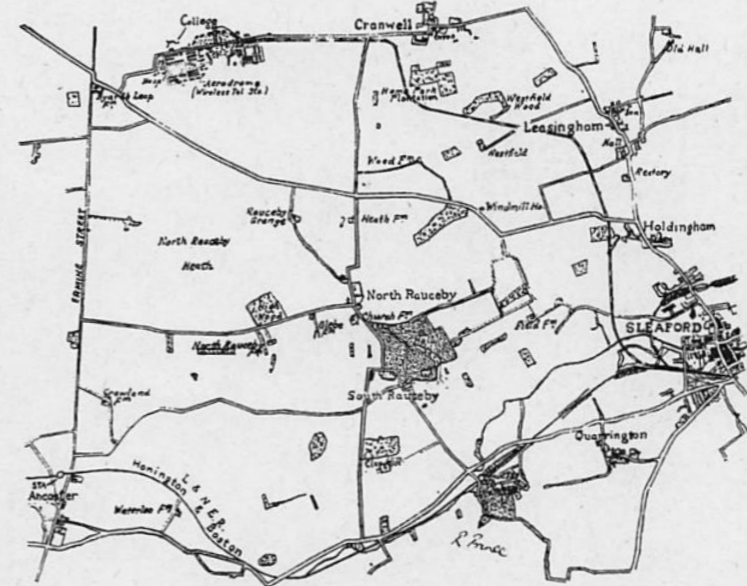
At the same time, the contract for the permanent line was sublet by the Great Northern Railway to Logan & Hemingway Ltd., of Doncaster, the survey being carried out by Mr Charles

A. Brown who completed it in January 1916. Originally a railway from Ancaster was considered following the line of Ermine Street, but this idea was abandoned owing to the severity of the gradients and the shortage of space for sidings at Ancaster. Immediately work began on the present railway. This follows very closely the line of the contractor's temporary track. The line was finally handed over to Air Ministry Works and Buildings in February 1919, although separate sections were used by the contractors as soon as they were built.

Except for the bridge over the River Slea and the bridge and embankment at Leasingham, there is little of engineering interest. The track is



The morning goods train to Sleaford, hauled by No. 129, taking water at the pumping station



Map showing the route taken by the line from Sleaford to Cranwell

made of components bought from the Great Northern Railway. The oldest chair found in a recent search is date 1877, but there is good reason to believe that some of the original chairs in the now-defunct Bristol Wood section were cast in 1838. A search in the Bristol Wood area has not, however, revealed one yet.

The Cranwell Railway leaves the Grantham-Boston branch of the Eastern Region about half a mile west of Sleaford Station and immediately enters a set of three interchange sidings beyond which British Railways locomotives ordinarily do not go. The sidings converge into a single track and for half a mile the line bends northwards climbing gradually to pass over the Slea River. At the bridge there can be seen the remains of the Slea River Platform, once a stopping place for the long discontinued passenger trains.

The locomotive's hard work now begins as the gradient profile shows. A quarter of a mile at 1 in 100 (as steep as the climb out of King's Cross), another quarter at 1 in 50 (much steeper than the notorious Shap), a level stretch and finally a short rise at 1 in 50 brings the line to the level crossing with the Newark-Sleaford road, nowadays a compulsory stop. In its heyday the railway boasted two gatekeepers to open the gates, but today this duty falls to the train crew. Two very dilapidated signals remain as a pathetic reminder of better days.

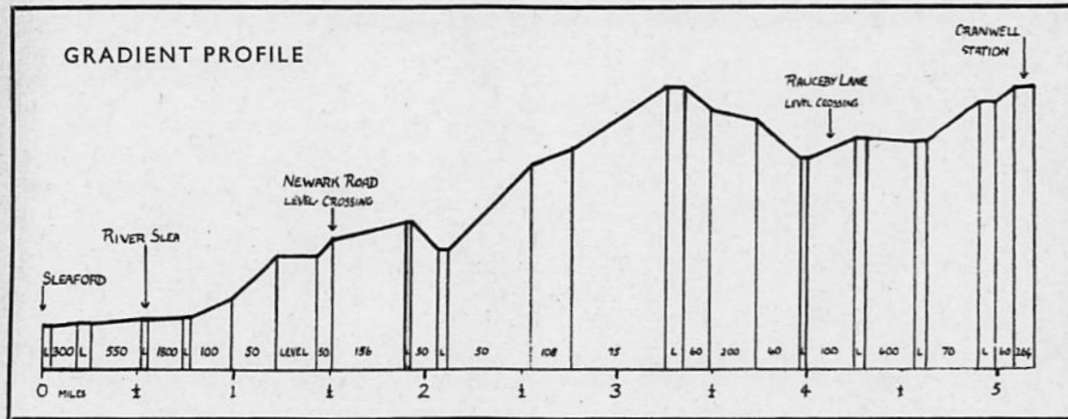
A steady 1 in 156 climb for half a mile and a brief drop at 1 in 50 bring the train to the curving embankment and bridge at Leasingham. Immediately after crossing the bridge the line bends gradually westwards in a climbing turn with a gradient of 1 in 50, a difficult task for a small tank engine with a train of fully loaded coal wagons. A brief 'respite' of a quarter of a mile at 1 in 108 is followed by a half-mile climb at 1 in 75 to the summit of the line 3½ miles from Sleaford. Turning north again and running downhill to the fourth mile post, the railway approaches Cranwell village and a

sharp curve to the left brings it to the level crossing with Rauceby Lane, after which it runs parallel to the Sleaford-Cranwell road for the final mile into the station in East Camp; a total distance of 5½ miles from Sleaford.

Various branches from the 'mainline' have been built and removed at various times. Many of these only lasted while building was in progress. The more important and longer lived are shown on the accompanying map. The single track to the engine shed and coal sidings which crosses the road in East Camp is the only survivor of the maze of sidings and contractor's tracks which aerial photographs taken during the First World War show to have been laid in the East Camp and Bristol Wood areas. No longer, even, is coal delivered to the College along the narrow tentacle of rails that, until removed in 1950, crept surreptitiously through the green gate by the squash courts to the boiler house at the back of the College.

During the early busy days of the line Logan & Hemingway Ltd. used five of their own 0-6-0 tank engines built by Manning Wardle and Company, of Leeds. Their numbers were 3 (named Blecher), 4 (Hepworth), 5, 8 and 10. Little else is known of these locomotives except that No. 4, a photograph of which is on page 176, had a works number 1468 and was built in 1908. The other four locomotives were of the same type although they differed in small details, such as cab design.

November 1953 - Cranwell Railway Article (2)



The first two locomotives to be taken on the 'ration strength' were posted early in 1918 from Devonport Dockyard and given the numbers 1 and 2. Both were built by Manning Wardle. No. 2 carried a works number 1930 and was built in 1917. This engine ran until 1926 when it was sold to a Nottinghamshire colliery. No. 1 was of earlier vintage and finished its working life at Cranwell, being sold to Fords of Grantham, scrap iron dealers, early in 1925.

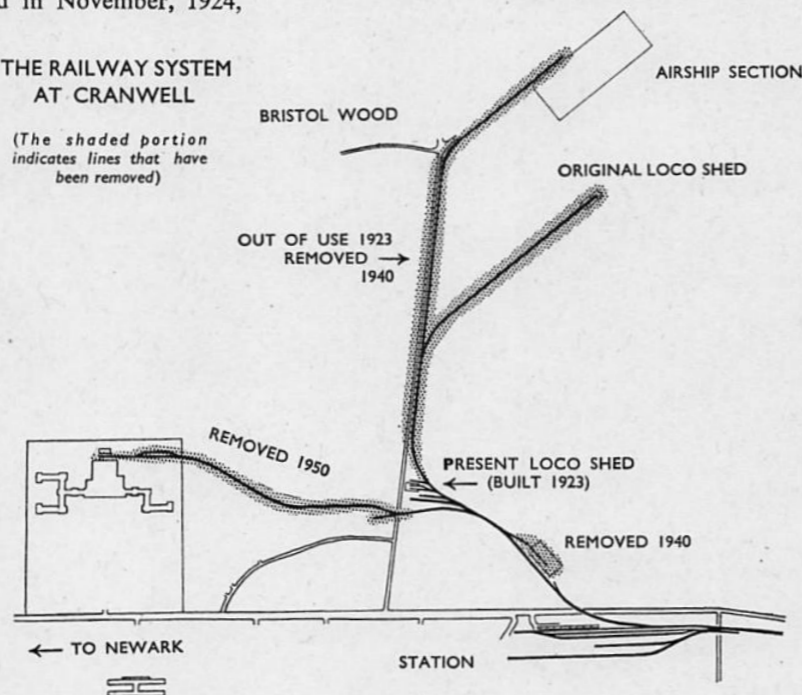
In anticipation of the demise of No. 1 a new 0-6-0 tank engine (Works No. 1541) was purchased from Hudswell Clarke and Company Ltd., of Leeds. It arrived in November, 1924, bearing the A.M.W. and B. number 129, and has remained ever since providing the main motive power for the freight trains. In 1925 A.M.W. and B. No. 127, and 0-4-0 saddle tank engine (Works No. 1521), arrived from Cardington where it had served since it was built by Peckett and Sons Ltd. of Bristol in 1918. Except for a brief return to Bristol for overhaul it has lived at Cranwell ever since. During the thirty-five years of the railway's existence two diesel locomotives have also been used. One, A.M.W.D. No. 68, was built by Fowlers and the other by Hawthorn Leslie. However they have

both been returned to Cardington, apparently because the loads were too much for them.

Although the Cranwell Railway was primarily a line for conveyance of freight, passenger services were run from its earliest days. In the first instance these were to carry the contractor's employees from Sleaford. However the passenger services were continued for Service personnel until 1927 when the competition from local bus companies became too strong. Normally seven return journeys were made to Sleaford on week-days, taking 15 to 20 minutes in each direction. The following is a typical timetable:

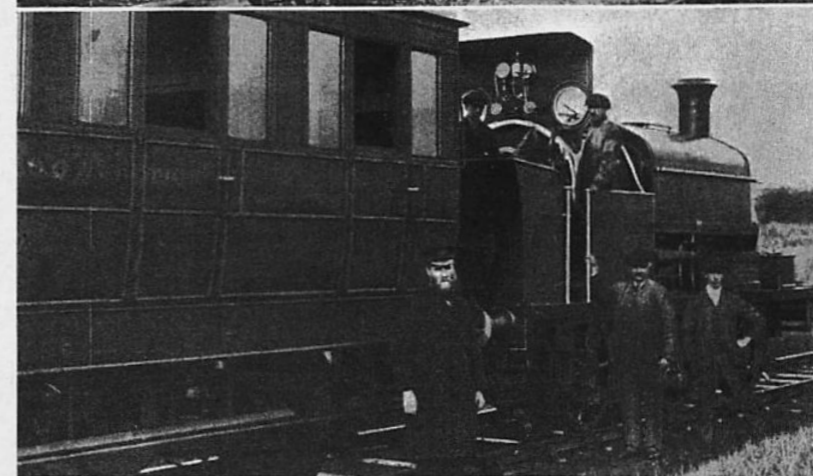
THE RAILWAY SYSTEM AT CRANWELL

(The shaded portion indicates lines that have been removed)

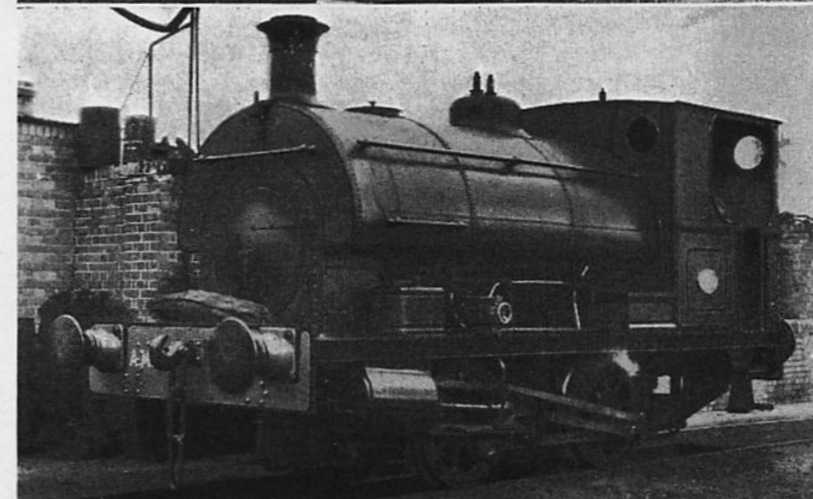


CRANWELL'S TRAINS PAST AND PRESENT

A.M.W.D. No. 2 with a passenger train at Sleaford in 1921. From right to left: J. Frier, Jack Mitchell, driver, and Tom Green-smith, fireman

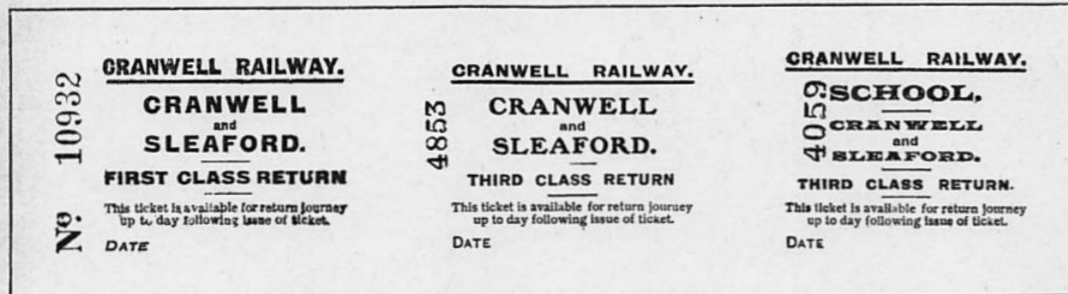


No. 3 'Blecher' near Stamford with a passenger train. From left to right: J. Frier, guard; C. Hill, cleaner; J. Lister, driver; T. Jackman, foreman engineer, and C. Ellis, fireman. Joe Lister was the driver of the first engine to run over the 'Switchback' to Cranwell. C. Ellis is now a cook on the College staff



A.M.W.D. No. 127, Peckett 0-4-0 saddle tank at Cranwell, May 1953. A sack of coal is carried on the buffer beam in case the limited bunker space is insufficient on any journey

November 1953 - Cranwell Railway Article (3)



Some examples of tickets issued for journeys on the Cranwell-Sleaford line

Cranwell dep.	6.30 a.m.	7.45 a.m.	10.30 a.m.	9.00 p.m.
Sleaford dep.	2.30 p.m.	5.10 p.m.	6.10 p.m.	4.15 p.m.
	4.15 p.m.	5.30 p.m.	8.30 p.m.	10.10 p.m.

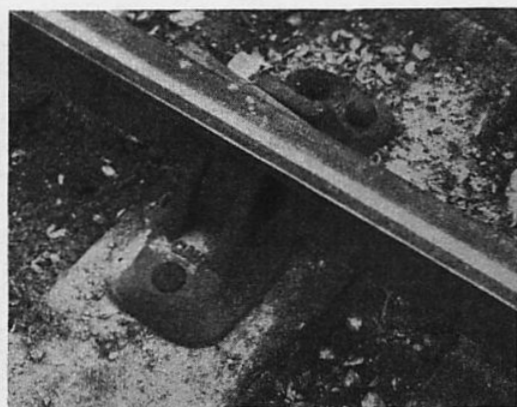
All these trains ran to and from Sleaford Station except the 10.30 a.m. which was really a goods train, but carried one or two passenger coaches depending on the demand. This train set down its passengers at the Slea River platform and then carried on to the sidings where it left its wagons. Having collected its return load of wagons the train waited until 12 noon at the Slea River platform before returning to Cranwell. At least one more goods train was run each day, usually in the afternoon.

The Sunday service started at 2.30 p.m. from Cranwell, returning at 2.50 p.m. from Slea River. Other departures from Cranwell were 4.30 p.m. for Slea River, 6.10 p.m. and 9.00 p.m. for Sleaford Station. The corresponding return journeys left Sleaford at 5 p.m., 8.30 p.m. and 10.10 p.m.

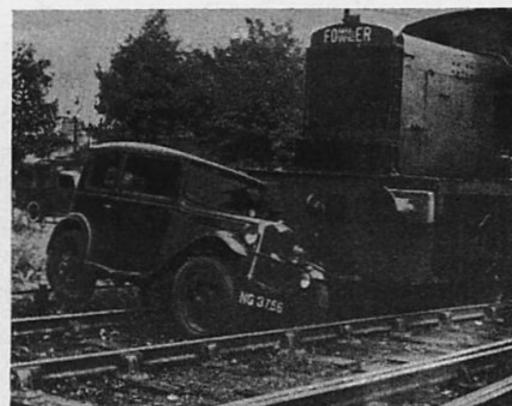
A total of thirteen four-wheeled and six-wheeled passenger coaches were bought from the

Great Northern Railway at various times during the building of the railway between 1916 and 1919. These coaches were built at the turn of the century to run between New Barnet and Moorgate over the Metropolitan 'widened lines', and were superseded by articulated stock during and after the First World War. First, second and third class accommodation was provided; a third class coach providing wooden seats for fifty people, ten in each of five compartments. The third class return fare was threepence! Eight coaches were usually sufficient on any train except on Saturday when all the thirteen had to be used and often two engines were needed.

Such was the traffic on the Cranwell Railway. Today, even though it possesses two locomotives, Cranwell has usually only one goods train a day and none on Saturday or Sunday. The working day consists of a little shunting in the morning to collect the empty coal wagons and the odd van. Then about 11 o'clock the goods train leaves for Sleaford usually stopping at the pump-



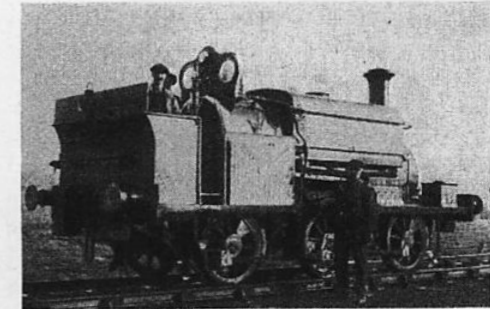
A portion of the track at Cranwell station. The chair, of Great Northern Railway vintage, dates from the year 1877—as the photograph clearly shows



The only recorded accident. At Cranwell on 19th July 1949 the Fowler diesel collided with a baby Austin car on the level crossing in East Camp. The driver of the car escaped injury

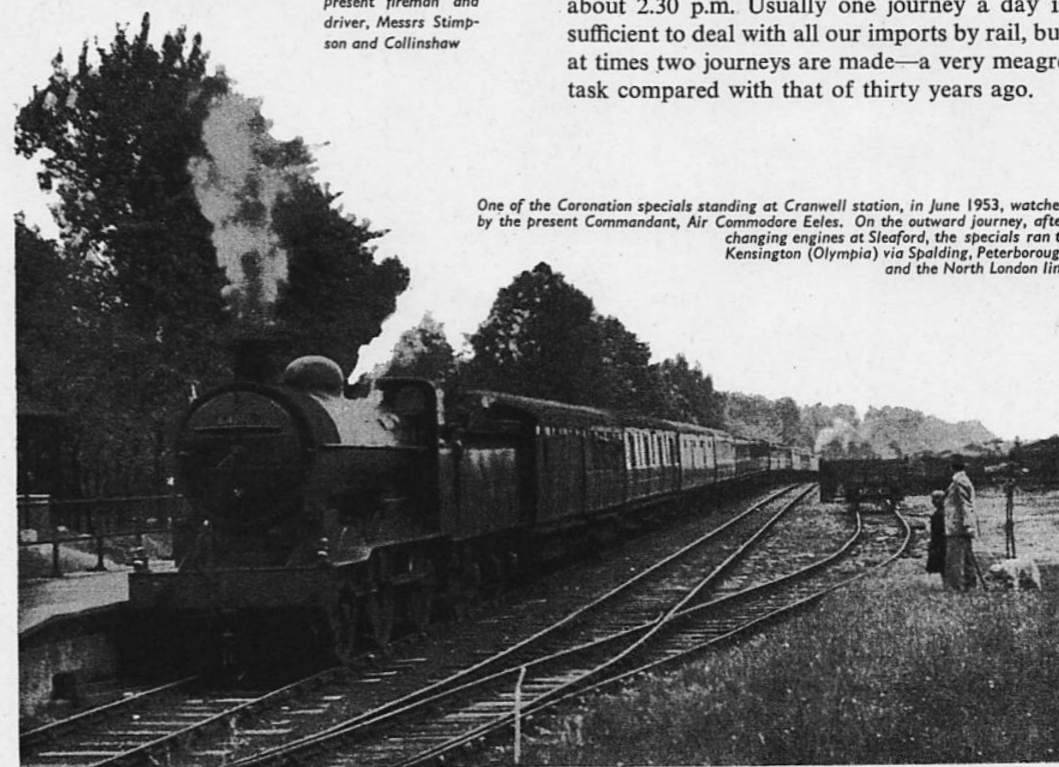


The arrival at Cranwell of a special train bringing public schoolboys to view the College in the nineteen-thirties. On the platform are Air Vice-Marshal Mitchell, and the present fireman and driver, Messrs Stimpson and Collinshaw



The 'Hepworth' (Logan & Hemingway No. 4) at the contractors' engine sheds at Sleaford in 1919. From left to right: T. Brannon, driver; J. Hall, fireman, and T. Jackman, foreman engineer. The decorations are worked in rubbed tallow

ing station for water. In the sidings the engine waits for the Sleaford shunting engine to bring the Cranwell wagons from Sleaford yard and to take away those from Cranwell. The necessary paper work completed, the return journey begins between 12.30 and 1 p.m. The wagons are shunted into the appropriate sidings at Cranwell and peace again descends upon the railway at about 2.30 p.m. Usually one journey a day is sufficient to deal with all our imports by rail, but at times two journeys are made—a very meagre task compared with that of thirty years ago.



One of the Coronation specials standing at Cranwell station, in June 1953, watched by the present Commandant, Air Commodore Eeles. On the outward journey, after changing engines at Sleaford, the specials ran to Kensington (Olympia) via Spalding, Peterborough and the North London line

Autumn 1962 - Whittle Hall Articles (1)



Air Commodore Sir Frank Whittle, K.B.E., C.B., F.R.S., LL.D. in the Entrance Hall to the new Instructional Building (see p. 205)

Air Commodore Sir Frank Whittle, K.B.E., C.B., F.R.S., LL.D., officially opened the new Instructional Building on 4th October. Classes in Science and Humanities subjects were held in the new building from the beginning of the Autumn Term before work in the building was complete, but all was ready for the opening ceremony.

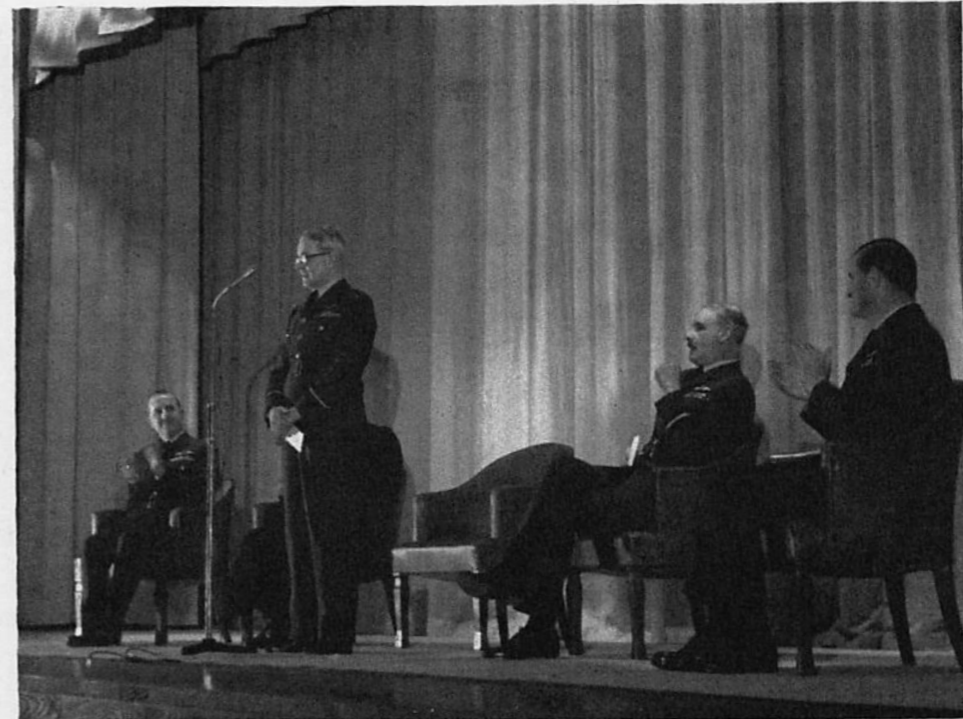
Spring 1963 - Whittle Hall Articles (2a)



College Notes

The official opening of the new Instructional Building on October 4th by Air Commodore Sir Frank Whittle, K.B.E., C.B., F.R.S., LL.D. was a great occasion in the history and development of the College. It took place in the new assembly hall and was attended by many senior Royal Air Force officers, Old Cranwellians, representatives of Air Ministry and of industry and civic dignitaries. Among those present were Air Chief Marshal Sir Walter Merton, G.B.E., K.C.B., Air Member for Supply and Organisation, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A., Air Officer Commanding-in-Chief, Flying Training Command, Air Marshal Sir Alfred Earle, K.B.E., C.B., Air Officer Commanding-in-Chief, Technical Training Command, Air Marshal Sir John Baker-Carr, K.B.E., C.B., A.F.C., Controller of Engineering and Equipment, Air Marshal Sir Richard Atcherley, K.B.E., C.B., A.F.C., former College Commandant, the Right Reverend Anthony Otter, M.A., Bishop of Grantham, and Mr. B. L. Hallward, M.A., D.L., Vice-Chancellor, University of Nottingham.

In his speech introducing Air Commodore Whittle, the Commandant, Air Commodore E. D. McK. Nelson, C.B. said "It is particularly appropriate that we should today honour and welcome one of our foremost and most distinguished Old Cranwellians." He recalled that Sir Frank was here at Cranwell as an aircraft apprentice from 1923 to 1926 in No. 4 Apprentice Wing in East Camp, and afterwards a cadet in the College from 1926 to 1928. "Whilst he was a Flight



Air Commodore Sir Frank Whittle making his opening address

Cadet he wrote his original thesis on jet propulsion which was the basis of its future development." The Commandant continued by pointing out that the first flight of the Whittle 1 Jet Engine took place from Cranwell on 15th May, 1941.

The Commandant contrasted the new buildings with the accommodation provided hitherto for academic instruction at Cranwell. He recalled that "for the past 42 years it has been carried out in holes and corners all over this great camp" and referred to the old Triple Block and the series of wooden huts on West Site. "We have waited a long time," the Commandant continued, "for this great moment to arrive." He then paid tribute to the Contractors, to the Air Ministry Works Directorate Staff and to the many others who had been working like beavers to get the new buildings ready.

Then the Commandant announced that, to commemorate the great occasion, the assembly hall of the new Tutorial Wing was thereafter to be called the Whittle Hall.

In reply Air Commodore Whittle said that he was overwhelmed by the Commandant's announcement "I can't think of any greater

Spring 1963 - Whittle Hall Articles (2b)

honour that could have been paid to me. It is such a big surprise that my mind has gone completely blank."

He described the new buildings as "quite magnificent" and compared them with the old Triple Block in which he had received part of his training. Sir Frank added that "the training which I received at Cranwell was a very important factor in all that I did afterwards." He considered that he had had "as fine a training as anyone could possibly get in those days." After his five years at Cranwell his training and experience included 15 months with No. 111 Squadron in 1928-29, a year as a Flying Instructor, and 18 months as a Test Pilot at Felixstowe. After completing the Officers' Engineering Course in 1933, he spent two years obtaining his Mechanical Engineering Tripos at Cambridge followed by an extra year of post-graduate research for study of jet propulsion and then further research while on the Special Duty list. "The Air Ministry spent quite a lot of money on me," Sir Frank remarked. "I hope they feel that they got a good dividend!"

To the Cranwell staff Sir Frank stressed the importance of enlisting interest at every point. To the flight cadets he suggested that they should always "preserve an attitude of doubt. Don't take everything for granted. And don't confine your studies to what you are taught."

Sir Frank recalled his work in the early days of the jet engine at Rugby and Lutterworth. He described the W.1A. engine which was then on display in the Entrance Hall as "quite a historic engine." He concluded: "It is an honour and a very great pleasure to declare this building open. I hope



Part of the audience listening to Sir Frank

Air Marshal Sir Augustus Walker and Sir Frank



that the seeds of knowledge planted here will prove to be extremely fruitful."

Thanking Sir Frank Whittle, the Director of Studies, Mr. J. A. Boyes M.A., described his address as an "inspiration to the present generation of Flight Cadets." He was glad that the new building was now well and truly launched in the most appropriate way possible. The Director concluded by confirming that the College staff is "always on the look-out for new Whittles."

After the Opening Ceremony, Sir Frank Whittle and the guests toured the new buildings, including the new gymnasium and swimming pool which were opened in September and described in the previous issue of *The Journal*. The academic building extends over two acres between the main College building and the Sports Arena. It was built by Messrs. Rush & Tompkins as part of a building programme costing £500,000. It is constructed in the traditional style of rustic brick, with Portland stone facing and a roof of Westmorland green slates. Steps lead up directly from the Entrance Hall to the Whittle Hall which seats over 500 and has projection rooms, a full sized cinema screen and well-appointed stage for dramatic productions. On either side of the Entrance Hall are wings containing 56

The Whittle Hall



offices, 33 lecture rooms and 18 laboratories. The Humanities staff occupy the wing near the main road, the Science staff occupy the wing which adjoins the playing fields. In the rear of the building, near the new gymnasium is a High Speed wind tunnel.

These were some of the features of the new buildings which Air Commodore Sir Frank Whittle saw in his tour. He then departed by air from Cranwell — in an Avro Anson.

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May 2012 - Jet Power's 70th Anniversary (3)

70th Anniversary Of Jet Powered Flight In Great Britain

Miss R Vernon, Corporate Communications Officer, RAF Cranwell

2011 marked the 70th Anniversary of the first official flight of the Gloster E.28/29. Powered by Sir Frank Whittle's pioneering W.1 jet engine, the flight took place at RAF Cranwell on 15 May 1941.

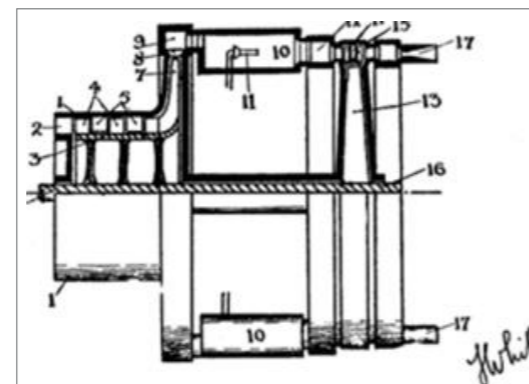
It was fitting that this historic event took place here at Cranwell as just 13 years earlier, Frank Whittle, then a Flight Cadet at the Royal Air Force College, had written his thesis entitled "Future Developments in Aircraft Design". At a time when the latest RAF fighters were propeller-driven biplanes with a maximum speed of about 150 mph, the young Frank set down his early ideas for a radically different propulsion system that would allow aircraft to fly at speeds of 500 mph.

After graduating from the College, he became a skilled pilot, but continued to develop his ideas for jet propulsion. Despite rejection of those ideas by the Air Ministry and scepticism from many others, he went on to patent his design for a true turbojet engine, the first of its type anywhere in the world.

The Royal Air Force recognized his engineering talent and allowed him to take the Mechanical Sciences Tripos at Cambridge University and continue working on his innovative ideas.



Sir Frank Whittle.



Sir Frank Whittle's first design of a jet engine, patented in 1930.

In 1936 he was approached by Rolf Dudley-Williams, a former RAF cadet that he had known at Cranwell, and his partner, J C B Tinning, also a former RAF pilot, with the prospect of financial support. This resulted in the formation of Power Jets Limited and, in April 1937, the Whittle WU engine became the first jet engine in the world to run.

Steady improvements finally resulted in Air Ministry support and, in 1939, specification E.28/29 (E for experimental) was issued for the design and manufacture of an aircraft in which a jet engine could be flight tested. A contract was placed with the Gloster Aircraft Company and the aircraft was designed by George Carter, the company's chief designer. The Gloster E.28/29's first official flight took place at RAF Cranwell at 7.40 pm on 15 May 1941 with Gloster's chief test pilot, Gerry Sayer, at the controls.

RAF Cranwell had been chosen because of its long runway, flat surrounding countryside, which gave a clear approach, and its location in rural Lincolnshire, which would help maintain secrecy. However, the strange-sounding aircraft without a propeller aroused great interest amongst station personnel and local residents.

It was a triumphant achievement and 16 more flights were made before any inspection of the engine was deemed necessary, testimony to its reliability and integrity. Unknown in Britain at the time, a version of the jet engine had also been developed by von Ohain in Germany following the release of Frank Whittle's patent. In August 1939, the Heinkel 178 had

been the first jet engine to fly, but the engine used was in an embryonic state of development and was subsequently found to be unsuitable for sustained aero-propulsion. Further development was abandoned at some point in 1941 or 1942, by which time the German Air Ministry had turned its attention to more promising turbojets under development at Junkers and BMW. The flight of E.28/29 was thus made by the world's first viable turbojet-powered aeroplane.

Frank Whittle's invention of the turbojet engine is one of the most important milestones in aviation. Since that historic flight 70 years ago, the jet engine has gone on to change our world. The single Whittle W.1 engine that first powered the E.28/29 was capable of producing about 1000lbs of thrust, allowing it to reach a speed of 370 mph. Today the two EJ200 turbofan engines that power the RAF's Typhoon fighter each produce a thrust of over 20,000lbs with afterburner, allowing it to fly at 1350 mph, twice the speed of sound.

RAF Cranwell marked the 70th Anniversary of this historic flight with a programme of events which included presentations by Captain Eric 'Winkle' Brown CBE DSC AFC RN, dubbed the greatest test pilot to ever live; Mr Roy Fowkes CEng FRAeS MIMechE FEI, personal friend of Sir Frank Whittle and Mr Ian Whittle FRAeS, son of the pioneering engineer. Guests on the day were also treated to a Hangar Exhibition containing, amongst other things, a replica of the Gloster E.28/29 and a fly-past by Gloster Meteor aircraft.

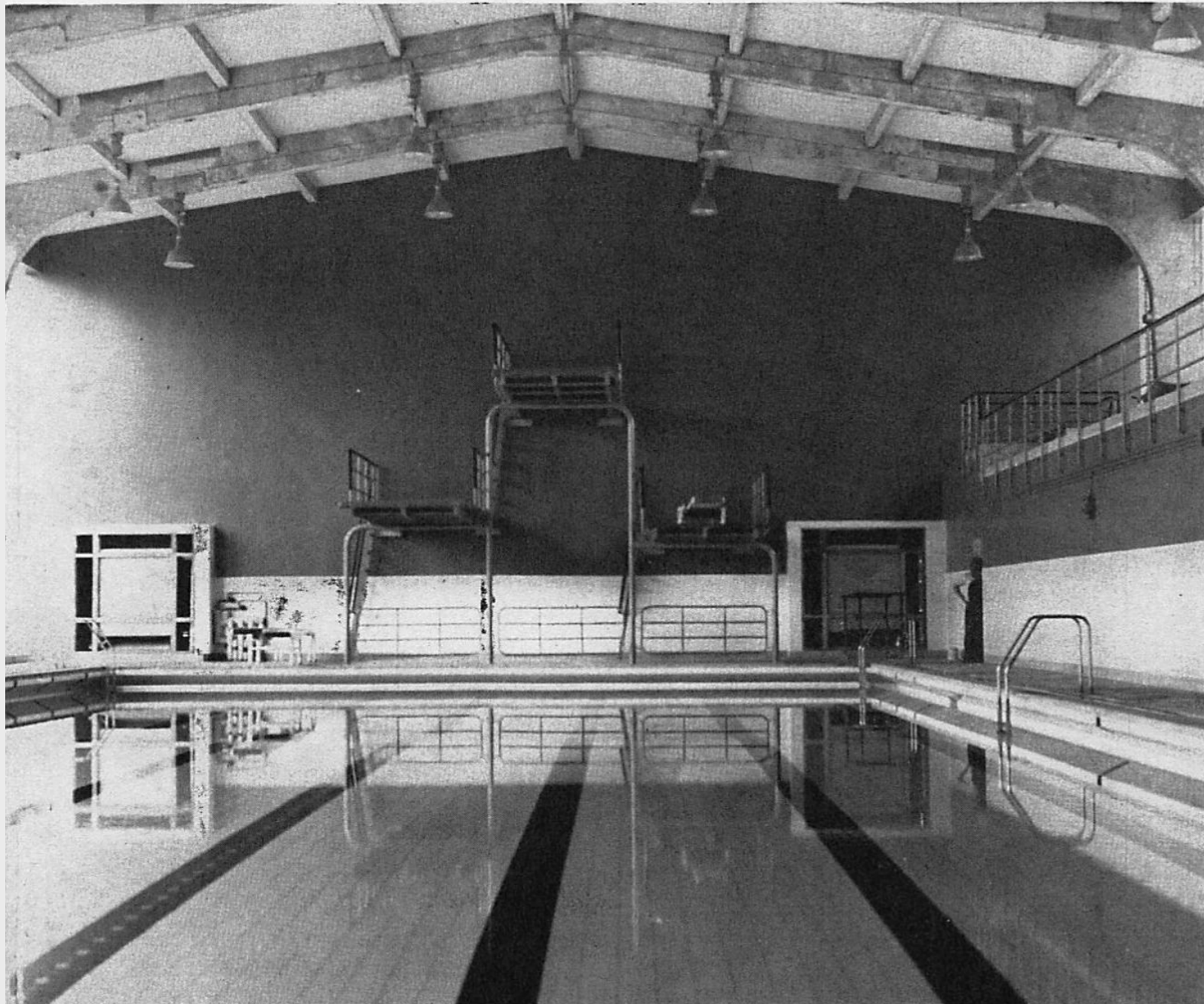
The Gloster E.28/29, powered by the Whittle W.1 turbojet.



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Autumn 1962 - New Swimming Pool

New Swimming Pool



The new Swimming Pool was officially opened on 5th September during the Royal Air Force Swimming Championships by Air Marshal Sir Paterson Fraser, K.B.E., C.B., A.F.C., B.A., F.R.Ae.S., Inspector-General. Present at the opening ceremony were Mr Julian Ridsdale, M.P., Parliamentary Under-Secretary of State for Air, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., M.A., Air Officer Commanding-in-Chief, Flying Training Command, Air Commodore E. D. McK. Nelson, C.B., Commandant, and Group Captain G. F. Reid, D.F.C., Station Commander.

The new indoor Swimming Pool, which replaces the old pool near the Officers' Mess, is situated to the west of the College between the new Instructional Building and the old West Site. It adjoins the new Gymnasium, now almost complete, and is near the playing fields end of the Sports Arena. What seemed six months ago to be a giant concrete toast rack has been changed into a tasteful, dignified building full of modern facilities. The west wall is made almost entirely of glass which gives an atmosphere of light and airy spaciousness. The pool is 42 feet wide and 110 feet long which conforms with the Amateur Swimming Association standard of no more than two turns in a 110 yard race. Depth varies from 3½ feet to 13 feet. When full, the pool holds approximately a quarter of a million gallons. It is the only indoor pool in the Service which has a 5-metre firmboard. There are three other diving boards — 3-metre firm, 3-metre spring and 1-metre spring. Beneath the Gallery for spectators are well-appointed changing rooms. The new pool is already much in demand ; it is an impressive and valuable addition to the College.

The pool was first used on 14th and 15th August for the Flying Training Command Swimming Championships, before work upon it was completed. The Command Championship was won by Royal Air Force Oakington. Royal Air Force Cranwell teams won the Inter-Station Relay and the Water Polo Championships, and Senior Aircraftsman D. Ackroyde won the 220 yards free-style.

The Royal Air Force Swimming Championships, organised by Flight Lieutenant J. H. P. Kenefick, were held in the new pool from 3rd to 5th September. The considerable efforts of the contractors to complete their work and of Warrant Officer Gwilliam and his staff in Station Workshops to supply many items at short notice were successful. The Command Championship was won by Technical Training Command.



Summer 1965 - College Heraldry (1a)

THREE DUCKS STICKING THEIR NECKS OUT

This is hardly a dignified description of the armorial bearings of the Royal Air Force College, but no doubt it is adequate for those uninitiated in heraldry. The purpose of this article is to translate this short but expressive description of the College Coat of Arms into the picturesque and romantic language of heraldry. To do this it is necessary first to have a brief outline of the origins and rules of this ancient art.

ORIGINS OF HERALDRY

Heraldry is commonly supposed to have sprung from the seals with which Kings and other V.V.I.P's, from about the 8th Century A.D., used to mark their letters and edicts. A seal became, in effect, a sort of signature and with the passing of time became a means of identifying the owner. In the 10th and 11th centuries when "tin battledress" became the fashion, the need for some sort of identification became quite real in battle as well as in letter writing, as the rank and file had to have some means of knowing whether the wearer of this armour was friend or foe. So the idea of a mark or symbol to act as a rallying point in battle spread from kings to knights, barons, earls and all "gentlemen at arms" who led their troops into battle. Normally some form of emblem or design on the shield was adopted.

As this custom spread, the symbol or design came to be regarded as its wearer's property and possibly as a pictorial version of his name. On a man's death, his son continued to use his father's shield and so the idea grew up of hereditary rights to these symbols.

Eventually, in order to safeguard individual designs and to get some sort of order into the system, a set of rules was drawn up

and nominal rolls were kept by heralds, who were responsible for registering Coats of Arms and for seeing that the rules were kept. By the 12th Century, heraldry was an established practice and in the next few hundred years it flourished, until, about the 16th Century not only individuals, but also corporate bodies such as guilds and towns adopted a coat of arms as a symbol of their identity. Designs became very flowery and complicated, but from the 17th century onwards, with the passing of suits of armour, heraldry declined.

It is interesting to note, however, that during this century a new form of heraldry has sprung up in the numerous badges adopted by Navy, Army and R.A.F. Formations and Units.

THE RULES

Before describing the College Coat of Arms a brief reference to the rules is necessary. They are few and simple and were designed principally to preserve the artistic values of heraldry.

The design must be depicted in one or more of five colours, two "furs" and two "metals." The colours — with their heraldic names are as follows :

Red	Gules
Blue	Azure
Black	Sable
Green	Vert
Purple	Purpur

The furs are "Ermine" and "Vair," the first being self explanatory and the second a representation of the skin of a squirrel, and depicted in alternate wavy bars of blue and

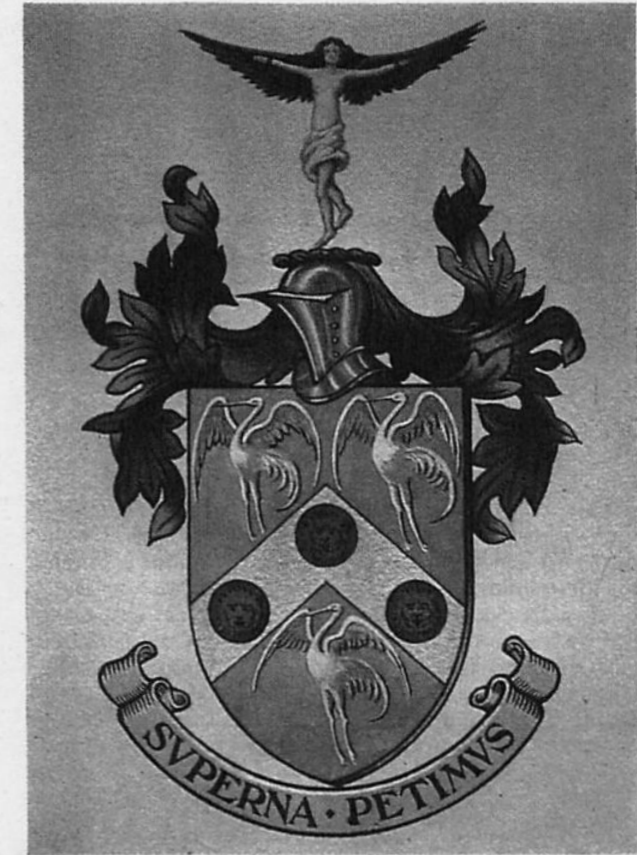
silver. The metals are gold and silver, or "Gul" and "Argent" as they are known heraldically. The only other rule of importance is that the "charge" or symbol must not be of the same designation as the "field" or background. In other words if you have a field of gules, then the lion's head, or eagle or whatever it is must be shown either in a metal or a fur.

A charge can consist of almost anything, but there are certain basic ones which are most commonly used. These consist of a broad, horizontal, vertical or diagonal band across the shield known as a "fesse," a "pale" or a "bend" respectively; a "chevron" which is self explanatory but upside down according to our ideas in the Service; and a "saltire" which is a diagonal cross similar to that of St. Andrew. Another very common charge is some form of cross and you can get some idea of the size of the vocabulary of heraldry from the fact that there are over a hundred kinds of cross, each described differently.

Armed with this knowledge, it is now possible to pass on to the Coat of Arms of the R.A.F. College and describe it in detail in the curiously attractive mixture of English and French which makes up the language of heraldry.

THE COAT OF ARMS

The Shield. When describing a shield the field is referred to first, followed by the main charge and then the subsidiary charges. The most important part of a coat of arms



is the shield. In this picture the shield has a blue background, upon which are depicted a chevron between three birds (which are in fact cranes) on the wing : these are the main charges. On the chevron are shown three lions' faces of gold, each superimposed on a red disc (the subsidiary charges). One reason for the red disc is that it would be incorrect to have lions' faces of "or" on a background of "argent." There is also another reason but that comes later.

This combination is described in heraldic terms as shown in the right hand column of the box below :

Name	Description	Heraldic Term
The Field	Blue	Azure
The main charges	a chevron and three flying birds all of silver	a chevron between three cranes volant argent
Subsidiary charges	three lions' faces on three red discs	three lions' faces or on three roundels gules (or torteaux).

Summer 1965 - College Heraldry (1b)

Connecting up the right hand column with suitable prepositions and changing it slightly, the description becomes :

"Azure on a chevron between three cranes volant argent, as many roundels gules each charged with a lion's face or."

What does this all signify ? The Coat of Arms was very carefully chosen after much consideration and correspondence with the Chester Herald, and everything shown on it has some symbolic meaning. Taking them in the same order :

The Field	—represents the sky.
The Chevron	—a convenient background for the lions' heads, and appropriate to the Service.
The Cranes	—the village of Cranwell was originally known as Crane-well.
The Lions' faces	—symbolise the Royal connections of the College. (Cf. the three golden lions on a red background in the Royal Arms).
The Roundels	—again, these symbolise the Royal connections of the College. In addition, some background for the lions' heads is necessary to conform to the rules.

The Helmet. After the shield comes the helmet, which is placed just above it. The interesting point about this is that different kinds of helmet denote different rank. In the Royal Arms, the helmet is of gold facing the front and has bars across the opening, and may only be used by the king. The helmet on the Cranwell Arms is of the kind normally allowed for a "gentleman" or "esquire."

The Wreath. On top of the helmet sits the "wreath" which looks rather like the coil of rope used in "tent-quoits." Its purpose originally was to conceal the join of the Crest to the top of the helmet. It usually consists of alternate plaits of the two principle colours on the shield and in this case would therefore be depicted in azure and argent. When this is so it is known as "a wreath of the colours."

The Crest. Rising from the wreath is the Crest. The word Crest applies only to this device mounted on the helmet. Any other form of symbol — such as those representing R.A.F. Units — are badges and it is incorrect to refer to them as crests. The Crest of the R.A.F. College is a figure of Daedalus and, as it happens, a most appropriate one, Daedalus being one of mankind's first known aviators — albeit not a very successful one. H.M.S. Daedalus was incidentally, the name by which Cranwell was known during the First World War when it was a R.N.A.S. Station. The original camp of those days was

laid out to conform roughly to the silhouette of a ship, but after nearly 50 years this fact is not now recognisable from the air. The figure of Daedalus is represented as "proper" — that is in natural colours as opposed to one or more of the five heraldic colours.

The Mantle. Next comes the "mantle," which is the name given to the flowery looking design all round the shield. Actually, it has no floral significance at all but represents the back half of a surcoat or tunic of which the front was of chain or mail armour. It was made of felt or some such material and naturally after many campaigns used to become tattered and torn. Hence, the military prowess and experience of a gentleman at arms was reflected in the rags and tatters of his mantle. A plain sort of drape round a shield would indicate that its owner was as yet inexperienced in battle — in other words, pretty "non-operational". Like the wreath, the mantle is usually depicted in the principal colours of the shield.

The Motto. Finally, on this coat of Arms, is the Motto, formerly known as the "Cri de Guerre" and originally some blood curdling war cry with which the Commander and his men used to fling themselves into the battle. As heraldry acquired more peaceful characteristics, the nature of the Cri de Guerre changed and finally resulted in the Motto. The Motto in this case is "Superna Petimus," a phrase which is extremely difficult to trans-

late adequately into idiomatic English. Perhaps one of the best, if not the most accurate, is "We spurn the petty things."

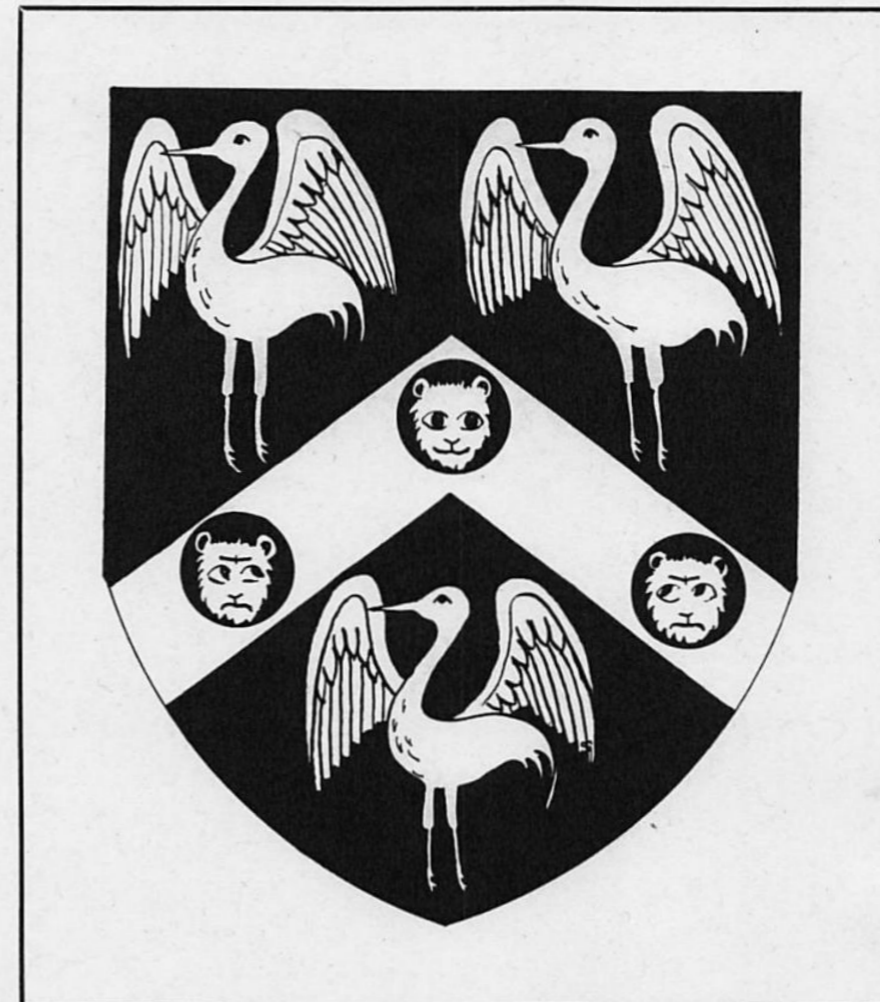
Supporters. There are other additions to a complete Coat of Arms, such as "Supporters," which consist of two figures, one each side of the shield and supporting it. An example of supporters can be seen in the Royal Arms, namely the Lion and the Unicorn. Other embellishments, such as Orders, are also included when applicable, but, as the Cranwell Coat of Arms does not have

them, they need not be mentioned.

The story is now complete and the three ducks in the title of this article have become, in this impressive example of the language of the ancient heralds :

"Azure on a chevron between three cranes volant argent, as many roundels gules, each charged with a lion's face or. And for the Crest on a wreath of the colours a figure representing Daedalus proper."

E. H. L-B.



1972 - College Heraldry (2a)



The Elements of a Coat of Arms

The SHIELD or ESCUTCHEON is the most important element of a Coat of Arms, because it displays the 'charges' that constitute the insignia of the bearer. The area within a shield is called a 'field' and its surface is partitioned into areas, which are given specific names which refer to the location of the 'charges' which they bear.

The HELMET appears above the shield, roughly in the position where the bearer's head would be.

The MANTLE or MANTLING was a falling cloth garment worn over helmet and armour to protect the knight from the heat of the sun and his armour from the elements and it usually displays the principle colour and the metal tincture of the shield. It was secured by a TORSLE or WREATH, which was

formed by twisting two ends of the mantle six times and was located at the base of the CREST. The CREST was usually a decorated, personal sign of identity, originally a painted piece of wood or leather.

SUPPORTERS appear on either side of the shield as guardians of the Arms. They are often representations of human beings, animals, birds or imaginary creatures. SUPPORTERS today are reserved solely for titled families and those civic authorities and institutions granted the right to bear them. The right to bear SUPPORTERS is normally granted by Royal approval and issued by the College of Arms under a document called 'Letters Patent'.

The SCROLL or MOTTO is fashioned as a ribbon from the ground upon which the SUPPORTERS stand.



1972 - College Heraldry (2b)

THE FULL ACHIEVEMENT OF ARMS OF THE ROYAL AIR FORCE COLLEGE

Heraldry was originally an indispensable form of communication, a 'language' developed to communicate visually, not only the bearer's identity but also a great deal more relevant information about him. In 1970, in recognition of its Fiftieth Anniversary, the Royal Air Force College was granted the right to bear Supporters on its existing armorial bearings and thus faced the problem of presenting its identity, role, and traditions even more explicitly in heraldic form.

The Senior Illustrator of the College, Mr J. B. Ellingham, was approached to prepare designs for submission to the College of Arms. After careful research various rough drafts were submitted to the then Commandant, Air Vice-Marshal Hughes, who consulted Dr John Tanner, the Director of the Royal Air Force Museum and a leading authority on heraldry, the Cranwell Advisory Board and several senior Old Cranwellians for their views.

The final draft was prepared in full colour by Mr Ellingham showing the full achievement of arms, including the proposed Supporters and the alterations necessary to the existing armorial bearings. This was sent for approval to the College of Arms in January, 1971.

In heraldic terms, the draft showed the following :—

Arms — Azure, a chevron argent between three cranes volant proper, the same lions faces or in torteaux.

Crest — Daedalus proper.

Supporters — On either side an eagle argent with wings adorned and inverted, membered gules, gorged with astral crown or, on the dexter side, charged on the breast a fleur-de-lys or, fimbriated verte, on the sinister side the same fimbriated gules.

The reasons for the choice of eagles argent were that they represented modern birds of the air, silver aircraft. It also seemed fitting to distinguish them by making their beaks and legs red, thus establishing a link with Lord Trenchard whose own arms bore red eagles as Supporters. The astral crowns indicate that the Royal Air Force College was the first air academy in the world. The two fleurs-de-lys are edged with green, to show the College's close association with Lincoln and Kesteven, and red, to indicate the College's ties with Bedfordshire, the home of the Royal Air Force Technical College, Henlow, before the merger which combined the two establishments in 1966.

In designing a full achievement of arms, especially with the addition of Supporters, the design must maintain its balance, without distracting from the original arms, depicted upon the shield. Consideration should also be given to the variations in scale in reproduction to ensure that the shape and form are not lost.

Approval was given in August, 1971, subject to the minor change that the eagles should be turned slightly outwards, so that the fleurs-de-lys could lie in a more central position on the eagles' breasts.

The College of Arms agreed that Mr Ellingham should prepare the registered copy on vellum and allowed him to base his design on the original draft and not on the letters patent. This approval was a unique honour for John Ellingham and he is probably the first artist outside the College of Arms to be granted permission to prepare such a piece of work.

Letters Patent, granting authority for the addition of Supporters to the Arms of the Royal Air Force College Cranwell, were signed and sealed by Garter King of Arms in October, 1971.

The Certified Copy of the Armorial Bearings and Supporters was completed in April, 1972, and was duly registered and signed as a true copy, by the Windsor Herald in May, 1972.

2010 - The Cranwell Whistle

The Cranwell Whistle

Wing Commander (Ret'd) Kevin Dowling, College Secretary

For those of a certain age who follow rugby, the name "Larry" Lamb might bring back some memories. 'Larry' refereed 12 International games, the Varsity Match, five Final England Trials, two County Championship Finals and various games involving the All Blacks, Springboks, Wallabies, Pumas and US Eagles. He also officiated at matches in the (then) Five Nations Championship in France, Ireland, Scotland and Wales – not to mention refereeing other matches in Barbados, Borneo, Canada, Ceylon, Germany, Holland, Malaysia, Morocco and Singapore. 'Larry' is, of course, Air Vice Marshal G C Lamb CB CBE AFC who, as a Group Captain, was Assistant Commandant here at the RAF College between the years 1964 and 1965.

Whilst at the RAF College, Larry was appointed to the RFU County Panel of Referees and, to mark the occasion, he was presented with an Acme 'Thunderer' whistle by the cadets. It was this whistle, known as the Cranwell Whistle, which he used to officiate at all the matches mentioned earlier. In 1967 Larry was appointed to the RFU International Panel of Referees and was the first, and so far the only, RAF officer ever to referee an International rugby match.

Moving swiftly to the present, the RFU interred a Time Capsule on 12 July this year in the pavement in front of Twickenham's South Stand. The capsule contains a selection of rugby items of interest and one of the items is Air Vice Marshal Lamb's 'Cranwell Whistle.' The capsule will be opened to a future generation and the contents revealed in 112 years time on 26 January 2121, the 250th anniversary of the founding of the Rugby Football Union and 201 years after the opening of the RAF College as the first military Air Academy in the world.



"Not one fighter will be sent across the Channel."

-2-

9. I must therefore request that as a matter of paramount urgency the Air Ministry will consider and decide what level of strength is to be left to the Fighter Command for the defence of this country, and will assure me that when this level has been reached, not one fighter will be sent across the Channel however urgent and insistent the appeals for help may be.

10. I believe that, if an adequate fighter force is kept in this country, if the fleet remains in being, and if Home Forces are suitably organised to resist invasion, we should be able to carry on the war single handed for some time, if not indefinitely. But, if the Home Defence Force is drained away in desperate attempts to remedy the situation in France, defeat in France will involve the final, complete and irremediable defeat of this country.

I have the honour to be,
Sir,
Your obedient Servant,

G. E. J. Dowding
Air Chief Marshal,
Air Officer Commanding-in-Chief,
Fighter Command, Royal Air Force.

Curating the College Hall Heritage

Miss Crozier, Royal Air Force College Curator

The Royal Air Force College has a rich and varied collection of historical artefacts ranging from an original Faberge egg through to Air Chief Marshal Lord Dowding's historic letter to the Air Ministry in 1940 advising that if "irredeemable defeat" were to be avoided, "Not one fighter will be sent across the Channel..." to defend France. Amongst the remarkable documents in the archives are the Flight Cadet records of Group Captain Sir Douglas Bader, two original letters written by T E Lawrence; and the proof copy of his "Seven Pillars of Wisdom", with his own handwritten annotations. The extensive paintings collection contains, among others, original oils by Cuthbert Orde of Air Commodore Sir Frank Whittle and Group Captain Sir Douglas Bader. Documents on display include the aforementioned Dowding's letter, rare Battle of Britain combat reports and the original signals stating the commencement and cessation of hostilities 1914-1918.

Numerous medals are displayed in the Rotunda, while the Founders' Gallery houses Marshal of the Royal Air Force Lord Trenchard's Service cap and sword and Air Chief Marshal Longcroft's Service cap, sword and medals. The College has recently been given the ensign which the then Major Hugh Dowding flew on his aircraft over the trenches during the First World War. These, and many other artefacts and documents both on display and in storage, are all gradually deteriorating, some at a much faster rate than others. As is often the case with collections, some of our artefacts have been damaged unwittingly by poor conditions and insufficient care in handling. My job, as the College's first full time curator, is to arrange the correct storage and handling; and, where necessary, conservation methods to prevent any further deterioration. I shall also be on a personal voyage of discovery to see what other gems lie hidden within the College.

There's more to life than dusting cabinets...

It is often said that curators are misunderstood. Common misapprehensions are that we stand around in galleries telling visitors not to touch, or that we spend our working day dusting cabinets. We are thought to be wizened academics sitting in dark, dusty, cobwebbed offices, poring over our books and out of touch with reality. I hope this article will dispel those myths by showing there is much more to the profession than seems at first obvious. As the College Curator, I am responsible for the conservation, display, interpretation and preservation of all old artefacts and documents. My challenges are light, relative humidity, temperature, handling, storage and 'museum pests' (my personal favourite!) all of which play a part in the deterioration of an historical collection. The curator's role is to eliminate as much of these adverse influences on the collection as

March 2010 - Curator's View (1a)

possible. The ideal is to keep the artefacts in the most stable condition possible for their long term preservation. Where ideal conditions cannot be achieved, one has to find a compromise to ensure that the artefacts are stored and displayed whilst allowing access to them.

What I'm going to do and why...

The College Collection is in urgent need of conservation and correct storage – the alternative is to lose the Collection forever. My task will begin with writing the plans and policies which will drive the conservation methods and these will include an Integrated Pest Management Plan, Conservation Programme, and Documentation Procedures. I will also carry out audits on the conservation requirements of artefacts and documents, and will assess the storage requirements. Another important aspect of my job will be to detail the provenance and ownership of the Collection. The reasons for documenting the artefacts are as follows:

- To ascertain the provenance of each item and ensure that misunderstandings over ownership do not occur.
- To know exactly what we have in the Collection, and its location.
- To know the condition of the item, and thus the scope of care and conservation (and budget) required.

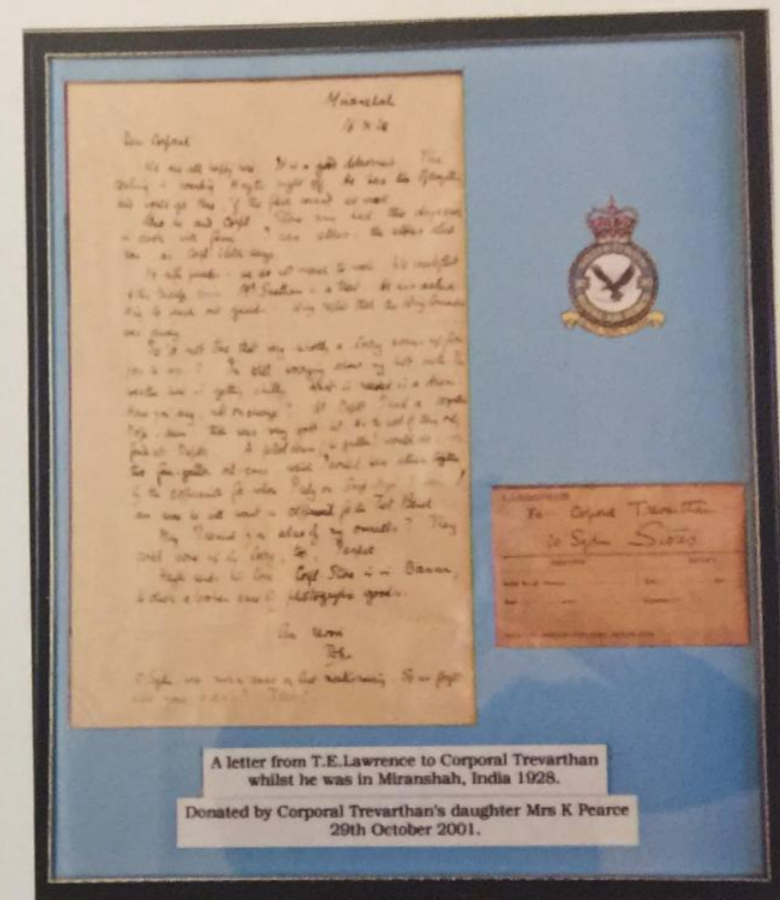
As you know, the job is not complete until the paperwork is done so I also ensure that correct paperwork is completed for all new donations. The College has purchased specialist museum archiving and cataloguing software which will enable the collections to be managed efficiently and which will also carry illustrations along with locations of items. Every artefact and document will be catalogued onto the system with all the supporting information we hold and, in the fullness of time, it will be possible to conduct a search on the storage system for items on any given topic. We shall continue to collect artefacts for the Collection – one of the great pleasures of being a curator is that one never knows what gems may be offered.

The College Collection is a very mixed bag, and the storage, display and conservation of items will vary according to the type of material and extent of the decay. One of the basic rules of archiving is to replace steel clips of all kinds – paperclips, pins, treasury tags – with brass paperclips. This is because steel rusts into paper, staining it and eventually 'eating' the document. This has recently been done with the document file of Squadron Leader Gayford, one of the pioneers of Long Range Flight. Modern plastic is forbidden in historical archives; instead, we use 'Melynex' plastic, archival material which will protect documents when handled. Within the numerous photographs, slides and negatives stored at the College there are negatives of Sir Frank Whittle which have been irredeemably damaged through poor handling and insufficient conservational knowledge. Several maps and documents have been plasticised under the misapprehension that this was the correct way of preserving them; whereas, in fact, the plastic sleeves generally used have a damaging effect on the contents.

Light is a constant source of curatorial anguish, and the College buildings are particularly light. The documents exhibited here are gradually fading, and will not survive for much longer unless they are replaced by facsimiles and the originals moved to safe storage in the archives. Good examples of this are Dowding's letter, the T E Lawrence letters and the logbook of the only VC winner to graduate from the RAF College, Wing Commander Malcolm VC.

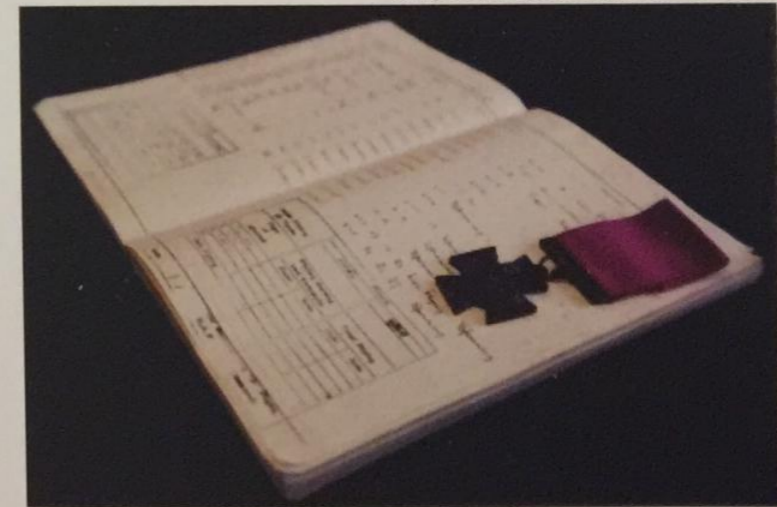
Light has also adversely affected the College's comprehensive collection of photographs depicting prize-winners, graduations and sporting teams. Some are badly faded and have developed cracking due to their location in the very sunny wing corridors. I eventually hope to find duplicate prints of the worst affected to copy and replace those already displayed – before they are lost forever.

Light is also detrimental to textiles and will cause them to fade unless stored in the dark or displayed under ultra-violet light filtering. This is particularly evident with the Trenchard and Longcroft cases displayed in the Founders' Gallery, where their Service caps have faded in the bright light. These caps will require padding with acid free tissue puffs to support their original shape. Generally, textiles have problems not seen so much in other materials. Flat textiles such as flags need to be stored rolled



Letter by T E Lawrence.

Wing Commander Hugh Malcolm's VC.



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March 2010 - Curator's View (1d)

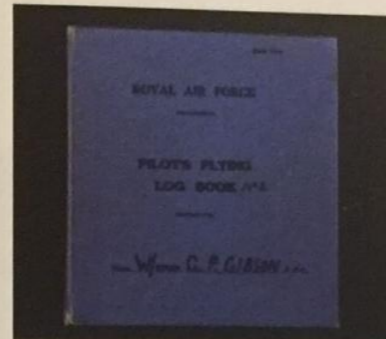


The Longcroft Medals in the Founders' Gallery.

around a tube in acid-free tissue (another staple in the curator's armoury). A major problem in caring for textiles is 'pests'. These fascinating creatures include Carpet Beetle (Woolly Bear), silver fish, clothes moth and wood worm. I plan to write an Integrated Pest Management Plan, but first I will need to determine which of these, or any other creatures, are in evidence; this is done by close inspection of objects and by leaving special traps in dark corners for later analysis. Management of 'thrips' is an immediate issue in Lincolnshire. These microscopic winged creatures invade artworks and stain them; you can see much evidence of them in the photograph and art collection around the College. Although not a problem in themselves, they provide food for more sinister pests and therefore need to be eliminated. This is one of the reasons why good housekeeping in a collection/display is paramount.

Many of the fine artworks in the College are in need of conservation. Of particular note is the Orde oil portrait of Group Captain Douglas Bader located in the dining room. If one looks closely at the bottom corners of the painting, you will see that some sagging has occurred. This is due to a fluctuating relative humidity, which needs to be stabilised if we are to preserve the painting. The majority of the original oils around the College need to be backed with calico then board to protect the canvas from knocks and to keep it clean. Each artwork will have an 'artprotect' sticker attached to monitor its 'personal environment'.

Many artefacts are of a composite form, such as medals and swords. These need to be treated as both metal and textile, each of which has its own requirements for storage, display and conservation; because of this a compromise has to be sought. Swords, for instance, need to be stored and displayed separately from their scabbards as the properties in the leather (being animal



Wing Commander Guy Gibson's log book.



XVI Squadron pennant, flown by Major Dowding during World War One.

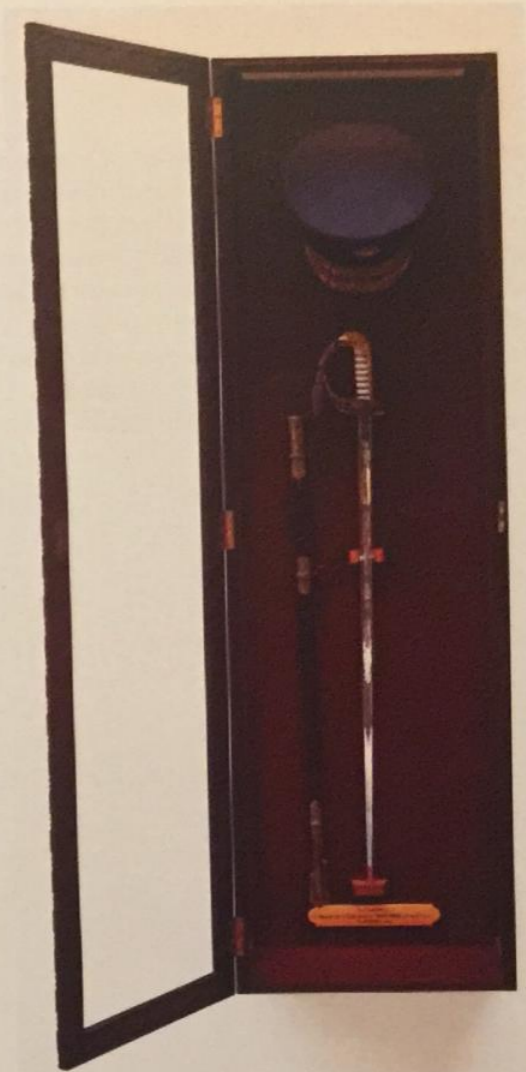
based) will eat into the metal, thereby pitting it. When wrapping textile and metal composites for storage, acid free padding has to be used as a buffer between metal and cloth to avoid corrosion damaging the cloth. Medals – such as the Longcroft Bar – are an interesting case too, as their ribbons need to be kept away from the light, yet the medal itself is usually fairly stable in light conditions. There are also issues with pests living in the medal ribbons; these can be clearly seen in Longcroft's DSO on display in the Founders' Gallery.

Peculiar to the Curator's world is the need to determine to what lengths conservation is needed and to define preservation, restoration and conservation. This could be a whole article in itself, but an interesting issue I currently have is the Dowding Pennant, which was recently passed to the College from No16 Squadron and which was flown over the WWI trenches by various Squadron Commanders including Major Hugh Dowding. It is going to be conserved rather than 'restored'. In other words, the Pennant will be stabilised to ensure its long term survival; whilst marks and bullet holes obtained on the Western Front 90 years ago will remain, as they form part of the artefact's history and interest.

Display...? That's putting objects in glass cases, isn't it?

Well yes, but there is a little more to it than that! Having chosen our artefacts, a compromise has to be found in the way we display them for best conservation and aesthetical value. The cabinet interiors are an issue here because they need to be designed and built using conservation grade materials which do not emit harmful vapours.

Have you ever been to a museum and been faced with a 'Book-on-a-wall' and found it totally off-putting? That's why display interpretation needs to be engaging and interesting, bringing the



The Trenchard Case in the Founders' Gallery.

artefact to life with stories of its provenance, its owners and its sometimes murky past.

Well, if, by now, I haven't persuaded you to instantly change your career or wish your life had taken a different path, I am never going to. However, I hope that, to some extent you will now have a greater appreciation of the College's new approach to caring for our wonderful collection. The whole process is extremely worthwhile, because if we fail to address all the issues I have discussed, the collection will be lost forever.

May 2012 - Curator's View (2)

The Curatorial Year At The RAF College

Mrs H Crozier, College Curator

The College's long history ensures that there is a wealth of priceless treasures in its collection. However, the age of the artefacts and document collection means that they are slowly deteriorating and, therefore need constant attention to maintain their stability and prevent their condition from worsening.

The largest collection held by the College is the archives and art collection. Of this the best artworks hang in College Hall Officers' Mess (CHOM). These collections are constantly increasing and earlier this year the College acquired an oil entitled "To Be A Flight Cadet", the original of which was a pastel exhibited in the 2010 Guild of Aviation Artists exhibition. The College commissioned the artist, Mr Tim Jenkins, to paint another in oil and this superb painting now hangs in the bar. It depicts an archetypal 1930s English village scene with an Avro 504 flying low over a cricket match. A young man driving a sports car is looking wistfully up at the aircraft.

With the impending closure of RAF Cottesmore, the College has been very fortunate in procuring some of the original oils from their Officers' Mess, which now hang in CHOM. These artworks include an oil by G Lea of a Harrier taking off in a forest and another of a Spitfire in flight over the coast. A further acquisition from RAF Cottesmore is a large wood framed oil depicting a mountain scene in Norway, painted in 1865 by German artist August Wilhelm Leu. It is planned for this to hang in the Trenchard Room.

Among the numerous additions to the College's artworks this year is a superb three-piece decanter set in crystal glass, wood and silver. Not only is this piece pleasing in itself, it has a provenance that is interwoven with

the history of HMS Daedalus and RAF Cranwell. Between 1916 and 1976 three generations of the Robinson family owned and ran the Post Office at Cranwell. The donor, Mr Nick Robinson, is the grandson of the first postmaster, Mr John William Robinson, who managed the Cranwell Post Office from 1916 to 1945. The decanter set, known as "The Tantalus", was presented to Mr John William Robinson in 1919 and cost the RAF £1,000 to purchase. The engraved silver plaque on the base reads:

"Presented to Mr JW Robinson, Postmaster Cranwell by the officers RAF Cranwell as a mark of appreciation of his services rendered during the war 1916-1919."

In his position as postmaster, MR JW Robinson of course met many people and, among them, he befriended two well-known Station personnel. One of these frequent visitors to the Post Office was Aircraftman T E Lawrence. The other was Prince Albert, later King George VI. From February until August 1918, Prince Albert was Officer Commanding (OC) the Boys Wing and also OC 4 Squadron on West Camp. As OC of the Boys Wing, the Prince would regularly converse with Mr JW Robinson on matters concerning the boys' welfare. On several occasions in 1916 both gentlemen used their own money to cash postal orders for the boys when there was a shortage of change to pay the apprentices. After the Second World War, King George VI visited RAF Cranwell to review a graduation parade and asked if Mr Robinson was still at the Post Office. On the assurance that he was, the King visited Mr Robinson and together they spent fifteen minutes reminiscing.

The next owner of the Post Office was Mr Stanley Robinson, 1945-1965, who was equally involved with the life of the Station. A good pianist, Mr



Members of the Robinson family, Cranwell Postmasters 1916-1976.

S Robinson founded, and led, what was to become the RAF College Band. "The Tantalus" has returned to the College and is on permanent display in the Rotunda in CHOM. It is pleasing to know that the RAF College is considered a fitting location for donations to be made in the knowledge that they will be cared for and that future generations will see them.

While it is always a pleasure to accept new treasures into the College, it is also important to remember that the current collection requires continuing attention. The Curator's work is wide-ranging and only a small part of what has been achieved this year can be described here. Two major aspects of curating are conservation and cataloguing, and these processes have now been started in earnest for the College archives. A slow but rewarding process it inevitably unearths very interesting documents. Starting with the First World War, many interesting Royal Naval Air Service (RNAS) photographs and documents have been found. These include photographs of the South Airfield hangars under construction in 1916, together with the discovery of a set of Headquarters Royal Flying Corps (RFC) Reconnaissance reports dated 1914.

One particular conservation project this year has been to sort, catalogue and pack conservationally the collection of photograph negatives from courses and visits to the Technical College at RAF Henlow between 1958 and 1973. These items were previously stored in envelopes within boxes of similar vintage. The acidity of envelopes and boxes of this era has caused damage to the negatives, which are made of glass or acetate. Degradation of acetate negatives can be recognised by the tell tale smell of vinegar. Modern, acid-free envelopes, tissue paper and boxes are now being used to protect the artefacts from acid pollutants in the air. By placing them loosely into the new boxes, with acid-free tissue paper placed around the edges, the negatives are kept steady whilst not being pressurised against each other. In the past these negatives were stored so tightly that many of the glass negatives were broken and many of the acetate negatives were crushed. They will now be handled as little as possible to prevent further damage. When they are handled it is with purple nitrile gloves, rather than with the usual white ones. This protects them from the acid in one's hands and gives the handler more

dexterity so that accidental damage does not occur. The eventual aim is to have all of the negatives made into prints so that they do not need to be handled again.

Ultra Violet (UV) light is a cause of serious deterioration in paper and textiles as it causes more fading than visible light. To protect the College's collections, UV filters have therefore now been placed on all of the cabinets in College Hall that hold textiles or documents.

The College is now one year into the Integrated Pest Management Plan. This is a monitoring process whereby insect pest traps are set at particular points around College Hall to assess whether there is a problem with insect pest infestation. The three main insect pests that attack artefacts are: Silverfish, Clothes Webbing Moth and Woolly Bear (also known as Carpet Beetle Larva). Ideal harbourage conditions for the survival of these species are the presence of an abundant source of food, high relative humidity and warmth. CHOM provides these conditions nicely and the trapping programme has shown that there are active infestations of Silverfish and Woolly Bear breeding in College Hall. This is detrimental because, even if the main harbourage is in an area where there are no artefacts, insects will crawl, walk or fly to the food source, causing irreparable damage. Thankfully there are methods available to control insect pests. One of these is to freeze all old textiles entering CHOM. Forty-eight hours at -18°C will kill all insects and prevent any new infestation. This is an ongoing project to prevent insects entering, breeding and attacking the collection in the future.

This article provides only a brief illustration of what has been a very interesting curatorial year; the highlight of which has been the return of "The Tantalus" after 93 years. For an artefact such as this to have a clear link to the RAF College and such a full provenance is really special. There is still much to be done to bring the RAF College's collection of historic treasures up to complete conservation standards of storage, documentation and preservation, a task which we plan to complete over a 5 year period.



The Tantalus.

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May 2013 - Curator's View (3)

Curating Our Heritage For The Future

Miss Hazel Crozier, RAF College Curator

The task of curating the heritage of the RAF College for future cadets, and the introduction of the ethos and heritage of the Royal Air Force to the cadets of today continues unabated. This curatorial year has been busy, ensuring that the condition of our valuable artefacts is not worsening and that the building and storage environment continues to be monitored for 'museum pests'. Also included in this year's work is the checking of the temperature and relative humidity in all the rooms of College Hall Officers' Mess. The College has also received some exciting donations and long-term loans, and work continues unabated to catalogue and conserve our long-standing collection of artefacts.

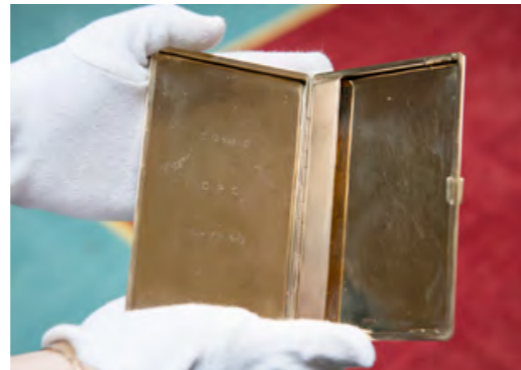
In February 2012, the College acquired the Battle of Britain Commemorative Lace Panel from Norwich Cathedral. This is one of 10 such panels produced on lace-making machines between 1942 and 1946 by the Nottingham lace-making firm of Dobson and Browne Ltd. The white cotton lace panel was woven on a loom using a set of 40,000 cards called 'jacquards' which, when sewn together, produced a strip pattern which was hundreds of feet long and about 18 inches wide. The lace panel itself is 15ft long by 5ft 5in wide, and accurately depicts scenes of devastation and battle which were produced from original photographs taken during the London Blitz in September 1940. The centre panel of the lace depicts a dogfight, with pilots baling out of their doomed aircraft, and includes the lace-makers name and the badges of the Allied air forces involved in the Battle.

This particular lace panel was displayed in the Officers' Mess at RAF Coltishall until the station's closure on 30th November 2006; whereupon it was moved to Norwich Cathedral and displayed in one of the transepts. The original wood and perspex case in which the lace was displayed was conservationally unsound therefore, upon its donation to the RAF College in 2012, the lace was unpicked from the hessian backing and carefully rolled for transportation to Cranwell. It is now wrapped in conservation acid-free tissue paper and will be held in storage in College Hall Officers' Mess until such time as it can be effectively displayed.

In 2011, on the closure of RAF Cottesmore, the RAF College took over the ownership of an original oil painting of a Norwegian landscape which was painted in 1865 by Augustus Wilhelm Leu. This striking artwork was darkened by years of exposure to cigarette smoke due to being hung on the wall of the Officers' Mess Dining Room, and was also physically damaged by careless handling. This painting was tested by specialist art

conservators which brought to light some snippets of its former glory, should it be subjected to conservational cleaning; the results of this were impressive and it was, therefore, sent away for conservational work. On the painting's return to the College in July 2012, the transformation was remarkable; there was real colour in the clouds, a hamlet appeared on the far shore, and the observer can now also see the shallows in the foreground centre with fishermen working out on the lake. This artwork can be viewed in College Hall, situated in the Trenchard Room opposite the Van der Meulen's 'Battle of Monte Cassel'.

2012 also saw the College accept, on loan, a 9-carat gold cigarette case which is fairly plain and unassuming from the front, but, on the inside, is inscribed with the initials "GPG" and "ED-932 17th May 1943" and with the code-words for the breach in the Moehne and Eder Dams. This cigarette case was presented to Wg Cdr Guy Penrose Gibson, the Commanding Officer of 617 Squadron for Operation CHASTISE - the 'Dams Raid' - by Vickers Limited, at a dinner held on 22nd June 1943 to celebrate the success of the operation. This wonderfully historic piece has been generously loaned to the RAF College indefinitely.



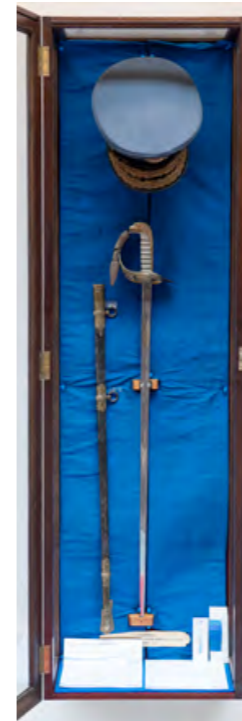
Wg Cdr Guy Gibson's 9-carat gold cigarette case, emblazoned with the codewords indicating the successful breaching of the Moehne & Eder Dams in 1943.

Work continues on Curatorial policies and planning projects; the current focus is on producing a Post-Disaster Heritage Recovery plan for the treasures and historic artefacts displayed and stored within College Hall. The plan details the recovery procedures for salvaging artefacts after a fire or flood, stating which items are for priority salvage, where the items are located or displayed, how to handle and salvage them, and how to conserve them after they have been salvaged. The priority list also details the documents and artefacts which are considered the most valuable; both in heritage and ethos terms, and those which are of financial value. Examples of items on the priority list are Guy Gibson's Cigarette case, Lord Dowding's letter which he wrote in May 1940, Lord Trenchard's cap and sword, the Dowding Pennant, and the painting of the Battle of Monte Cassel. After salvaging the priority items, other documents and artefacts will be salvaged in the most sensible order on the day. The inclusion of individual laminated cards or 'snatch lists' into the plan will be for use by salvage teams and the Fire Service during post-disaster



An Oil Painting of a Norwegian Landscape, Augustus Wilhelm Leu, 1865

Lord Trenchard's Service Cap and Sword, as displayed in the Founders' Gallery at RAF College Hall.



recovery 'on the ground', as these cards will show the exact location of each artefact to be salvaged, together with the room layout and a photograph of the object. The object itself may have received fire or water damage and there are different processes of storage and treatment - either immediate or postponed - to be carried out according to how the object was damaged and, of course, how badly. To ensure that the artefacts are taken to the correct area to be given the correct treatment for preservation before storage, the plan details the processes to be undertaken when the artefact is recovered (i.e. how to decide the artefact's condition). There is much more to the Post Disaster Recovery Plan than this, but I hope this gives a good idea of what is involved in the recovery of our valuable and irreplaceable heritage assets held within the College.

Our comprehensive collection of artwork includes an original Gerald Coulson oil painting of Operation CATECHISM - the RAF's final and successful attack on the German battleship Tirpitz on 12th November 1944. Commissioned in 1941, the Tirpitz never took part in a major naval battle, and yet had huge impact on both British military and political thinking; at times, even putting the Allied alliance under strain. The painting depicts Tirpitz in the Tromsø Fjord in Norway, where she was successfully attacked by Lancasters of 617 and IX(B) Squadrons; eventually keeling over with irreparable damage. This display has been re-interpreted to present the painting in a modern manner with updated text, and a silk and conservation foam lining for the preservation of the wooden cubes of Tirpitz's deck.

A large part of curatorial work is monitoring the environment. An old building such as College Hall has large fluctuations in both temperature and relative humidity percentage (RH). Therefore, monitoring of the environment is essential to assist with the diagnosis of problems - or potential problems - because high RH and temperatures encourage pests to breed, mould to grow, and cause environmental damage to artworks and documents. This fluctuation in % RH and temperature can be a major problem, as it can cause irreparable damage to oil paintings, paper art and documents, and parchment or Vellum documents. In the case of oil paintings, the canvas will stretch and contract with the changes in RH. This movement weakens, and then cracks the paint down to the ground and then the canvas; eventually making the paint peel off - obviously not a desirable state. Paper art and documents will 'cockle' (a term used to describe the 'ridging' of paper due to the RH) which not only stresses the paper, but the damp encourages the growth of green and grey mould and 'foxing', which appears to the naked eye as very small brown dots. Foxing is a form of mould, and if left unchecked will eat away at the document until there is very little left. Damage from cockling is incredibly expensive to repair, yet there is nothing that can be done to stop foxing once the process has started, and it will destroy the document over a number of years. All the conservator or curator can do, in this instance, is to lessen the effects and try to prolong its life. Cockled parchment and Vellum can

be flattened, but this is an expensive process. As an example, the effects of a high and fluctuating RH can be seen on the cockled parchment documents displayed in the College Hall Rotunda.

A curator's work also includes checking up on those artefacts which belong to the College but which have been loaned out to other organisations. The College is lucky enough to own the cap, sword, boots and aiguillettes which once belonging to Lord Trenchard. His cap and sword are displayed in the Founders' Gallery in College Hall and are in very good condition, however, last year, I discovered that Trenchard's boots and aiguillettes are on long-term loan to the Trenchard Museum at Upavon in Wiltshire. The Trenchard Museum is in the original Central Flying School building and therefore has strong links with the RAF College. The boots are displayed in Trenchard's original trunk, which also belongs to the RAF College and were in very good condition, but required a polish with conservation microcrystalline wax. The trunk required some re-displaying and a few additions of special conservation foam to make it as conservationally sound as possible, whilst retaining the original style and "look".

In summary, this has been another busy curatorial year at the RAF College. We have continued to accession, catalogue and display our prized artefacts. From my point of view as the curator, and therefore the guardian of our treasures, this year's highlight was to see the re-birth of the "Mountain Landscape" by A W Leu after its trip to the conservators in which its magnificent colour and detail were returned. I look forward to the curatorial challenges that 2013 has in store.

The work of the Curator ensures that future generations can look upon the treasures of the RAF College, such as this painting of Lord Trenchard.



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