

RAF COLLEGE CRANWELL

Post-War College Events



College Life & Milestones between 1945 and 1979

Version 0.1 dated 10 January 2021 created by IBM Steward 6GE

In its electronic form, this document contains underlined, hypertext links to additional material, including alternative source data and archived video/audio clips.
[To open these links in a separate browser tab and thus not lose your place in this e-document, press control+click (Windows) or command+click (Apple Mac) on the underlined word or image]

Contents

To start any specific article:

1. Note the slide number shown in red on this page; then
2. Scroll to the slide number shown in the article, e.g. **3**

- 3. Commandant & Assistant Commandant**
- 4. Messages from Trenchard & Tedder**
- 5. First Post-War Graduation Parade (1949)**
- 6. Harry Lager - Founding College Head Clerk Retires**
- 7. Dedication of the College Bells**
- 9. Cranwell Railway (Journal Article 1953)**
- 13. 467 Years Service to the College (1960)**
- 14. Record Prize Winner (1961)**
- 15. Reflections (1962)**
- 16. Trenchard Hall Opens (1966)**
- 18. First Graduate Entry System Passes Out (1972)**
- 19. CWO of Two Entry Systems Retires (1971)**
- 20. Humphrey Memorial Medal (1978)**
- 21. Cranwell Reorganised (1979)**

1947/1948 College Journals - Lead Photos



**The Commandant 1951-1952
Air Commodore RLR Atcherley
First Cadet to become Commandant
Flight Cadet 1922 - 1924**



**GROUP CAPTAIN J. R. A. PEEL, D.S.O., D.F.C.
ASSISTANT COMMANDANT, 1946-7**

Winter 1947-1948 College Journal - Lead Messages

FOREWORD

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

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

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

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

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



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

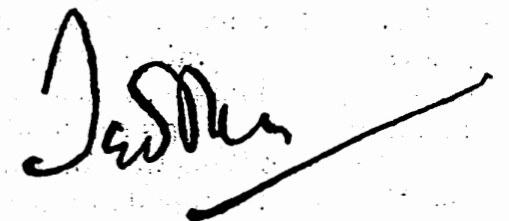
MESSAGE FROM THE CHIEF OF THE AIR STAFF

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

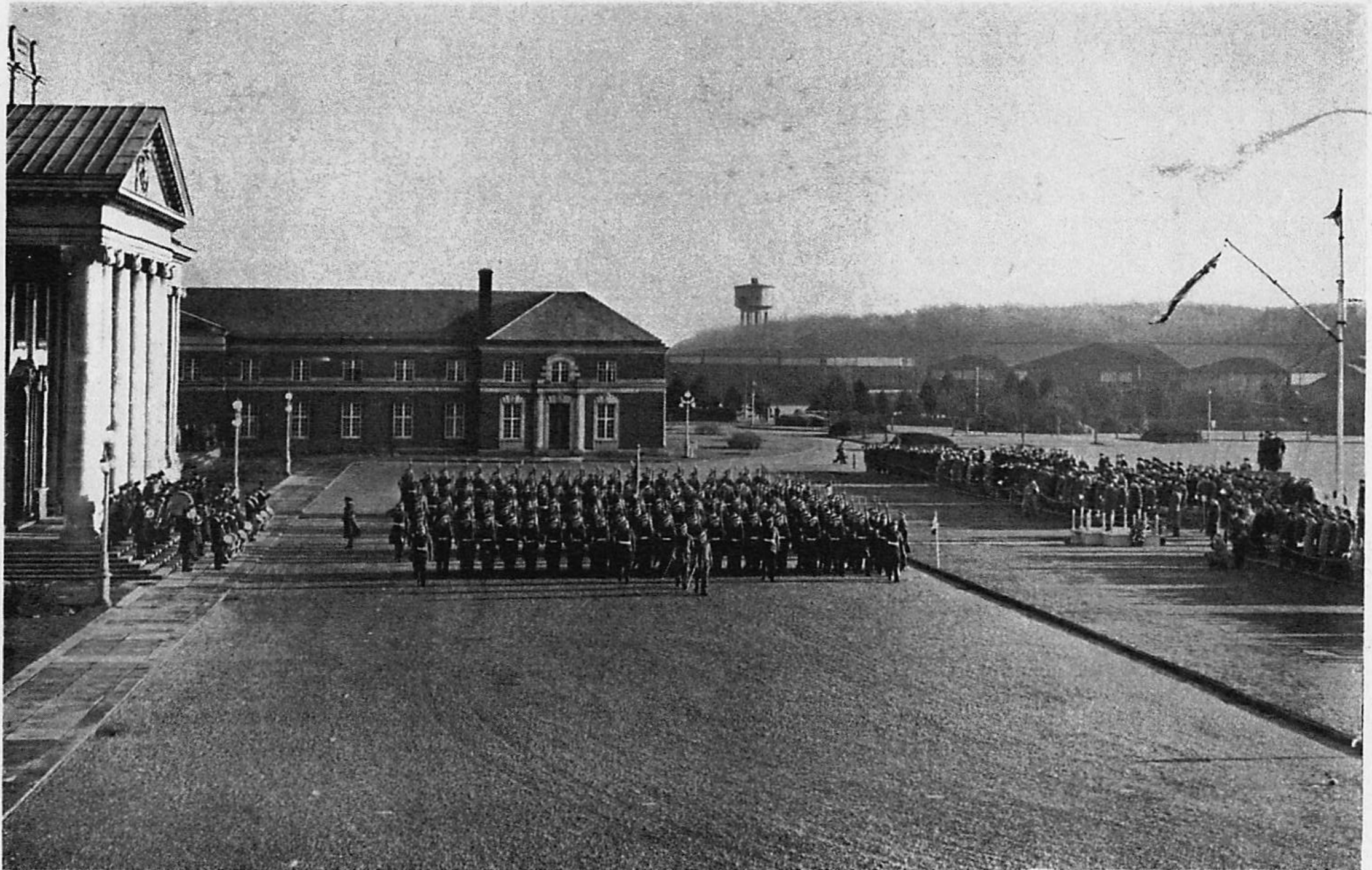
"In the light of circumstances with which we are faced, my own view is that the first priority, which must not be interfered with, is defence research. The second, in the light of the present developing situation, must be to maintain the structure of the Royal Air Force, and its initial striking power.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

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

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



Graduation Parade Dec 49



GRADUATION PARADE—14th DECEMBER, 1949

[Photograph by Central Press Photos, London]

Harry Lager - First College Head Clerk Retires

JOURNAL OF THE ROYAL AIR FORCE COLLEGE

11

HARRY LAGER

THE retirement of Mr. J. H. S. Lager, M.B.E., will cause much regret not only at Cranwell but throughout the Royal Air Force. He has been at the College since its foundation, and during that time he proudly claims to have met and known more people in the Service than any other individual.

Born in Leicestershire, Mr. Lager was educated at Ashby de la Zouch Grammar School. He served in the Royal Naval Air Service and the Royal Air Force during the 1914-18 war, and was transferred to Cranwell from the Royal Naval Air Station, Eastchurch, in February, 1920, to assist in starting the College. This post was Head Clerk.

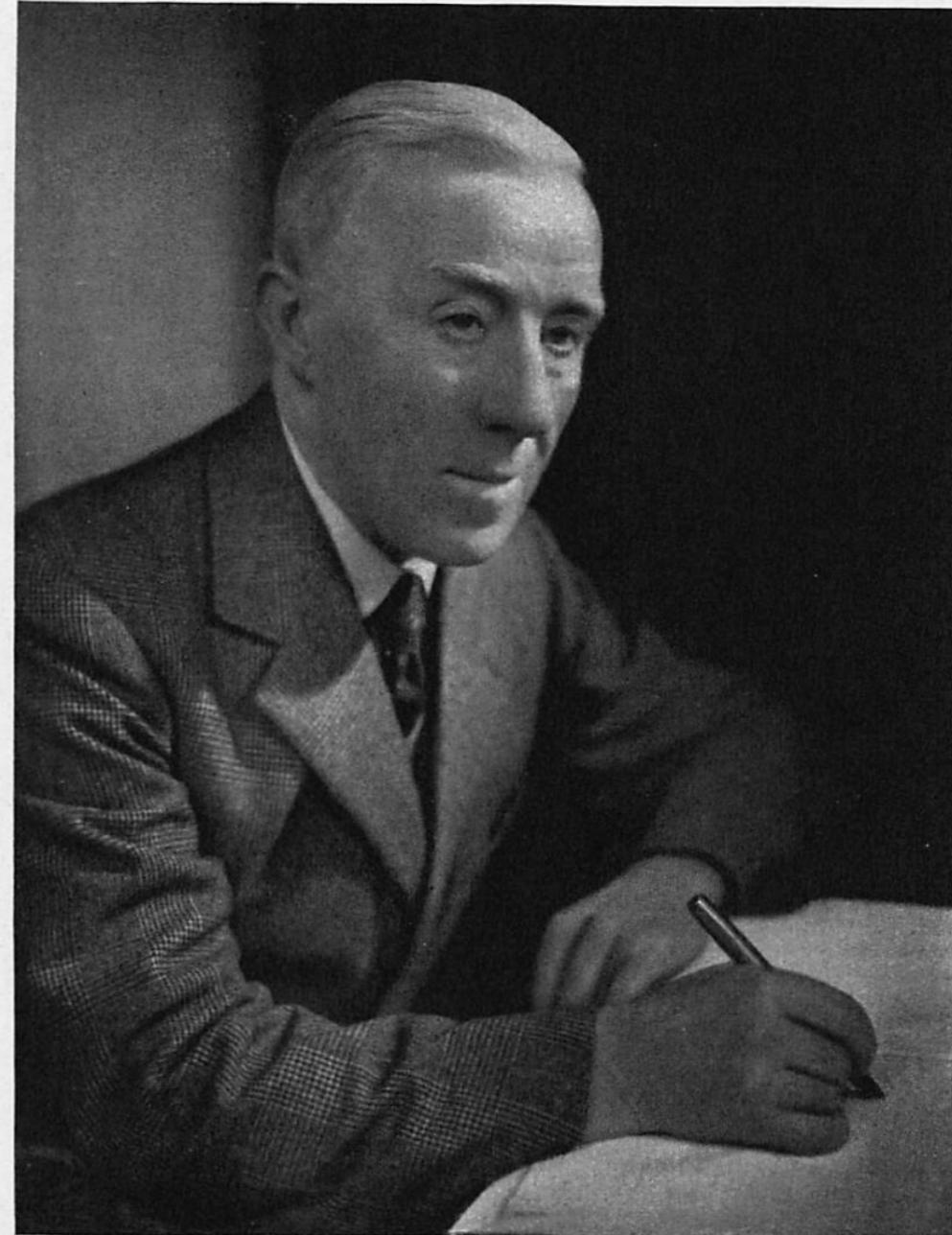
Mr. Lager recalls how surprised he was when he first arrived at the strange mixture of naval monkey jackets, flannel trousers and other forms of dress worn by the first cadets, who included lieutenants, "snotties," Army captains and boys straight from school. All were given the opportunity to return to their units after a year at Cranwell if they did not want to stay. The course lasted two years, with two terms in each year.

Many changes have taken place at Cranwell since those days, and Mr. Lager has seen them all. In November, 1927, he became College Accountant, and except for the years 1939 to 1947 has held the post ever since. Even during the war he was still at Cranwell, as Station Accountant Officer. In 1945, although the College was actually closed, a reunion was held to celebrate its silver jubilee, and Mr. Lager had the honour of presenting the civilian staff to the King. When the College was reopened in 1947 the present cadets' banking system was set up under his management. In the New Year Honours List for 1948 he was awarded the M.B.E. in recognition of his services.

Apart from his professional duties, Mr. Lager has taken a prominent part in many sides of Cranwell life. He was Secretary of the College Beagles and, after the Riding School was set up, of the Hunt Club. Until the war broke out he was Business Manager of the College JOURNAL and Treasurer of the Band. His activities also include the Sleaford Branch of the Royal Air Force Association and the Cranwell Shooting Club. He has also been secretary of local badminton and croquet clubs, and between 1928 and 1939 he used to organize annual boxing tournaments in Sleaford which raised over £2,000 for R.A.F. charities. He is Honorary Secretary of the Old Cranwellian Association, which has over six hundred members, and intends to keep this on after retirement. He has also found time to marry and to bring up a son.

On being interviewed, Mr. Lager admitted that he knew plenty of good stories about Cranwell, but said that most of the characters in them were now Very Senior Officers and so he was not going to have them published in the JOURNAL. He did, however, mention a certain steam-roller which somehow became mixed up in a Graduation Ball in the Old College. Among his records he has the accounts of the first entries. Before the war cadets used to sign for pocket money as they needed it, and every separate item had to be entered in the ledgers. The very first pay was drawn on 5th February, 1920, and beside each cadet's name can be seen the amount he spent on cakes and cigarettes at break. Mr. Lager also has a photograph signed by the crew of one of the many long-distance flights he has seen leaving Cranwell.

When asked if his bank had ever been raided, Mr. Lager said that one night all the windows were broken, but it turned out later to be the result of a guest night in the Officers' Mess. Another time he was coming from Sleaford with £1,000 in cash from the bank when the motor-cycle he was using broke down. Fortunately, although it was a lonely stretch of road, he got help and was able to arrive safely. The Assistant Commandant asked him later what he would have done had someone attacked him for the money. "Gone fifty-fifty," he replied. "Yes, so should I," agreed the Assistant Commandant.



[Photo: Peggy Salter Studio, Sleaford]

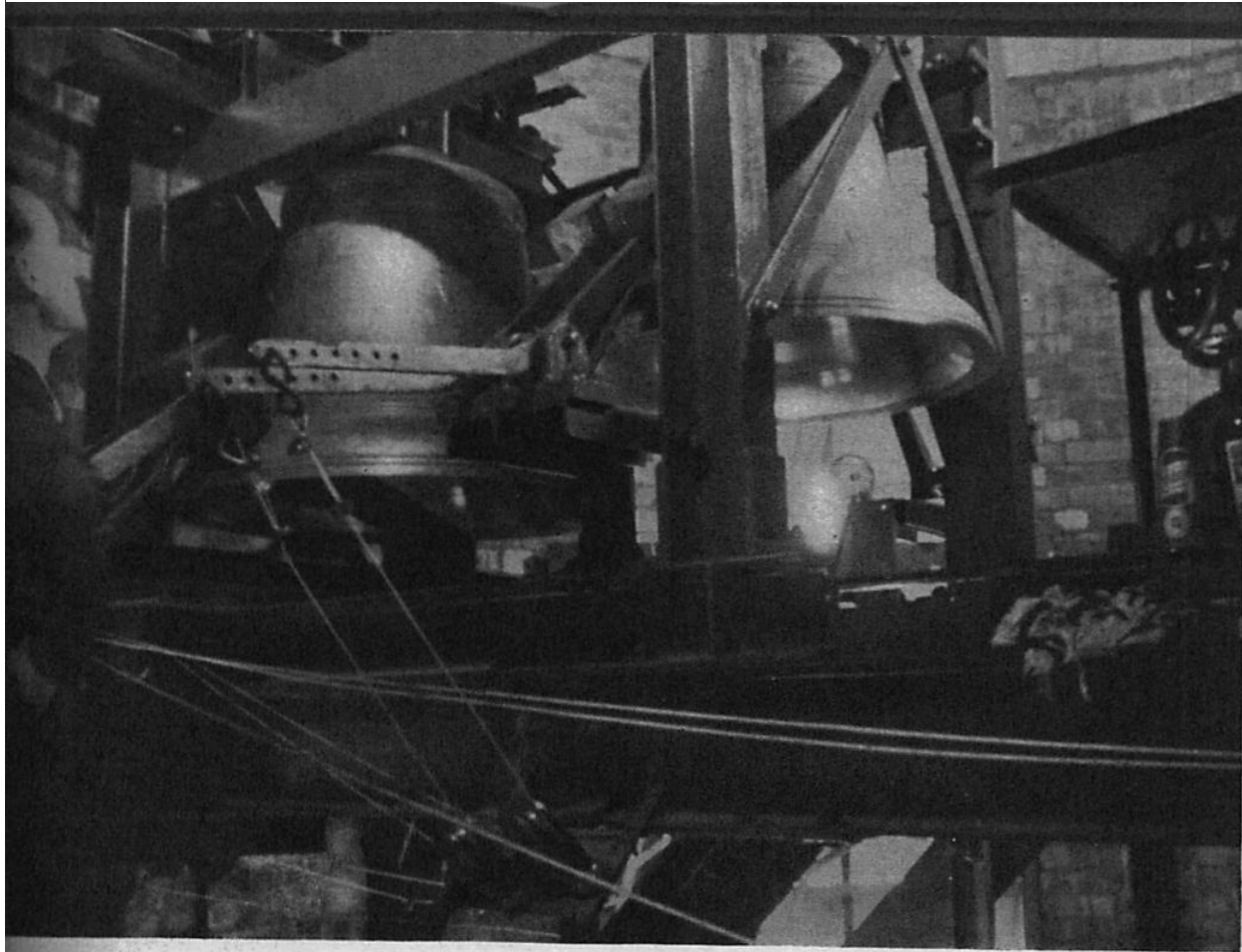
J. H. S. LAGER, ESQ., M.B.E.

It is obvious that Mr. Lager has very little spare time, but when he has he says he likes to sit in a pub with a pint of beer now and again. He has no definite plans for his retirement, but is certain to find something to keep him busy. He asked to be quoted as saying that he has enjoyed every minute of his time at Cranwell and would not have missed any of it. He has known every cadet who has passed through the College, and he says that the present-day cadets have not changed a bit from those of earlier years.

The College deeply appreciates all that Mr. Lager has done for it, and acknowledges its debt to him. May he have the best of luck for many years to come.

R. H. R.

November 1952 - The 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 - The 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, temp!e 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 hammers

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



Journal Article 1953 - Cranwell Railway (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.

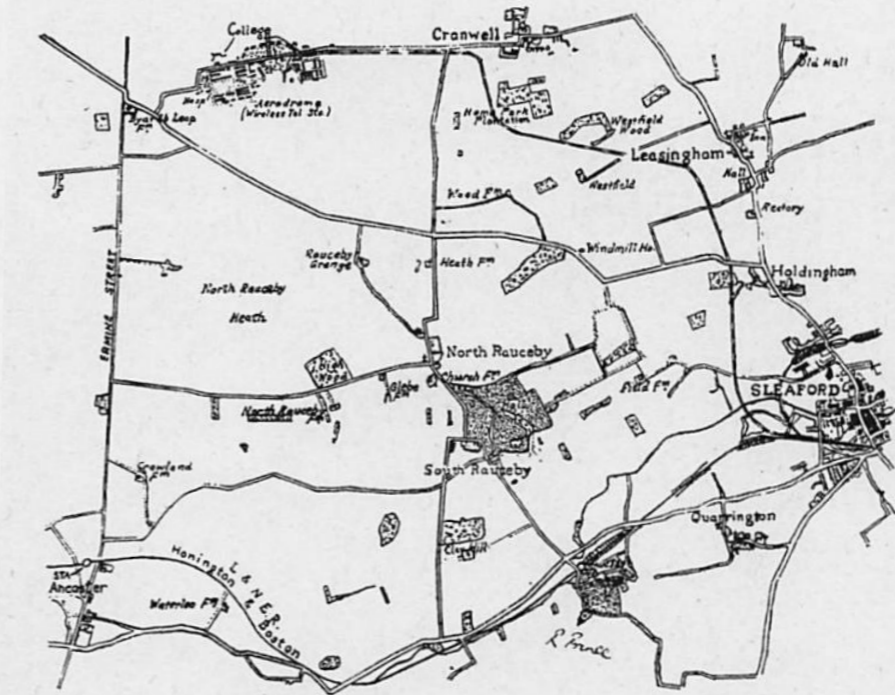
The author wishes to thank the following for their generous assistance: Mr Ellis, of the College staff, who worked for the contractors responsible for building the line; Mr Etty, whose father was foreman of the line; Mr Collishaw, the present driver of Cranwell's locomotives; and Flight Sergeant Fancourt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



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 3¼ 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 5¼ miles from Sleaford.

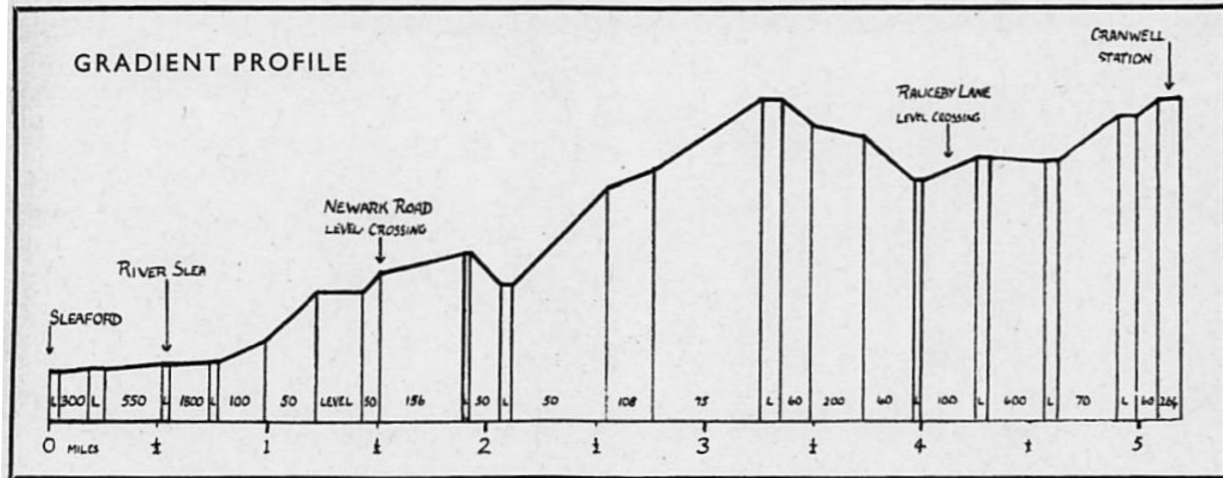
Various branches from the 'mainline' have been built and removed at various times. Many of these only lasted while building was in progress. The more important and longer lived are shown on the accompanying map. The single track to the engine shed and coal sidings which crosses the road in East Camp 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 tangle 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.



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

Journal Article 1953 - Cranwell Railway (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.

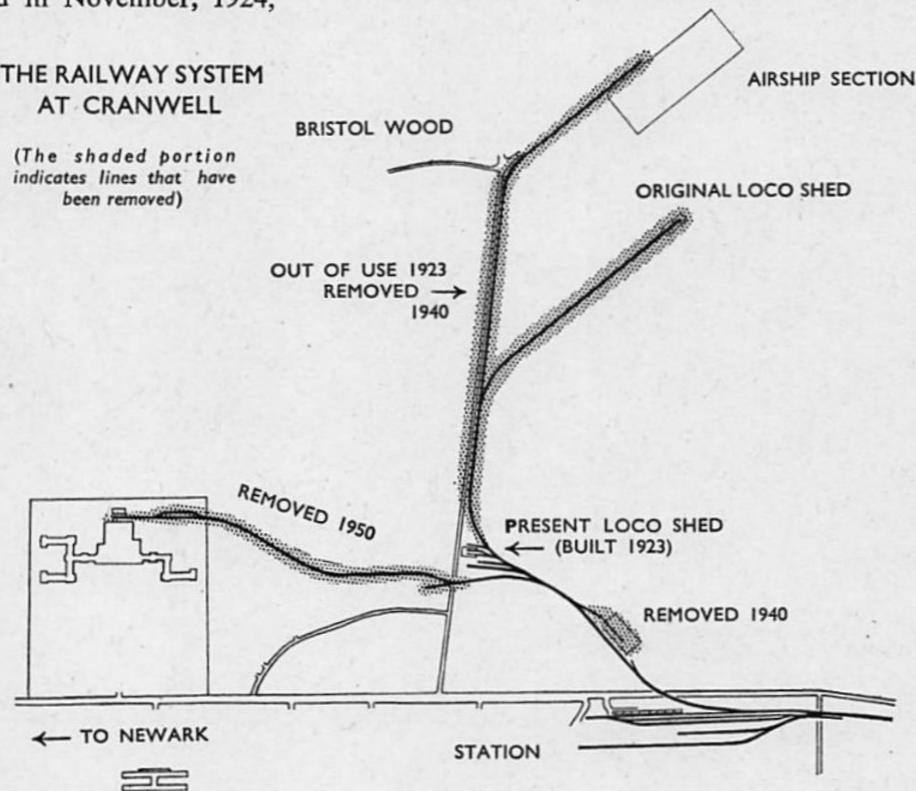
In anticipation of the demise of No. 1 a new 0-6-0 tank engine (Works No. 1541) was purchased from Hudswell Clarke and Company Ltd., of Leeds. It arrived in November, 1924, bearing the A.M.W. and B. number 129, and has remained ever since providing the main motive power for the freight trains. In 1925 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:

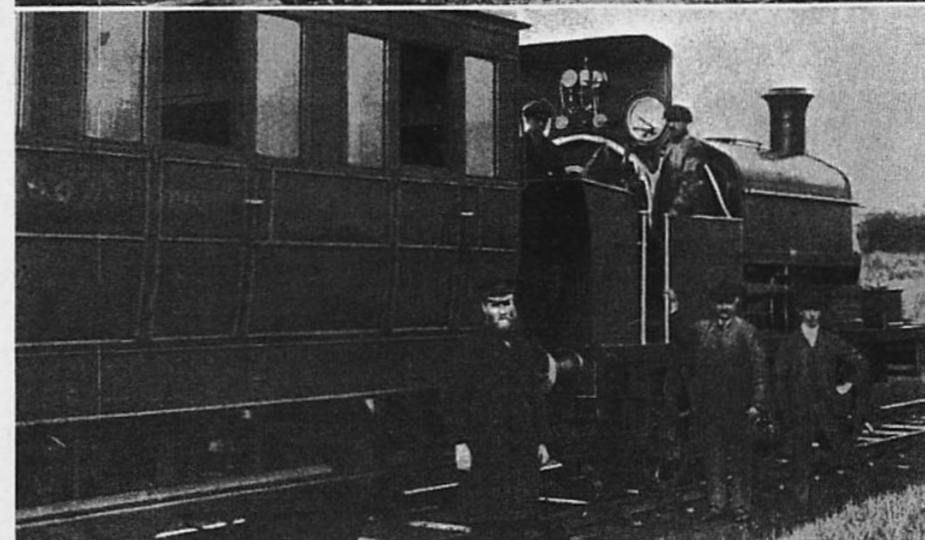
THE RAILWAY SYSTEM AT CRANWELL

(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

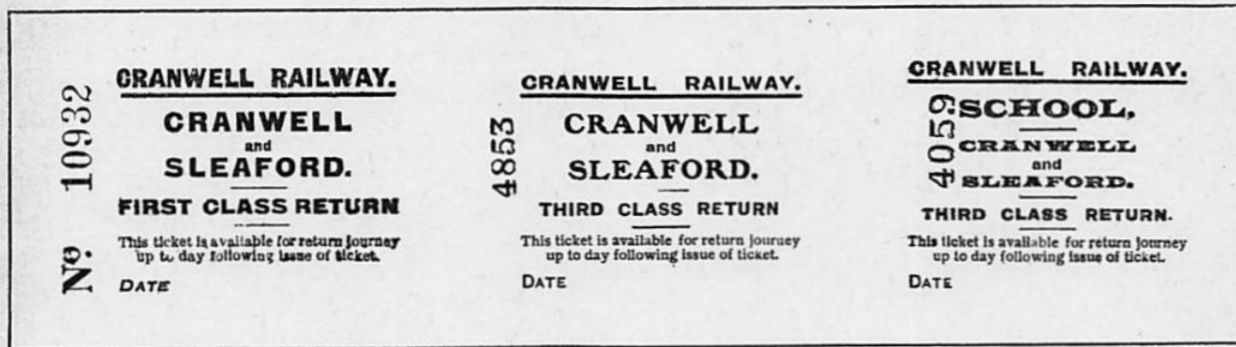


No. 3 'Blecher' near Stamford with a passenger train. From left to right: J. Frier, guard; C. Hill, cleaner; J. Lister, driver; T. Jackman, foreman engineer, and C. Ellis, fireman. Joe Lister was the driver of the first engine to run over the 'Switchback' to Cranwell. C. Ellis is now a cook on the College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

Journal Article 1953 - Cranwell Railway (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.		
	2.30 p.m.	5.10 p.m.	6.10 p.m.	9.00 p.m.	
Sleaford dep.	7.00 a.m.	8.30 a.m.	12.00 noon		
	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.

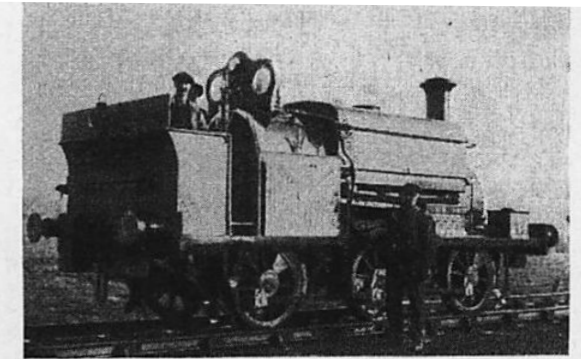
A total of thirteen four-wheeled and six-wheeled passenger coaches were bought from the

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-

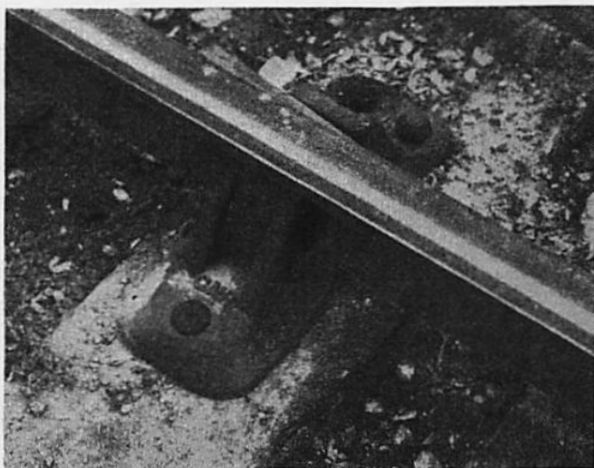


The arrival at Cranwell of a special train bringing public schoolboys to view the College in the nineteen-thirties. On the platform are Air Vice-Marshal Mitchell, and the present fireman and driver, Messrs Stimpson and Collinshaw

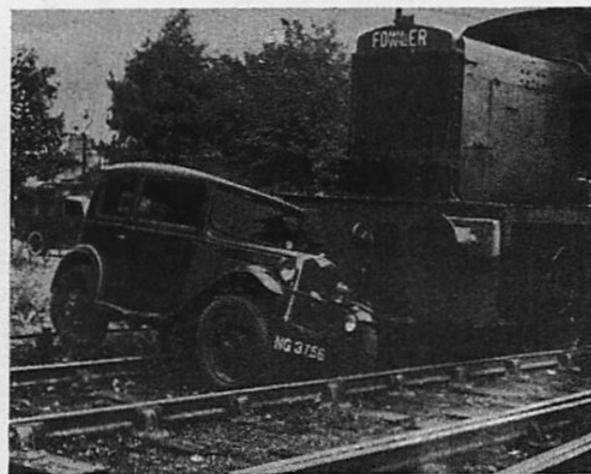


The 'Hepworth' (Logan & Hemingway No. 4) at the contractors' engine sheds at Sleaford in 1919. From left to right: T. Brannon, driver; J. Hall, fireman, and T. Jackman, foreman engineer. The decorations are worked in rubbed tallow

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.



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



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

Reflections 1956 - Three Ages of Cranwell

Three Ages of Cranwell

IT was spring, and the Lincolnshire countryside was beginning to grow green again, when a young lad journeyed to Cranwell Lodge farm where Mr Usher Banks lived. With a carpet bag filled with his possessions slung over one shoulder he made his way slowly towards Cranwell village. The first part of his journey was by carrier's cart, a four-wheeler with seats along the sides and back, covered over by a large tarpaulin sheet. It could hold about twenty people and their luggage and was pulled by a horse which on this occasion was encouraged to forsake its lazy walk for a quick trot.

When the cart arrived at Cranwell the passengers dismounted and proceeded further on foot for the road ended there. The young lad saw a few cottages, two or three farmsteads, and a pond near the small church. Realizing that he was a little lost, the carrier came over to him and said:

'Yours Cran'el Lodge? There—in the middle of yon wood. You'll see it better when you turn that bend. Good luck to you, boy—you'll find him a good boss.'

He reached the top of the hill and turned the bend, and there before him lay Cranwell, acres and acres of fine farmland encompassed by stone walls that ran like ribbons across the countryside to make a beautiful green and brown jigsaw puzzle, broken here and there by the darker green of clumps of trees. There was no road, only a cart track. He set off stumbling a little over the rough surface. At the edge of a wood he came to three stone cottages occupied by some farmhands.

On the left a little further up the track stood Cranwell Lodge, and under the tree at the entrance to the farmyard was a group of farmhands singing:

'The sun went down behind yon hill,
across yon dreary moor.

When weary and lame a lad there came,
up to a farmhouse door.

Can you tell me if any there be
that will give to me employ.

For to plough and to sow, to reap and to mow
And to be a farmer's boy.'

As he drew nearer the song grew clearer, and he wondered if they knew of his coming. When he reached the group the bearded foreman left his kitchen to welcome him and to invite him in to eat. Afterwards he was introduced to the group who had been singing, and taken on a tour of the farm buildings. The grey sombre stone of the

high walls guarding the fields made a deep impression on him, and that night he dreamed of them.

The next morning he rose early to go to work in the paddock. To his dismay what he thought to be a small enclosure was a field of 100 acres! He was happy with his work, learned much about farming, and time flew by. But after a while he found that the stone walls oppressed him. He longed for an uninterrupted view. So he left and enlisted in the Royal Lincolnshire Regiment and the walls became a memory.



But his peace did not last for long for war was declared in 1914 and he went abroad with his regiment to see service in France, where he won the Military Medal, and in Gallipoli. While in France and on one of his leaves from the front line trenches he visited one of the headquarters of the Royal Flying Corps. There he was introduced to aeroplanes and learnt to identify enemy and Allied aircraft. Later he went for his first flight in one of the R.E.8's. During another of his leaves he returned home to England and to Lincolnshire. While he was resting from the rigours of trench warfare he met an officer from the Royal Naval Air Service at Cranwell who invited him to visit the station. Mr Banks' farm had become H.M.S. Daedalus.

He caught the 'Liberty Boat' from Slea River Station, and as that 'puffing billy' of a train gathered speed, he thought how much more comfortable travel was by train than by carrier's cart, even though they dismounted several times to allow the train with its heavy load of carriages to puff up the many steep inclines. Eventually he arrived at Cranwell to be met by the officer.

He was shown round the station and marvelled at the transformation. Dominating the scene, high on stilts stood a big water tank near the old farmyard. Hundreds of long low huts spread out in all directions, and in the distance he could see the huge hangars housing the airships. He was shown round the Lighter-than-Air Sheds standing near Bristol Wood and inside he saw the silver

cigar of a large airship, and several smaller ones, used to patrol the North Sea.

Emerging from the hangar, he looked eastwards towards Cranwell village and saw green grass stretching away into the distance. Gone were the acres of arable land and with them the walls which had so dominated his existence. As he walked back towards the station with the conducting officer many thoughts passed through his mind, in particular he thought about walls and trenches and the war in France.

Thanking the officer for the interesting visit he returned thoughtfully to Sleaford, pulled by the puffing billy. When his leave expired he went back to those trenches stretching like furrows from the North Sea to Switzerland.



The declaration of peace in 1918 brought home our soldiers and, after a period in Ireland, he left the Army after seven years of adventurous service, returned to his native Lincolnshire, and entered Air Ministry employment at the new Royal Air Force Cadet College at Cranwell.

Cranwell had changed yet again. The Lodge was occupied by the Commandant, the stone cottages by the Air Ministry Directorate General of Works, and the farmyard by the mechanical transport section. The Lighter-than-Air sheds had disappeared, leaving behind the concrete stumps of their foundations. The long low huts were now occupied by young cadets, the future leaders of the Royal Air Force. Amidst all this change, the tree in the farmyard beneath which the farmhands had sung on his first visit still stood a little older, and a little more gnarled.

The next few years were chequered with incident as the young Royal Air Force College grew up. Many pioneer flights such as those to Karachi and Capetown started from the airfields of Cranwell. Aircraft improved in design and performance—the days of the Avros and Bristols were soon over. He watched this progress with deep interest, and followed the careers of the Cranwellians, who, passing through the College entered commissioned service and ultimately achieved high rank. When Cranwell was visited by royalty on many occasions he had the privilege of meeting them.



Mr Albert Clay, M.M.

He is still at Cranwell. The agricultural scene of many years ago has been displaced by the fine new buildings which house the cadet wing. The cart track has been made into a metalled road; the steep gradients of the railway line have been levelled; both improvements perhaps using the grey stones from those sombre walls. And now, as the Vampires scream in take-off from the concreted south airfield, and as a former cadet takes up his appointment as Chief of Air Staff, we leave him, sitting in his little office, thinking back on a life full of service, and of Cranwell in three ages.



Spring 1960 - 465 Years Service



465 YEARS' SERVICE

Four hundred and sixty-five years is the total served at the College by the gentlemen in the photograph. Reading from left to right, with the date of joining the College in brackets, are: Front row: Messrs A. Broughton (1923), A. V. Pell (1921), J. Green, B.E.M. (1920), E. Curt, B.E.M. (1920), F. Mayhew (1921), A. E. Owen (1922) and F. G. Priestley (1923). Back row: Messrs F. Etty (1928), J. Dunn (1926), C. Collishaw (1926), B. D. Hobson (1927), F. J. Randall (1929) and H. Doughty (1929). Mr Harmston (1920) was unfortunately sick at home when the photograph was taken

Spring 1961 - Record Prize Winner



Senior Under Officer N. R. Hayward of No. 79 Entry won seven of the major awards. He is the first flight cadet to do so. The previous record of six was set up by L. A. Jones of No. 60 Entry and equalled by T. E. Enright of No. 70 Entry.

Pilot Officer N. R. Hayward of No. 79 Entry, with the Sword of Honour, the Queen's Medal, and the Kinkead Trophy.

Spring 1962 College Journal - Reflections



BEAGLING

“WHAT pleasure do you get from chasing a poor little hare all over the countryside?” I have been asked this question many times whilst I have been at Cranwell. The answer is that beagling does not consist of chasing a hare all over the countryside. Beagling is a sport in the truest sense of the word. It combines all the skills of hunting a wild animal and all the health-giving exercise of rugby or soccer. Added to this the day almost always ends with a delicious tea, which should attract all those who have to endure the rigours of high tea on Wednesdays and Saturdays.

On the North Airfield at Cranwell, just beyond Married Quarters, is a collection of wood and corrugated-iron buildings. These are the kennels of the Per Ardua (R.A.F.) Beagles. This pack was formed in 1951 by the present Master, Air Commodore L. G. Levis. The pack consists of 20 couples, which are expertly looked after by Mr Jack Pipes, the Kennel Huntsman. The post of Kennel Huntsman is far more important

than it seems at first sight. If you have kept a sporting dog, you will realise that the work involved in keeping 40 dogs in the peak of physical fitness is a full-time job. The Kennel Huntsman has to get to know every hound as well as a normal person would know their family pet. He has to grow equally fond of all of them, and have no favourites. Hounds can be very jealous animals. It is the Kennel Huntsman's job to feed and nurse them throughout the year.

The Master, however, is virtual owner of the pack. They are his responsibility. In a pack of beagles the Master is usually the Huntsman as well. That is, he is in charge of the pack in the hunting field. He decides where to draw for the hare and he controls the pack throughout the day's hunting. He does this by means of his voice and by sounding different calls on his horn. He will convey his wishes either directly to the hounds or to the whippers in, who are usually known as “whips.” The whip's job is to carry on the Master's orders, in turning

the pack, stopping them hunting a certain line and various other tasks. Whips must be fit and know the hounds and country nearly as well as the Master.

So far it sounds like hard work, without any fun. This is not so. Hounds, and beagles especially, are charming animals. They have a great deal of character, and are very intelligent. Their keenness could well be a lesson to some humans. It can't be argued that they hunt for food because they are hungry. It is true that they eat the hare once they have killed it. However I believe that they chase the hare mainly for the pleasure of following the scent. This can best be shown by the case of a puppy, who on coming upon the hunted hare completely exhausted did not kill it, but nudged it with his nose, as if to say “Come on, you are ruining my sport by just sitting there.” The sound of hounds in full cry after their quarry is one that would excite even the most unmusical ear, and the sight of them casting about to pick up a line which they have lost, amazes even those who have hunted for years.

Now to the “poor, helpless little hare.” The hare is an animal whose numbers have to be kept within limits. Anyone who has hunted the hare at all, would tell you that

she is neither poor nor helpless. She is one of the most nimble-footed animals in the British Isles. Added to this, nature has endowed her with cunning equal to that of the proverbial fox. A hare was seen to run out into the middle of a field, turn around and run straight back to the hedge, and then take a tremendous bound to one side. When hounds followed the scent into the middle of the field they were at a total loss. Another hare was seen to run in a complete circle in the middle of a field and then jump well to one side. This also baffled the hounds for a good time. The hare is not a timid animal either. Some of the feats of sheer foolhardy valour which they perform are beyond comprehension. One hare, having been put up, was seen to indulge in a fierce fight with another hare until hounds were nearly on top of her, and only then did she make good her escape.

An added enjoyment to be gained from beagling is that it gives one a chance to meet some of the local population. Yes, there is some local population in Lincolnshire. What is more some of the local population even have daughters!

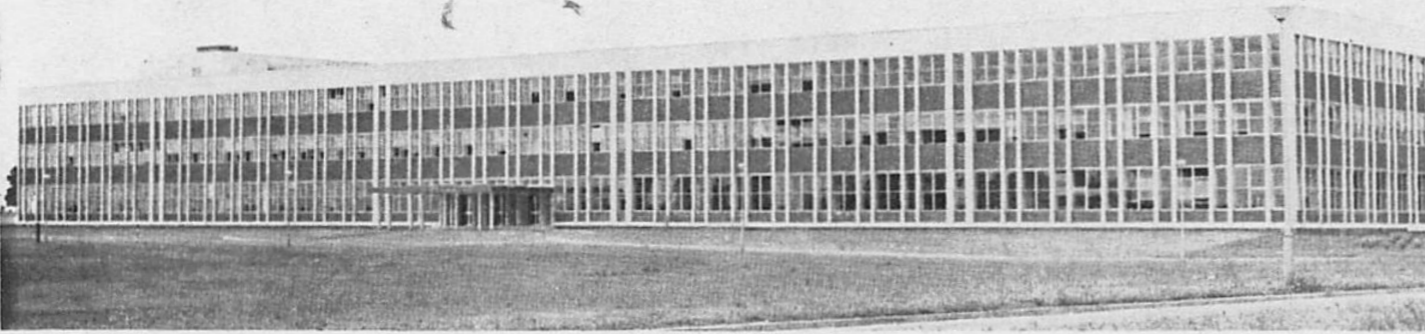
So you see beagling is more than just a blood sport, it is a form of recreation, and a very pleasant one at that.



“Moving off at Fulbeck”

May 1966 - Trenchard Hall Opens (1)

THE OPENING OF TRENCHARD HALL



The Rt. Hon. Viscount Trenchard of Wolfeton, M.C., accompanied by Viscountess Trenchard and the Hon. Hugh Trenchard, visited the College on 17th May, 1966 to perform the official opening of Trenchard Hall and to unveil a plaque commemorating the occasion.

The ceremony was attended by Air Marshal Sir Patrick Dunn, K.B.E., C.B., D.F.C., Air Officer Commanding-in-Chief, Flying Training Command, together with approximately 250 other guests, including high ranking R.A.F. officers, representatives of the other two Services, senior government officials, local dignitaries and senior officers of the R.A.F. College, many of whom were accompanied by their ladies.

Viscount Trenchard was greeted on arrival at Trenchard Hall by a General Salute and a fly-past of six Jet Provosts. The Queen's Colour was then marched on.

Air Marshal Dunn made an introductory speech welcoming Viscount Trenchard to the College. In reply Viscount Trenchard gave the following address :

" I am very conscious of the honour and privilege of being asked to open this magnificent building today. I have never had anything personally to do with the Royal Air Force, and the invitation comes to me simply as son of my father, who had so much to do with it and with Cranwell in particular. With a name like Trenchard I decided to be a soldier in the War and am now a businessman. But perhaps since I hold all the papers of my father through those early days, I may be able to convey to you in a few words supported by some quotations from those early papers, what perhaps he might have thought on this occasion of the combination of all officer training (general and technical) at Cranwell.

Undoubtedly he would have been thrilled with this wonderful building, with unique facilities. And, incidentally, let me compliment all those concerned with its erection who have completed the work inside two years from the laying of the foundation stone by the Chief of Air Staff. When the Chief of the Air Staff laid the foundation stone he spoke of my father's policy as 'one of long term investment,' and indeed those early papers contain many criticisms — including some from idle critics — who accused him of creating the Royal Ground Force rather than the Royal Air Force, because he put such emphasis, from a very meagre budget, on training.

Let me quote some extracts from a paper in 1919 which show the kind of thinking at that time, and bear out this policy of long term investment. The first one (speaking of the Air Force) :—

'The necessities of War created it in a night, but the economies of Peace have—to a large extent — caused it to wither in a day, and we are now faced with the necessity of replacing it with a plant of deeper root. As in nature, however, decay fosters growth and the new plant has a fruitful soil from which to spring.'

And, again, another quotation :—

'We now come to that on which the whole future of the R.A.F. depends, namely the training of its officers and men. The present need is not, under existing conditions, the creation of the full number of squadrons we may eventually require to meet strategical needs, but it is first and foremost the making of a sound framework on which to build a service which, while giving us now the first essential service squadrons, adequately trained and equipped, will be capable of producing whatever time may show to be necessary in the future.'

There are many quotations in relation to the emphasis necessary on the technical side of the R.A.F. From the papers of 1919 and a few years thereafter I have extracted these two quotations. These are from a talk :—

'This is really what I may call an Engineering or Scientific Age. In the past, were not the services supported by what I may call 'the squires' who had the money, the brains and the men? Now it is rather industry and engineering' . . . And again . . .

'There are all sorts of trades ; engineering is not only putting a crank-shaft into a bearing. There is the clothing engineer, the photographic engineer, fitting engineer, wireless engineer, etc., etc.' . . .

He was worried, from those early papers, it is clear, about the effects of specialisation in this technical service. During the first World War there had clearly been some friction between technical experts who had never flown and some pilots, and he wanted, as far as possible in that less technical age, all

fliers to learn some technical subjects. He wanted as many technical officers to learn to fly. I think in the age in which we now live where there is no alternative to specialisation, and where things must become more and more specialised, it is clear that he would have been very delighted at the idea of basing all training — general and technical of all branches — all officer training, at one establishment, and so, within the limits of specialisation, mixing as he always wanted to, as far as possible, minds of all kinds. He was very keen (in his own words) 'to link the Air Service with the scientific side of the nation as a whole.' He wanted the Air Force to get the reputation, and I believe it has got it — and held it — for the finest general and technical training in the country. He wanted this not only for the efficiency of the Air Service but to attract the best people into the Air Force. He also wanted it so that those who left at any time during their career had no difficulty in getting a job in civilian life — whether or not they had degrees, diplomas or had simply passed through the general side of Cranwell.

I believe that his hopes have been realised. As a business-man I can certainly testify that the reputation of Cranwell stands high and that the reputation of all technical training in the Air Force has stood high, and still does.

You may be wondering whether this man Trenchard was very academic-minded, with this tremendous emphasis on training at a moment when the very existence of the Air Force hung by a thread due to pressures of economy. Well, as a further comfort to those who may not have had the opportunity to get a degree while on their service training, I must tell you that he used to recount with great glee that he failed for the Navy because he spelt the word "Why" "YI"!! His highest academic achievement was at the Central Flying School at Farnborough where, at the beginning of the first World War, after taking his civilian pilot's certificate, he set his own examination, examined his own papers, passed himself out and (as he used to proudly say), he had kept the same high standard ever since !

You may be interested and even amused by the next quotation which refers to the establishment of Cranwell, dated 1919 :—

May 1966 - Trenchard Hall Opens (2)

'The channels of entry for permanently commissioned officers will be through the cadet college, from the universities and from the ranks. The cadet college will be the main channel. The course will last two years during which the cadets will be given a thorough grounding in the theoretical and practical sides of their profession and will in addition learn to fly the approved training machine, at present the Avro. The College is to open at Cranwell in Lincolnshire early next year; an ideal place for the purpose, with a large and excellent aerodrome and perfect flying surroundings. It will be necessary to accommodate the college temporarily in huts erected during the war, but every endeavour has been made to render these as suitable as possible, and it is proposed to erect a permanent college in the near future.'

I still see a few huts about today. Whether you would all agree about the ideal siting of Cranwell would perhaps depend upon one's point of view!

There is an interesting file of lighter correspondence with Brigadier-General (Air Commodore from the beginning of 1920) Longcroft, the first Commandant at Cranwell. Some of the highlights include a letter

from my father in January 1920, after Longcroft had had an operation on his nose, which says:—'I hope you will have your nose made all right, and that you will be able to get the parson of the church to return thanks for your recovery!' And shortly before this is correspondence between them, with Longcroft appealing for the establishment of a church which would cost £30,000, giving all the reasons why it was not desirable to pray in the gymnasium. In reply my father said 'The government will build a church in due course, there is no doubt about that, but it will not be at present. I do not agree with you that the services cannot be held in the gymnasium at present.' It is obvious that the two references are connected, and that my father was gently pulling Longcroft's leg in relation to his nose!

If he were here today, what might he say to those who will have in their hands the shaping of the Air Force and its efficiency in the future? I really don't know One point I think he would have included is best illustrated by a quotation from his lecture to Air Force officers in 1926:—

'There is another point I now want to refer to. It is, I think, the essence of the Air Service, and it is that I do not encourage, nor I hope will any officer encourage, the idea of 'brains through

the usual channel.' What I mean by that is that I want brains to be pooled in the Air Service. I want free discussion with the young officer as well as with the senior officer to be encouraged, just as I encourage it in my own room. I have heard many officers say — if they have not said it they have intimated it — that they love to come and talk to me without their senior officers, but I say to them "Do you also encourage junior officers to talk to you?" It is not carried out to the same extent, but you must pool brains and not pass them through the usual channels. You will not lose in discipline in encouraging everybody to give their views. This is one of the points on which I have been keenest in building up the Air Service.'

Ringling in my ears is another oft-repeated injunction of his when he asked someone to do something and one said 'Yes, I will do it,' one used to get the reply 'What's wrong with now?' And remembering this, without further delay, it is my privilege and pleasure to declare Trenchard Hall formally open."

The Viscount Trenchard then unveiled the commemorative plaque. The Queen's Colour with its escort squadron was marched off and Viscount Trenchard entered Trenchard Hall where he signed the visitors' book and was taken on a tour of the building and of the Aerothermodynamics Block. Visiting guests were also conducted round Trenchard Hall to view the facilities.

Afterwards, the Viscount Trenchard and guests were entertained to luncheon in the College Hall.



The Viscount Trenchard signing the visitors' book

1971 - First Graduate Entry Passes Out



LIST OF PASSING-OUT OFFICERS — No 1/70 ENTRY

Flight Lieutenant	The Prince of Wales	Flying Officer	D. J. Baldwin
Flight Lieutenant	M. J. Bell	Flying Officer	P. R. Boyle
	<i>The Hicks Memorial Prize</i>	Flying Officer	J. A. D'Aubyn
Flight Lieutenant	G. K. Charlton	Flying Officer	P. R. Dixon
Flight Lieutenant	H. G. Mackay	Flying Officer	J. A. Giles
	<i>The Sword of Honour</i>		<i>The Phillip Sassoon Memorial Prize</i>
	<i>The Kinkead Trophy</i>	Flying Officer	M. A. Hill
	<i>The Dickson Trophy</i>	Flying Officer	R. D. Lapraik
Flight Lieutenant	M. D. Pledger	Flying Officer	S. M. J. McCartney
Flight Lieutenant	C. Mac M. Plows	Flying Officer	J. E. M. Mustard
Flight Lieutenant	G. O. Riddett	Flying Officer	J. H. Plumley
	<i>The Battle of Britain Trophy</i>	Flying Officer	R. A. Walster
Flying Officer	R. C. Back	Flying Officer	J. A. West

1972 - College Warrant Officer of Two Entry Systems

WARRANT OFFICER J. GARBET



Senior Under Officer A. D. Maddox on behalf of all Flight Cadets, presenting Warrant Officer J. Garbet with a tankard to mark his retirement from the Royal Air Force.

'Permission to dismiss the parade, Sir' asked College Warrant Officer John Garbet and was shattered to be told 'Certainly not.' Thereafter he became the centre of attention when the whole parade gave three cheers to start the various events marking his retirement. He was then presented with a tankard by the flight cadets still at the College and subsequently marched up the front steps to the strains of 'Auld Lang Syne.'

Later he was presented with a gift from many officers and others with whom he worked, and a salver from the Sergeants'

Mess. Parties in pub and mess were the order of the day — in fact several days.

The final event was a trip round the parade ground on a mobile saluting dais escorted by flight cadets and graduate officers and with a kilted piper Flight Lieutenant Don Dale to supply 'Scotland the Brave' and 'Amazing Grace.'

Warrant Officer Garbet retires after 25 years and now intends to train as a teacher. He will continue to live at Leasingham.

1978 - Humphrey Memorial Medal



Lady Humphrey presents the Andrew Humphrey Memorial Gold Medal to Squadron Leader G L Thurston

THE ANDREW HUMPHREY MEMORIAL GOLD MEDAL

In memory of Marshal of the Royal Air Force Sir Andrew Humphrey, GCB, OBE, DFC, AFC, Chief of the Defence Staff 24 October 1976 to 24 January 1977, Lady Humphrey has generously donated a specially designed gold medal which is awarded annually to the best student on the General Duties Aerosystems Course within the Department of Air Warfare at the Royal Air Force College.

To mark the occasion of the inaugural award, Lady Humphrey honoured the College by making the first presentation at a special ceremony on 14 December 1978. Lady Humphrey, accompanied by the AOC and Commandant and Mrs Harcourt-Smith, was met at Whittle Hall by the Deputy Commandant, Air Commodore Carver and the Director of the Department of Air Warfare, Group Captain Leech. After coffee there followed a presentation on the General Duties Aerosystems Course by the Directing Staff Aerosystems Section, Wing Commander

Wilkinson. The party then drove to College Hall for the presentation of the memorial gold medal in the Rotunda. The ceremony, attended by staff and students of 11 GD Aerosystems Course and their wives, was opened by Air Commodore Carver who read the citation and invited Lady Humphrey to present the Andrew Humphrey Memorial Gold Medal to the winner, Squadron Leader G L Thurston, MA.

Squadron Leader Thurston, a graduate of Oxford University, joined the Royal Air Force in 1969. He trained as a navigator and flew Buccaneer aircraft with No XV Squadron in Germany. In 1976 he returned to No 6 Flying Training School at Royal Air Force Finningley as an instructor. On completion of No 11 GD Aerosystems Course, Squadron Leader Thurston was posted to the Royal Air Force College, Department of Air Warfare as the Astronautics and Ballistic Missiles Specialist.

After the ceremony a luncheon was held in College Hall.



No 11 GD AERO-SYSTEMS COURSE

Back Row (l to r): Flt Lt V Strachan: Flt Lt C Morris: Flt Lt S Heppenstall: Lt P Taylor RN: Flt Lt M Ellaway: Flt Lt A Thompson: Capt V Spreccacener IAF.
Centre Row (l to r): Flt Lt K Walne: Flt Lt I Sampson: Flt Lt G Thurston: Flt Lt A Lovett: Flt Lt R Hardcastle RAAF: Flt Lt B Robinson RAAF: Flt Lt J Sabin: Lt C Landi IAF: Capt J Freedman USAF.
Front Row (l to r): Lt P Fothergill RAN: Sqn Ldr K Bomber: Sqn Ldr D Adams: Sqn Ldr S Glencorse: Lt Cdr C Linsell RN: Sqn Ldr P Goodwin RAAF: Sqn Ldr R Kemp: Sqn Ldr P Barrett.

1979 - Cranwell Reorganised



The opening of No 1 Initial Officer Training Mess on 17 October 1979

CRANWELL REORGANISED

The last edition of the College Journal featured an article describing the introduction of Single Gate Initial Officer Training (SGIOT) at Cranwell. The scheme resulted from an Air Force Board decision that, in future, entry to commissioned service in the Royal Air Force would be through a 'single gate' located at the Royal Air Force College. The introduction of SGIOT implies a major increase in the training capacity of the Department of Initial Officer Training (DIOT) and a corresponding increase in the total College population. It also implies the closure of the Officer Cadet Training Unit at Royal Air Force Henlow. In anticipation of the onset of SGIOT, it has proved necessary to reorganize the allocation of training and domestic accommodation. During 1979, there was also a major reorganization of the College management structure.

A major milestone in the programme of works services related to the introduction of SGIOT was reached on 17 October 1979 when the old Junior Cadets' Mess was reopened. The Mess, now known as No 1 Initial Officer Training (IOT) Mess will accommodate DIOT students during the second 6 weeks of their 18-week course. In December 1979, the Department of Air Warfare vacated its training accommodation in the Whittle Hall and moved to join the Department of Specialist Ground Training in the Trenchard Hall. The DIOT has now taken over the whole of the Whittle Hall and a third training squadron has formed; eventually there will be 8 DIOT squadrons. Work on No 2 IOT Mess is nearing completion. This Mess, utilizing temporary buildings and a barrack block in the East Camp area, will accommodate DIOT students during their first 6 weeks of training. Another barrack block is being converted for use as an annexe to the Trenchard Hall Officers' Mess and half of it came into use late in the year. York House Officers' Mess accommodation will also be enhanced when current work on the refurbishment of 3 bungalows in the grounds is completed early next year. Plans to construct a fourth officers' mess in the vicinity of the Stadium have now reached an advanced stage.

The SGIOT article in the 1978 Journal reminded readers of the management organization prevailing at Cranwell at the time. A new management structure has been devised which takes account of the anticipated major growth in the DIOT and the requirement to rationalize basic flying training under the control of the AOC (Training Units) at HQ RAFSC. The reorganization, which came into effect on 3 August 1979, introduced a number of significant changes, including:

- a. The creation of a Basic Flying Training School (BFTS), to be known as the BFTS Cranwell, under the command of a group captain who reports to AOC(TU) at HQ RAFSC. The BFTS Cranwell consists of the Flying Wing and the major portion of the Engineering Wing of the old Royal Air Force Cranwell organization. The BFTS also includes a Flying Selection Squadron which is located at Royal Air Force Swinderby.
- b. The replacement of the post of Station Commander, Royal Air Force Cranwell, established for a group captain, by that of OC Support Unit (SU), Royal Air Force College, established for a wing commander. The SU consists of the Administrative Wing and the major portion of the MT Flight of the old Royal Air Force Cranwell organization. OC SU exercises the powers of a station commander and provides support for both the College and the BFTS.
- c. The creation of an independent identity for the University Air Squadrons (UAS) Wing of the DIOT. The new College Department, now titled HQ UAS, includes a newly established group captain post, Group Captain UAS.
- d. The recognition that the function of the Director of Studies (DOS) had changed considerably in recent years. The DOS post has been replaced by that of the Senior Administrative and Training Staff Officer (SATSO). SATSO is the principal staff officer of the College HQ, both OC SU and Wing Commander College Secretariat reporting through him to the AOC and Commandant.

Coincidental with the introduction of the new management structure, the AOC and Commandant decided to move his HQ from the College Hall to the upper floor of the Station HQ building. The building is now known as the College HQ. Accommodation in the College Hall vacated by the College Secretariat now houses the HQ UAS. The move of the HQ UAS staff from their Whittle Hall accommodation provided more much needed space for the DIOT.

From every point of view, 1979 has been an extremely busy year at Cranwell. Once again the College has adopted a new posture in response to changing circumstances, as it has done several times during its relatively short history. It now stands ready to meet the challenge of SGIOT with confidence and enthusiasm.

1973 - End of Flight Cadet Era



"From one generation to another."