

# RAF COLLEGE CRANWELL

## “Fewest of the Few”



### A Tribute to Cranwellians who Fought in the Battle of Britain

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

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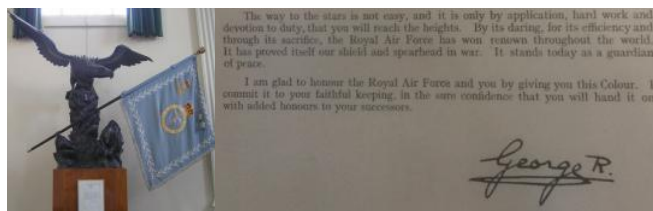
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# SUPERNA PETIMUS

By the outbreak of war, the RAF College had been operating for nearly two decades. It had fully trained 36 Entries of Flight Cadets - two Entries beginning each year, and each lasting two years - with some 956 successful cadets still serving as officers in the RAF. 134 cadets from a further six pre-war entries had their training abruptly terminated, when the College suspended officer training as soon as war was declared. Some, like AH Humphrey (later MRAF Sir Andrew Humphrey) who had not completed officer training, were enlisted as airmen u/t pilots to undergo flying training at the Service Flying Training School (SFTS) set up at RAF Cranwell. Others transferred to the RAFVR for flying training elsewhere.

Research suggests that 145 Cranwellians (90 flight cadets, 54 SFTS trained pilots and a transferee to the RAFVR) took part in the Battle of Britain, 38 pilots sacrificing their lives in combat and forming our 'Roll of Honour' on [Page 27](#) (which shows the years they attended Cranwell). Each pilot carried out at least one authorised operational sortie with an eligible unit of the RAF in the Battle, between 0001hrs on 10th July and 2359 hrs on 31st October 1940, and thus qualified for the award of the Battle of Britain Clasp to the 1939-45 Star. Each will have been driven by a devotion to duty symbolised by the College Colours, awarded by HM King George VI and later HM Queen Elizabeth II.

The Queen's colour is held by a large bronze eagle, donated by Sir Philip Sassoon - Secretary of State for Air 1933 - at the west end of the RAF College Dining Room.



As His Majesty King George VI declared in 1948, "...by its daring... efficiency... and sacrifice...the RAF... has proved itself our shield and spearhead in war...a guardian of peace."

***The Colour is a symbol of our devotion and our personal relationship with the monarch.***

Whilst the College was closed for Officer training at the outbreak of World War 2, RAF Cranwell remained very busy. The newly formed SFTS, later to become 17 FTS, delivered elementary flying training for pilots destined for all RAF commands and, in latter years of the war, provided pilot training for airmen of allied air forces too.

Following extensive research by a team of Cranwellians in preparation for the 80th anniversary of the Battle of Britain, we are now able to pay fitting tribute to those gallant Cranwellians who defended our nation in our hour of need. This album is one of two - the other, *Battle of Britain*, focuses on the events that unfolded during the Battle - and records the outstanding contribution made by individuals lest we forget the price they paid through "their prowess and their devotion" {*Winston Spencer Churchill*}.

This booklet offers an insight into Cranwellians who contributed to arguably one of the RAF's greatest victories, the Battle of Britain. In addition to this narrative, we have inserted hypertext links to enable access to further research material and audio/video archives. *[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).]*

## CONTEXT

It is thought that around 3,000 aircrew from 15 allied nations took part in the Battle of Britain, as depicted in the figure below, although some still debate the actual breakdown.



Winston Churchill referred to them as “the Few” in his famous speech to parliament on 20 August 1940, when the Battle had yet to reach its peak and the outcome was by no means certain.

*The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the World War by their prowess and by their devotion.*

***Never in the field of human conflict was so much owed by so many to so few.***

Within this wider context, we unfold the story of the “Fewest of the Few”, 145 Cranwellian aircrew who against all the odds helped save Britain from invasion.

# BATTLE OF BRITAIN - TIMELINE

## Stage ONE: 10 July - 12 August 1940

The German Luftwaffe attacked sites along the British coast and ships in the English Channel by dropping bombs. British shipping was also being attacked by German E-boats and coastal guns from France.



In July, the Germans began preparations for Operation Sea Lion, the planned invasion of Britain. A central part of the plan was that there should be no air defences or aircraft capable of attacking German troops as they approached from the sea and on reaching Britain.

## Stage TWO: 13 - 18 August 1940



The Germans started to focus the bombing raids on British airfields and radar stations. The German bombers were accompanied by fighters, which the British pilots and ground defences (anti-aircraft guns) needed to stop in addition to the bombers.

The main German air-intensive assault was planned for 10 August but delayed by weather till 13 August, known to the Luftwaffe as Adlertag - Eagle Day. That day was planned as

the start of the final stages of the air attack. In harbours in occupied Europe, German ships were prepared for the sea crossing.

One of the hardest days of fighting between the RAF and the Luftwaffe was 18 August. Both sides took some of their heaviest casualties in one day's fighting of the battle. The Germans managed to destroy British aircraft and to damage their airfields, but they did not stop the RAF from fighting back, and no sea invasion could be launched.

## Stage THREE: 19 August - 6 September 1940



The Luftwaffe began to bomb more non-military and industrial sites, and increased bombing of towns and cities as well. The attacks went beyond the south-east coast and across into the South West, and up to the Midlands, the North East of England and into Scotland.



The British Prime Minister, Winston Churchill, made his speech on 20 August that paid tribute to the dedication and devotion of the RAF personnel. *“Never in the field of human conflict was so much owed by so many to so few.”*

After attacks on British cities, the RAF sent its first aircraft to bomb Berlin on 25 August.

## Stage FOUR: 7 September - 31 October 1940

The German reaction to attack on Berlin was to shift their air attack to the bombing of cities. Mass raids were launched - The Blitz had started. On 15 September, one of the heaviest bombing raids was launched against London. However, RAF Fighter Command continued to attack the Luftwaffe, and the Germans suffered huge losses. The day became known as Battle of Britain Day, and forced Hitler to postpone the invasion.



The Germans had damaged airfields and factories, but not enough to stop Bomber Command responding or aircraft being built. The radar stations suffered little damage, which meant that the early warning system was not stopped for any length of time during the battle.

Instead, night raids on British cities were increased, to try to exhaust the British public and to reduce German casualties. By the end of October, the Battle of Britain was over; this was the first defeat for the German war machine; it was to change the face of World War 2. Apart from a momentary lull, the Blitz would continue for years, as would aerial attacks, but the Germans would never mount a full-scale attack on Britain again.

## THE GERMAN AIRBORNE THREAT

### Junkers Ju 87 Stuka

The **Junkers Ju 87** or **Stuka** (from *Sturzkampfflugzeug*, "dive bomber") was a German dive bomber and ground-attack aircraft. Designed by Hermann Pohlmann; it first flew in 1935. The Ju 87 made its combat debut in 1937 with the Luftwaffe's Condor Legion during the Spanish Civil War and served the Axis forces in World War II.



The aircraft is easily recognisable by its inverted gull wings and fixed spatted undercarriage. Upon the leading edges of its faired main gear legs were mounted the *Jericho-Trompete* (Jericho trumpet) wailing sirens, becoming the propaganda symbol of German air power and the so-called *Blitzkrieg*

victories of 1939–1942. The Stuka's design included several innovations, including automatic pull-up dive brakes under both wings to ensure that the aircraft recovered from its attack dive even if the pilot blacked out from the high g-forces.

The Ju 87 operated with considerable success in close air support and anti-shipping at the outbreak of World War II. It led air assaults on the invasion of Poland in September 1939. Stukas were critical to the rapid conquest of Norway, the Netherlands, Belgium and France in 1940. Sturdy, accurate, and very effective against ground targets, the Stuka was, like many other dive bombers of the period, vulnerable to fighter aircraft. During the Battle of Britain, its lack of manoeuvrability, speed and defensive armament meant that it required a heavy fighter escort to operate effectively.

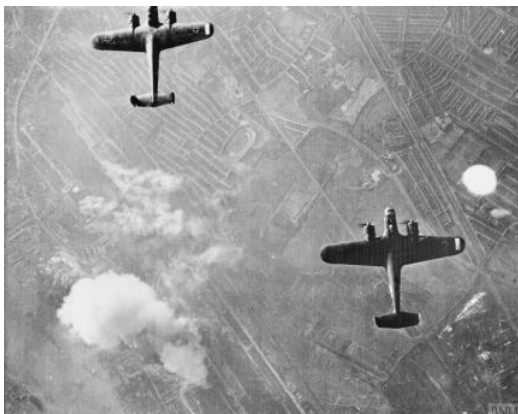
## Junkers Ju 88

The **Junkers Ju 88** was a *Luftwaffe* twin-engined multirole combat aircraft. Junkers Aircraft and Motor Works (JFM) designed the aircraft in the mid-1930s as a so-called *Schnellbomber* ("fast bomber") that would be too fast for fighters of its era to intercept. It suffered from technical problems during its development and early operational periods, but became one of the most versatile combat aircraft of the war. Like a number of other *Luftwaffe* bombers, it served as a bomber, dive bomber, night fighter, torpedo bomber, reconnaissance aircraft, heavy fighter and at the end of the war, as a flying bomb.



## Dornier Do 17

The **Dornier Do 17**, sometimes referred to as the *Fliegender Bleistift* ("flying pencil"), is a light bomber of Germany during World War II. It was produced by Claudius Dornier's company, Dornier Flugzeugwerke. The aircraft was also designed as a *Schnellbomber*, a light bomber which, in theory, would be so fast that it could outrun defending fighter aircraft.



The Dornier was designed with two engines mounted on a "shoulder wing" structure and possessed a twin tail fin configuration. The type was popular among its crews due to its handling, especially at low altitude, which made the Do 17 harder to hit than other German bombers.

Designed in the early 1930s, it was one of the three main *Luftwaffe* bomber types used in the first three years of the war. The Do 17 also made its combat debut in 1937 during the Spanish Civil War, operating in the Condor Legion in various roles. Along with the Heinkel He 111, it was the main bomber type of the German air arm in 1939–1940. The Dornier was used throughout the early war, and saw action in significant numbers in every major campaign theatre as a front line aircraft until the end of 1941, when its effectiveness and usage was curtailed as its bomb load and range were limited.

## Dornier Do 215

The **Dornier Do 215** was a light bomber, aerial reconnaissance aircraft and later a night fighter, produced by Dornier originally for export, but in the event most served in the *Luftwaffe*. Like its predecessor, the Dornier Do 17, it inherited the title "The Flying Pencil" because of its slim fuselage. The successor of the Do 215 was the Do 217.



## [Heinkel He 111](#)

The **Heinkel He 111** was a German bomber aircraft designed by Siegfried and Walter Günter at Heinkel Flugzeugwerke in 1934. Through development, it was described as a "wolf in sheep's clothing". Due to restrictions placed on Germany after the First World War prohibiting bombers, it masqueraded as a civil airliner, although from conception the design was intended to provide the nascent Luftwaffe with a fast medium bomber.



Perhaps the best-recognised German bomber due to the distinctive, extensively glazed "greenhouse" nose of later versions, the Heinkel He 111 was the most numerous Luftwaffe bomber during the early stages of World

War II. The bomber fared well until the Battle of Britain, when its weak defensive armament was exposed. Nevertheless, it proved capable of sustaining heavy damage and remaining airborne. As the war progressed, the He 111 was used in a variety of roles on every front in the European theatre. It was used as a strategic bomber during the Battle of Britain, a torpedo bomber in the Atlantic and Arctic, and a medium bomber and a transport aircraft on the Western, Eastern, Mediterranean, Middle Eastern, and North African Front theatres.

The He 111 was constantly upgraded and modified, but became obsolete during the latter part of the war. The German Bomber B project was not realised, which forced the Luftwaffe to continue operating the He 111 in combat roles until the end of the war. Manufacture of the He 111 thus ceased in September 1944, at which point piston-engine bomber production was largely halted in favour of fighter aircraft. With the German bomber force virtually defunct, the He 111 was used for logistics.

## [Messerschmitt Bf 109](#)

The **Messerschmitt Bf 109** is the German World War II fighter aircraft that was, along with the Focke-Wulf Fw 190, the backbone of the Luftwaffe's fighter force. The Bf 109 first saw operational service in 1937 during the Spanish Civil War and was still in service at the dawn of the jet age at the end of World War II in 1945. It was one of the most advanced fighters when it first appeared, with an all-metal monocoque construction, a closed canopy, and retractable landing gear. It was powered by a liquid-cooled, inverted-V12 aero engine. From the end of 1941, the Bf 109 was steadily supplemented by the Focke-Wulf Fw 190. It was called the **Me 109** by Allied aircrew and some German aces, even though this was not the official German designation.



The Bf 109 was flown by the three top-scoring fighter aces of all time, who claimed 928 victories among them while flying with *Jagdgeschwader 52*, mainly on the Eastern Front. The highest-scoring, Erich Hartmann, was credited with 352 victories. The aircraft was



flown by Hans-Joachim Marseille, the highest-scoring ace in the North African Campaign who shot down 158 enemy aircraft (in about a third of the time). It was also flown by many aces from other Axis nations, notably the Finn Ilmari Juutilainen, the highest-scoring non-German ace. Pilots from Italy, Romania, Croatia, Bulgaria, and Hungary flew the Bf 109. Through constant development, the Bf 109 remained competitive with the latest Allied fighter aircraft until the end of the war.

## **Messerschmitt [Bf 110](#)**

The **Messerschmitt Bf 110**, often known colloquially as the **Me 110**, is a twin-engine *Zerstörer* (destroyer, heavy fighter) and fighter-bomber (*Jagdbomber* or *Jabo*) developed in Germany in the 1930s and used by the Luftwaffe during World War II. Hermann Göring was a proponent of the Bf 110. It was armed with two MG FF 20 mm cannon, four 7.92 mm (.312 in) MG 17 machine guns, and one 7.92 mm (.312 in) MG 15 machine gun (later variants' rear gunner station would be armed with the twin-barelled MG 81Z) for defence. Development work on an improved type to replace the Bf 110, the Messerschmitt Me 210 began before the war started, but its teething troubles resulted in the Bf 110 soldiering on until the end of the war in various roles, with its two replacements, the Me 210 and the significantly improved Me 410 *Hornisse*.



The Bf 110 served with considerable success in the early campaigns in Poland, Norway and France. The primary weakness of the Bf 110 was its lack of manoeuvrability, although this could be mitigated with alternative tactics. This weakness was exploited when flying as close escort to German bombers during the Battle of Britain. When British bombers began targeting German territory with nightly raids, some Bf 110-equipped units were converted to night fighters, a role to which the aircraft was well suited. After the Battle of Britain the Bf 110 enjoyed a successful period as an air superiority fighter and strike aircraft in other theatres and defended Germany from strategic air attack by day against the USAAF's 8th Air Force, until an American change in fighter tactics rendered them increasingly vulnerable to developing American air supremacy over the Reich as 1944 began.

## **Heinkel [He 59](#)**

The **Heinkel He 59** was a twin-engined German biplane designed in 1930, resulting from a requirement for a torpedo bomber and reconnaissance aircraft able to operate on wheeled landing gear or twin-floats.



During the first months of World War II, the He 59 was used as a torpedo and minelaying aircraft. Between 1940 and 1941, the aircraft was used as a reconnaissance aircraft, and in 1941-42 as a transport, air-sea rescue, and training aircraft. The trainer models survived slightly longer in service than operational models, but all had been retired or destroyed by 1944. Some aircraft were operated by the

Condor Legion in Spain during the Spanish Civil War in 1936 as coastal reconnaissance and torpedo floatplanes.

# FIGHTER COMMAND FIGHTS BACK

## The 'Dowding Family' Impact

Credit for the success of the Battle of Britain Campaign is rightly given to Air Chief Marshal Lord Dowding. He had actually retired in June 1939, but was asked to stay on until March 1940 because of the tense international situation. He was again "permitted" to continue through the Battle of Britain, first until July and finally until November 1940.



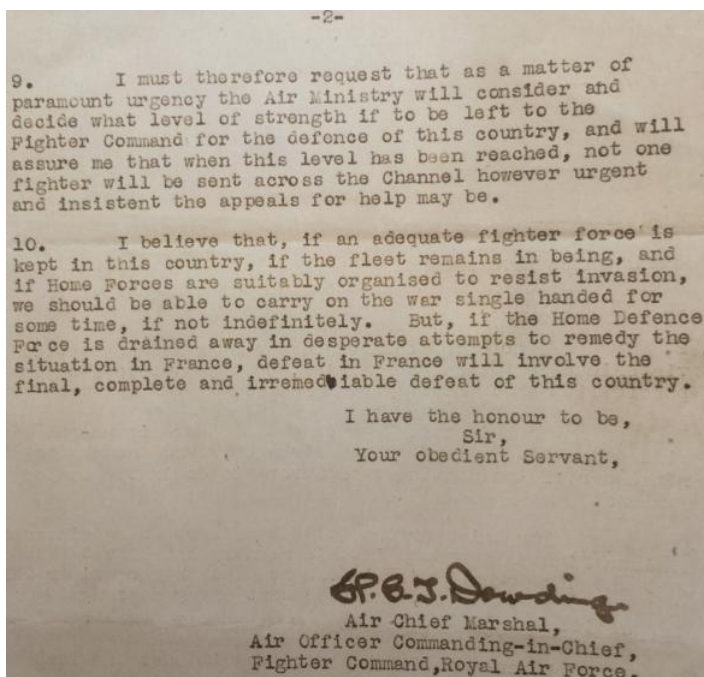
Air Chief Marshal  
Hugh Caswall Tremenheere Dowding  
1st Baron Dowding  
GCB, GCVO, CMG  
(24 April 1882 – 15 February 1970)

After becoming interested in aviation, 31 year old Hugh Dowding gained Aviator's Certificate no. 711 on 19 December 1913 in a Vickers biplane at the Vickers School of Flying, Brooklands. He then attended the Central Flying School, where he was awarded his wings. Although added to the Reserve List of the Royal Flying Corps (RFC), Dowding returned to the Isle of Wight to resume his Royal Garrison Artillery duties. However, this arrangement was short lived and in

August 1914, he joined the RFC as a pilot on 7 Squadron. Dowding transferred to 6 Squadron in October 1914 and then, after two weeks as a staff officer in France, became a Flight Commander, first with 9 Squadron and then with 6 Squadron. He became officer commanding of the Wireless Experimental Establishment at Brooklands in March 1915 and went on to be commanding officer of No. 16 Squadron in July 1915. He later became Air Officer Commanding Fighting Area, Air Defence of Great Britain and then joined the Air Council as Air Member for Supply and Research, during the inter-war years. He was knighted in 1933.



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



The disastrous start to the war and the mounting losses to Fighter Command during the battle for France, persuaded Dowding with the support of the Chief of the Air Staff (Sir Cyril Newall), to resist repeated requests from Winston Churchill to send more Squadrons to France. On 16 May, he wrote to the PUS (Air) his famous letter intended for Churchill, pleading "not one {more} fighter be sent across the Channel"; the letter was to feature as the opening scene of the film "Battle of Britain", Sir Laurence Olivier playing the role of Sir Hugh.

When the Allied resistance in France collapsed, Sir Hugh worked closely with Air Vice-Marshal Keith Park, the commander of 11 Fighter Group, to organise cover for the evacuation of the British Expeditionary Force at Dunkirk.

Through the summer and autumn of 1940 in the Battle of Britain, Dowding's Fighter Command resisted the attacks of the *Luftwaffe*. Beyond the critical importance of the overall system of integrated air defence which he had developed for Fighter Command, his major contribution was to marshal resources behind the scenes (including replacement aircraft and air crew) and to maintain a significant fighter reserve, while leaving his subordinate commanders' hands largely free to run the battle in detail.

Dowding was known for his humility and great sincerity. Fighter Command pilots came to characterise Dowding as one who cared for his men and had their best interests at heart. Dowding often referred to his "dear fighter boys" as his "chicks": indeed, his son Derek was one of them.

Derek had graduated from S37 Entry at the RAF College in July 1939 and was posted to 74 Squadron at Hornchurch. The squadron fought over France from 20 May 1940.

On the 24th, Dowding destroyed a Do17, shared another and probably destroyed a Ju 88; on the 23rd, he shared a Do 17 and on the 27th damaged a Do 17 after chasing it for 20 miles before being forced to break off by intense anti-aircraft fire. On 6 July 1940, Dowding probably destroyed an He 111 and two days later he shared in the destruction of another. He was posted to 6 OTU Sutton Bridge on 8 August to be an instructor. He was still instructing in 1941, but became a Flight Commander with 135 Squadron later in the year. He served as a test pilot in the Middle East from 1942 to 1945 and held a number of appointments and commands before retiring on 17 November 1956 as a Wing Commander.



## Dowding's "Chicks"

Research suggests that Cranwellians were posted to at least 58 different RAF squadrons and units during the Battle of Britain.

On Page 12, we show the squadrons of those Cranwellians who were killed defending our country, within the Battle of Britain ORBAT commanded by Dowding. Most of their squadrons operated within one of the four regional Groups throughout the Battle, but 12 were redeployed "Pan-Group" throughout Fighter Command during the Battle. Cranwellians made invaluable contributions on other squadrons and units, too many to show pictorially in one graphic, not least with 19, 29, 232, 234, 247, 264, 312 (Czech), 600, 601, 603, 604, 607, 610, 611, 615, and 616 Squadrons and the Fighter Interception Unit formed at RAF Tangmere under the command of Cranwellian Sqn Ldr GP Chamberlain.

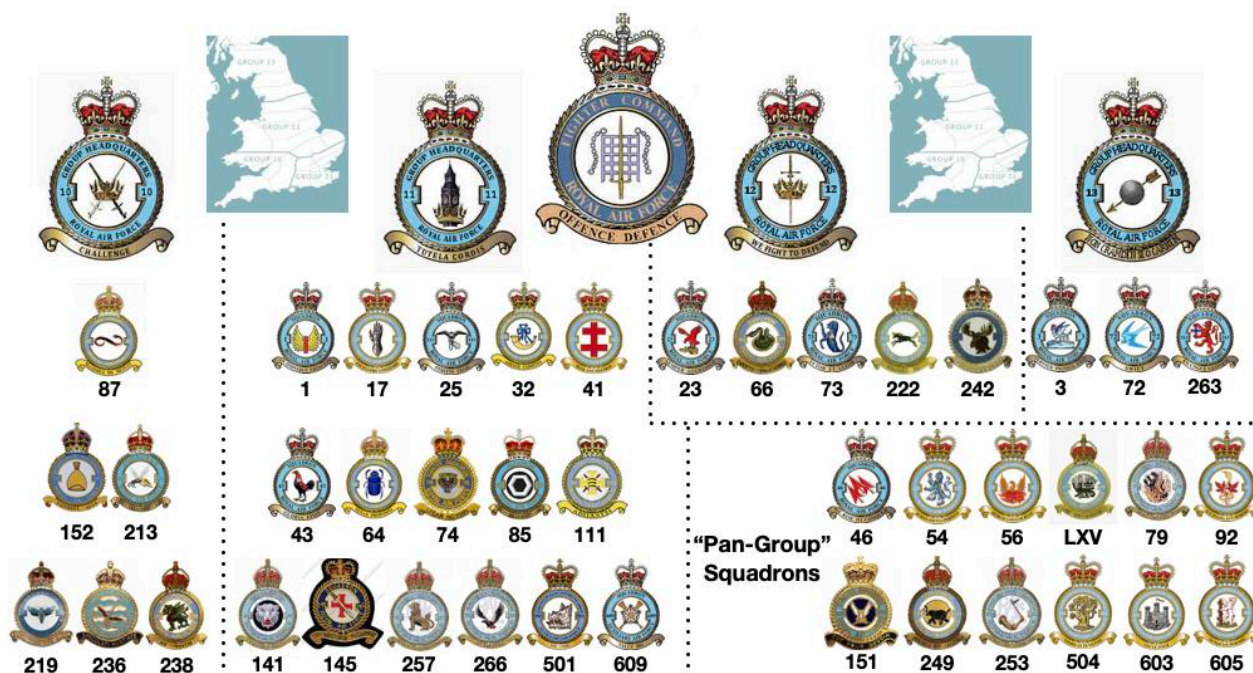
## Fighter Command

10 Group

11 Group

12 Group

13 Group



When reminded of the Battle of Britain, most conjure up the idea of the iconic Spitfire and its stable mate, the Hurricane, countering the onslaught of German bombers with their Me Bf 109 fighter escorts. The truth is more complex and includes contributions from both Bomber and Coastal Commands, and many ground based formations, to repel the Luftwaffe onslaught and to neutralise the German fleet, preparing to invade Britain.

In the squadrons depicted above, Cranwellians of Fighter Command were to fly in a much wider range of aircraft, including Blenheims, Beaufighters and even the Whirlwind.



# Cranwellian Successes

A detailed breakdown of successes and losses is given in an accompanying booklet, *Battle of Britain*. They are summarised below:

## Battle of Britain - Cranwellian 'Aces'

(Cranwellians credited with five or more 'kills')

Ace	Group	Squadron	Aircraft Shot Down	Breakdown	Total
Aeneas McDonnell		64		2 x Ju 87 5 x Bf 109 1 x He 111 1 x Do 215	8.5
Peter Townsend		82		5 x Bf 109 1 x He 111 1 x Do 215	8
Charles Davis		238		2 x Do 17 1 x Bf 109 1 x Ju 87 1 x He 111 2 x Bf 110	8
Brian Kingcome		92		2 x He 111 + 1 x Ju 88 1 x He 111 4 x Bf 109	7
Harold Atkinson		213		2 x Bf 110 3 x Bf 109 1 x He 111	6
"Jimmie" Elsdon		72		2 x Bf 110 3 x Bf 109 1 x Ju 87	6
Henry Hogan		501		1 x He 111 + 3 x Bf 109 1 x He 111 + 1 x Bf 110 1 x Do 215	6
Allan Wright		92		1 x Bf 109 2 x He 111 + 2 x Ju 88	6
John Badger		43		1 + 1/2 x Ju 88 3 x Ju 88 1/2 x He 111	5
Richard Barclay	Pan-Gp	249		2 x Bf 109 1 x Do 17 2 x Ju 88	5
Eric Marrs		152		3 x Bf 110 1 x Ju 87 1/2 x Do 17 1/2 + 1 Ju 88	5
Tim Vigors		222		2 x Me Bf 109 2 x Me Bf 110 1 x Ju 88	5

SURNAME	INITS	RANK AT TIME	TALLY
ATKINSON	HD	Pt Off	2 Bf 110 12.8.40 - 1 Bf 109 13.8.40 - 1 He 111 14.8.40 - 1 Bf 109 16.8.40 - 1 Bf 109 18.8.40
BADER	DRS	Sqn Ldr	1 Do 17 11.7.40 - 1 Do 17 21.8.40 - 1/2 Bf 110 30.8.40 - 1/2 Do 17 15.9.40 - 1 Bf 109 27.9.40
BADGER	JVC	Sqn Ldr	1/2 Ju 88 14.8.40 - 1 Ju 88 15.8.40 - 3 Ju 87 16.8.40 - 1/2 He 111 26.8.40
BARCLAY	RG	Fg Off	1 Bf 109 7.9.40 - 1 Do 17 15.9.40 - 1 Ju 88 19.9.40 - 1 Bf 109 27.9.40 - 1 Ju 88 27.9.40
BAYLES	IN	Pt Off	1/2 He 111 25.9.40 - 1 Ju 88 25.9.40
BEAMISH	FV	Wg Cdr	1 Do 17 12.7.40 - 1 Ju 87 6.9.40 - 1 Bf 109 18.9.40 - 1 Bf 109 30.10.40
BEAZLEY	HJS	Pt Off	1 Bf 110 15.8.40 - 1/2 Do 215 7.9.40 - 1 Do 215 15.9.40
BURTON	PR-F	Pt Off	1 Bf 110 27.9.40
COX	PAN	Fg Off	1 1/2 Bf 109 20.7.40
DAVIS	CT	Fg Off	1/2 Do 17 13.7.40 - 1 Bf 109 20.7.40 - 1/2 Do 17 21.7.40 - 1 Ju 87 27.7.40 - 1 Bf 110 8.8.40 - 2 Bf 110 13.8.40 - 1 He 111 15.9.40 - 1 Ju 88 21.9.40
DEWAR	JS	Wg Cdr	2 Bf 110 11.7.40 - 1/2 Ju 88 13.8.40 - 1 Ju 88 25.8.40
DUKE-WOOLLEY	RMBD	Flt Lt	1 Do 17 6.10.40
ELKINGTON	JFD	Pt Off	1 Bf 109 15.8.40
ELSDON	TAF	Fg Off	1 Bf 110 15.8.40 - 2 Bf 109 1.9.40 - 1 Ju 87 4.9.40 1 Bf 110 4.9.40 - 1 Bf 109 7.9.40
GAUNT	GN	Pt Off	1 Bf 110 25.8.40
HANSON	DHW	Fg Off	1/2 Do 17 12.7.40 - 1 Do 17 3.9.40
HERRICK	MJ	Pt Off	2 uea 5.9.40 1 He 111 14.9.40 2 He 111 4.9.40
HOGAN	HAV	Sqn Ldr	1 Bf 109 20.7.40 - 1 Do 215 27.8.40 - 1/2 Bf 110 27.9.40 - 1 Bf 110 5.10.40 - 1/2 Bf 109 7.10.40 - 1 Bf 109 12.10.40 - 1 Bf 109 15.10.40
HOGG	RM	Pt Off	1/2 Ju 88 12.8.40 - 1/2 Ju 88 21.8.40
HOLLAND	RH	Pt Off	1 Ju 88 15.7.40 - 1 Ju 88 25.7.40 - 1 Bf 109 26.10.40
HOOD	HRL	Sqn Ldr	1 Bf 109 29.7.40 - 1 Ju 87 29.7.40
KELLY	DPDG	Flt Lt	1 Bf 109 28.7.40
KINGCOME	CBF	Fg Off	1/2 Ju 88 24.7.40 - 1 He 111 11.9.40 - 1/2 Ju 88 18.9.40 - 1 Bf 109 23.9.40 - 1 Ju 88 27.9.40 - 1 Bf 109 11.10.40 - 1 Bf 109 12.10.40 - 1 Bf 109 13.10.40
KNOCKER	WRA	Pt Off	1 Ju 88 24.8.40
LEE	RHA	Flt Lt	1 He 111 9.9.40 - 1 uea 11.9.40
LEIGH	RHA	Sqn Ldr	1 He 111 9.9.40 - 1 uea 11.9.40
MacDONNELL	ARD	Sqn Ldr	1 Ju 87 25.7.40 - 1 Bf 109 29.7.40 - 1 Ju 87 29.7.40 - 1 Bf 109 5.8.40 - 1 Bf 109 11.8.40 - 1 Bf 109 15.8.40 - 1 Bf 109 16.8.40 - 1/2 He 111 16.8.40 - 1 Do 215 18.8.40
MARRS	ES	Pt Off	1 Bf 110 13.8.40 - 1 Ju 87 18.8.40 1/2 Do 17 22.8.40 1 Bf 110 25.8.40 1/2 Ju 88 17.9.40 1 Bf 110 7.10.40 - 1 Ju 88 27.9.40
McKENZIE	JW	Pt Off	1 Bf 109 5.10.40 - 1/2 Bf 109 7.10.40 - 1 Bf 109 27.10.40 - 1 Bf 109 29.10.40
MAYHEW	PF	Pt Off	1/2 He 59 28.8.40 - 1 He 111 30.8.40 - 1 Do 17 1.9.40
O'BRIAN	PGSIG	Flt Lt	1/2 He 111 27.8.40 - 1/2 Ju 88 17.9.40
PAGE	AG	Pt Off	1 Bf 109 13.7.40 - 1/2 Ju 88 20.7.40 - 1/2 Ju 87 25.7.40
PAIN	JF	Pt Off	1 Ju 88 16.8.40 - 1 Do 17 18.8.40
PEEL	JRA	Sqn Ldr	1/2 Do 17 19.7.40 - 1/2 Ju 88 29.7.40 - 2 Ju 87 8.8.40 - 1 Bf 109 8.8.40
PEMBERTON	DA	Sqn Ldr	1 He 111 16.8.40 - 1 Bf 109 18.8.40
POWELL-SHEDDON	G F	Flt Lt	1/2 Do 215 21.8.40 - 1 Bf 109 9.9.40 - 1 Do 17 9.9.40 - 1 1/2 Do 17 15.9.40
PYMAN	LL	Fg Off	1 Bf 109 14.8.40
ROBINSON	JCE	Pt Off	1 Do 17 29.10.40
ROBINSON	MWS	Sqn Ldr	1 Bf 110 7.9.40 - 1 Bf 110 11.9.40
SHEPLEY	DC	Pt Off	1 Bf 109 8.8.40 - 1 Bf 109 11.8.40
STEPHENS	MM	Pt Off	1/2 He 111 23.8.40
STEVENSON	PCF	Pt Off	1/2 He 111 12.7.40 - 1 Bf 109 19.7.40 - 1 Bf 109 28.7.40 - 1 Bf 109 11.8.40
TOWNSEND	PW	Sqn Ldr	1 Do 17 11.8.40 - 2 Bf 109 18.8.40 - 1 Bf 110 18.8.40 - 2 x 1/2 Do 17 26.8.40 - 1 Bf 109 28.8.40 - 1 Bf 109 30.8.40 - 1 Bf 109 31.8.40
VIGORS	TA	Pt Off	1 Bf 109 31.8.40 - 1 Bf 109 1.9.40 - 1 Bf 110 3.9.40 - 1 Bf 109 9.9.40 - 1 Ju 88 8.10.40
WARREN	C	Pt Off	1/2 Do 17 - 22.8.40
WATLING	WC	Pt Off	1/2 Ju 88 - 13.8.40
WATSON	AR	Pt Off	1 He 111 15.9.40 - 1 Ju 88 27.9.40 - 1 Bf 110 27.9.40
WAY	BH	Flt Lt	1 Bf 109 11.7.40 - 1 Bf 109 25.7.40
WILDBLOOD	TS	Pt Off	1 Bf 109 11.8.40 - 1 Bf 110 12.8.40 - 1/2 Ju 87 18.8.40
WILKINSON	RL	Sqn Ldr	1 Do 17 12.8.40 - 1 Ju 88 15.8.40
WILLIAMS	CW	Sqn Ldr	1 Do 17 18.8.40 - 1 Ju 88 21.8.40
WORRALL	J	Sqn Ldr	1/2 Do 17 - 15.8.40
WRIGHT	AR	Pt Off	1 Bf 109 14.8.40 - 1/2 He 111 14.8.40 - 1 He 111 29.8.40 - 1 He 111 11.9.40 - 1 Ju 88 26.9.40 - 1/2 He 111 27.9.40 - 1 Ju 88 27.9.40
YULE	RD	Pt Off	1 Ju 88 12.7.40 - 1/2 Do 17 - 19.7.40

## Cranwellian Participants

90 Flight cadets, 54 SFTS trainees and a transferee to the RAFVR, as far as our records show, each played their part in the Battle of Britain. Here we summarise their efforts by squadron; a more detailed breakdown is available in our booklet, *Battle of Britain*.

Of the Cranwellians who served in squadrons within 10 Group (SW England), those accredited 'aces' (i.e. five or more 'kills') and the greatest number of successes were Charles Davis (8 with 238 Sqn), Harold Atkinson (6 with 213 Sqn) and Eric Marris (5 with 152 Sqn).

Sadly, John Dewar (87 and 213 Sqns), Peter Drew (236 Sqn), Richard Hogg (152 Sqn), John Jones (152 Sqn), Douglas Shepley (152 Sqn) who lost his brother at Dunkirk, and Kenneth Worsdell (219 Sqn) all paid the ultimate sacrifice.



## Battle of Britain - 10 Group Participants

87	152	213	219	234	236	238	247
JS Dewar	RM Hogg DC Shepley	HD Clark			DTM Lumsden	CT Davis J Tillett	
	JSB Jones C Warren	JS Dewar			GW Montagu	WEJ Measures W Towers-Perkins	
	ES Marris AR Watson	J Lockhart					
	PGStG O'Brian TS Wildblood						


By far the greatest number of Cranwellians involved in the Battle of Britain, however, operated on squadrons within 11 Group (SE England).




















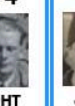








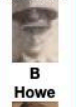
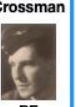

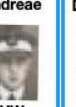
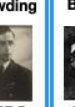

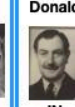






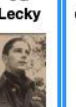


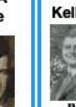


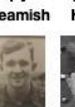




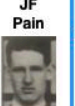



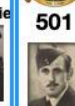







The 'aces' were Aeneas MacDonnell (8½ 'successes' with 64 Sqn), Peter Townsend (8 with 85 Sqn), Henry Hogan (6 with 501 Sqn) and John Badger (5 with 43 Sqn). All were former flight cadets of the RAF College.

Charles Bacon (610 Sqn), Ferdinand Baraldi (609 Sqn) and David Fulford (64 Sqn) were three Cranwellian participants who were not former cadets but who received their flying training from the SFTS at RAF Cranwell before participating in the Battle. David Fulford was later to take part in the tribute film, *First of the Few*.

Not strictly part of 11 Gp, but based at RAF Tangmere, the Fighter Interception Unit was formed and commanded by Peter Chamberlain, following his pioneering development work on air interception radar.

Cranwellians who lost their lives on Ops within 11 Group were Christopher Andreae (64 Sqn), fighter 'ace' John Badger (43 Sqn), Charles Bacon (610 Sqn), John Chomley (257 Sqn), Philip Cox (501 Sqn), Brian D'Arcy-Irvine (257 Sqn), John Davey (1 Sqn), Ian Donald (141 Sqn), Geoffrey Gaunt (609 Sqn), Hilary Hood (41 Sqn), Noel Hall (257 Sqn), David Hanson (17 Sqn), John Lecky (41 Sqn), Miles Miley (25 Sqn), Richard Lee (85 Sqn), John McKenzie (111 Sqn) and Rodney Wilkinson (266 Sqn).

 **Battle of Britain - 11 Group Participants**

1	17	25	32	41	64	74	85	111	141	145	257	266	
 JAJ Davey	 RK Hamblin	 R Ambrose	 JD Crossman	 HRL Hood	 CJD Andreae	 DHT Dowding	 JRA Bailey	 AGA Fisher	 IDG Donald	 JRA Peel	 DW Bayne BJW D'Arcy-Irvine	 RC Gosling	
 JFD Elkington	 DHW Hanson	 B Howe	 PF Mayhew	 JG Lecky	 HW Charnock	 DPDG Kelly	 RHA Lee	 M Kellett	 IN MacDougall	 RD Yule	 FV Beamish NM Hall	 AH Humphrey	
 MG Homer	 CW Williams	 JMcM Hughes	 JF Pain	 RCF Lister	 D Fulford	 WEJ Measures	 J Lockhart	 JW McKenzie	 501	 610	 JAG Chomley JAMacD Henderson	 RL Wilkinson	
 DA Pemberton	<b>FIU</b>		 JH Rothwell	 43	 ARD MacDonnell	 PCF Stevenson	 PW Townsend	 RPR Powell	 PAN Cox	 CH Bacon	 Hon DA Coke		
 JCE Robinson	 GP Chamberlain	 MJ Herrick	 DJ Thacker	 JVC Badger	 AR Tidman	 PA Worrall		 609	 FHR Baraldi	 GN Gaunt	 DN Roberts	 SJ Hill	 EG Titley
		 HS Lusk	 J Worrall										























Miles Miley joined 25 Sqn at Hawkinge. He was still with the squadron in early July 1940, but was attached to the Air Fighting Development Unit at Northolt on 15 August. In the early evening of 15 September, Miles was flying as a passenger in Beaufighter R2067 from North Weald, with Fg Off HMS Lambert as pilot and LAC JP Wyatt as crew. The aircraft crashed near Kenley aerodrome at 1820 and all three men on board were killed. It has never been established whether the crash was an accident or the result of enemy action, although Feldwebel Neuhoff of JG53 registered a claim for a Blenheim (mistaken for the Beaufighter, new in service).

On 12 Group operations, Tim Vigors (222 Sqn) appears to have been the outstanding Cranwellian 'ace' with five successes during the Battle of Britain.

Arguably a better known Cranwellian in 12 Group was Sir Douglas Bader who, as OC 242 Sqn, famously advocated the 'Big Wing' Ops concept despite fierce opposition from 11 Gp who, being closer to the enemy lines, could not assemble a comparable 'Big Wing' in time to repel the oncoming Luftwaffe forces; they opted for finger four formations attacking the enemy aircraft in pairs, a *mode d'emploi* which was to become SOP in 'Rodeo' fighter sweeps over France after the Battle of Britain had been won. Bader was attributed four successes (1½ x Do 17, 1 x Bf 109, 1 x Bf 110) in the Battle of Britain. It is postulated that he was shot down - some believe blue-on-blue - in 1941, captured by the Germans and enjoyed the hospitality of Colditz Castle till the end of the war.



## Battle of Britain - 12 Group Participants

19	23	66	73	222	242	611
						
						
HW Charnock	LC Bicknell	HF Burton	JWC More	TA Vigors	DRS Bader	JW Lund
						
PI Howard-Williams	RMBD Duke-Wooley	RHA Leigh	MWS Robinson	MG Homer	FDS Scott-Malden	
						
	GFW Heycock			GF Powell-Sheddon		

The only Cranwellian to lose his life operating within 12 Group was Michael Homer. Having been posted from 1 Sqn to 242 Sqn on 21 September, he was shot down and killed on the 27th when his Hurricane aircraft P2967 crashed into a wood near Sittingbourne.










13 Group controlled RAF squadrons deployed in the Midlands. Of the Cranwellians serving in 13 Group, all were flight cadets except Temlett who, despite starting his training at the RAF College, transferred to the RAFVR when officer cadet training was suspended at the College immediately war was declared.



The acknowledged Cranwellian 'ace' was TAF 'Jimmie' Elsdon (72 Sqn), with six successes.



## Battle of Britain - 13 Group Participants

3	29	72	232	263
				
AMW Scott	PA Tomlinson	TAF Elsdon	MM Stephens	H Eeles
				
MM Stephens	SC Widdows			
				
CB Temlett				
				
FH Tyson				

Henry Eeles, who became RAF College Commandant in 1952, had the unique distinction of being the only Cranwellian to decline the offer of the Battle of Britain Clasp, despite having earned it when in command of 263 Sqn operating Whirlwind and Hurricane aircraft. Based at Drem, it seems he felt too remote from the Battle to merit a clasp; there is also a suggestion that Dowding deliberately kept the Whirlwind aircraft away from the Battle, challenging its pedigree from a manufacturer with a poor 'delivery' reputation at the time.

Our research has been unable to verify some of the squadron movements and (re)deployments, but we have established the contribution made by Cranwellians in 19 squadrons deployed across Fighter Command during the Battle of Britain.

















































































Of the 'Pan-Group' airmen shown on Page 18, all were flight cadets except for Percival Ross-Frames Burton (249 Sqn) and Geoffrey Page (56 Sqn), both of whom underwent flying training at the SFTS Cranwell.

Victor Beamish is one of the famous Beamish brothers and entered the College with a Wakefield Scholarship. He was a very "hands-on" station commander of RAF North Weald, flying regularly with his resident squadrons (56, 151, 249 and 257 when in 11 Group). We have been only able to verify (but have no reason to dispute) four of his claims of 10 enemy aircraft destroyed. Following the award of an AFC before the war, he was mentioned in despatches in February 1940, appointed a DSO in July 1940, awarded a DFC in November 1940 and a bar to the DSO in September 1941, and finally was mentioned in despatches again in January 1942. According to College records it was as an Acting Wg Cdr that he was killed in action in March 1942 (thought shot down by Bf 109).

Cranwellian 'aces' included Richard Barclay (5 with 249 Sqn), Brian Kingcome (7 with 92 Sqn), Basil Way (5 with 54 Sqn) and Allan Wright (6 also also with 92 Sqn).

On 25 July, immediately after destroying an Me109, one of these 'aces', Basil Way, was shot down and killed, crashing into the Channel in his Spitfire R6707.

## **Battle of Britain - Pan-Group Participants**

 <b>46</b>  JD Crossman	 <b>56</b>  FV Beamish	 <b>LXV</b>  SB Grant	 <b>92</b>  RH Holland	 <b>151</b>  R Ambrose	 <b>249</b>  RGA Barclay	 <b>264</b>  JRA Bailey	 <b>312</b>  FH Tyson	 <b>504</b>  M Jebb	 <b>601</b>  JH Hoare-Scott	 <b>604</b>  ED Crew	 <b>605</b>  PG Crofts	 <b>615</b>  PG Crofts	
 <b>54</b>  GH Batchelor	 <b>RSJ</b>  RSJ Edwards	 <b>LL</b>  LL Pyman	 <b>CBF</b>  CBF Kingcome	 <b>CD</b>  CD Whittingham	 <b>IN</b>  IN Bayles	 <b>PHV</b>  PHV Wells	 <b>LG</b>  LG Belchem	 <b>603</b>  NJV Benson	 <b>WFC</b>  WFC Hobson	 <b>KI</b>  KI Geddes	 <b>JH</b>  JH Rothwell	 <b>CD</b>  CD Strickland	
 <b>GH</b>  GH Way	 <b>AG</b>  AG Page	 <b>HC</b>  HC Sawyer	 <b>JW</b>  JW Lund	 <b>WC</b>  WC Watling	 <b>79</b>  GH Nelson-Edwards	 <b>253</b>  RMBD Duke-Woolley	 <b>JC</b>  JC Melvill	 <b>600</b>  RS Woodward	 <b>DK</b>  DK MacDonald	 <b>JH</b>  JH Rothwell	 <b>NR</b>  NR Wheatcroft	 <b>AMW</b>  AMW Scott	 <b>616</b>  HF Burton

Of others from these "Pan-Group" Squadrons, 10 more pilots lost their lives on 11 Group operations - Percival Burton (249 Sqn), Noel Benson and Donald MacDonald (both of 603 Sqn), Peter Crofts (605 Sqn), John Crossman (46 Sqn), Robert Fleming (249 Sqn), Michael Jebb (504 Sqn), Laurence Pyman (65 Sqn) and Henry Sawyer (LXV Sqn). Richard Ambrose (151 Sqn) was lost on 12 Group Ops; Noel Benson (603 Sqn) lost his life on 13 Group Ops.

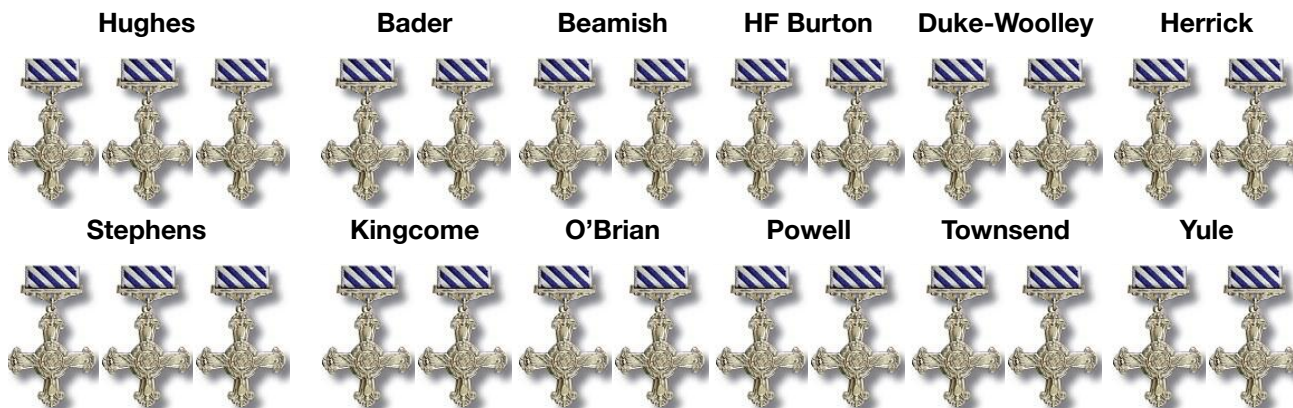
### Honours and Awards

Not entirely for their exploits during the Battle of Britain, two Cranwellians were honoured with a DSO and Bar: legends Sir Douglas Bader and Victor Beamish. The DSO is the next highest award to the Victoria Cross that can be awarded to members of the RAF.



A further 14 Cranwellians received the DSO.

The Distinguish Flying Cross is the third-level military decoration awarded to officers, and since 1993 to other ranks, of the Royal Air Force and other services, and formerly to officers of other Commonwealth countries, for "an act or acts of valour, courage or devotion to duty whilst flying in active operations against the enemy". During WWII, the DFC tended to be awarded after a significant number of enemy aircraft destroyed, retaining its distinction as a bravery award.



One Cranwellian, Maurice Stephens received two DFCs for his exploits during the Battle of Britain and a third in November 1942, following a DSO in January of that year. An SFTS trainee, Desmond Hughes, won three DFCs later in the war and went on to become Commandant of the RAF College from 1970 to 1972; he is also believed to be the first pilot to take a dog (Scruffy) on a sortie - not necessarily a 'dog fight'.

As depicted in the graphic above, 10 Cranwellians received a DFC and Bar. A further 36 Cranwellians, shown in the Table below, were also decorated with the DFC.

Atkinson	Badger	Charnock	Davis	Edwards	Fulford	Heycock	Kelly	Lee	MacDonnell	Page	Stevenson	Temlett	Vigors	Warren
Bailey	Coke	Dewar	Elsdon	Hogan	Lister	MacDougall	Peel	Widdows						
Barclay	Cox			Holland	Marrs	Pemberton	Woodward							
Bayles				Homer	More	Powell-Sheddon	Worrall							
Beazley				Hood										
				Howard-Williams	Nelson-Edwards									
				Hughes JMcM										
				Humphrey										

10 Cranwellians who fought during the Battle of Britain were honoured with the Air Force Cross, the award made in peace-time for "valuable services in the air", or in war for "an act or acts of exemplary gallantry while flying, though not in active operations against the enemy".



Of particular note amongst all Battle of Britain Cranwellians is the AFC and two Bars awarded to MRAF Sir Andrew Humphrey.

He started officer training at the College on J39 (i.e. January 1939) Entry only to suffer one of the consequences of war, having his officer training abandoned as the College closed. Reduced in rank to AC1, he underwent flying training on the newly formed SFTS at Cranwell, graduating from Course 5 on 23 October 1939. From these humble beginnings, he went on to win not just one but three AFCs, as well as a DFC, an OBE and a GCB. He rose to the rank of Marshal of the Royal Air Force, a rarity, was only the second Cranwellian - the first was Sir Dermot Boyle - to become Chief of the Air Staff and the first to become Chief of Defence Staff.

In addition to the UK's own honours, **foreign awards** from USA were made to Raymond Duke-Woolley (DFC), Michael Herrick (Air Medal), Henry Hogan (Legion of Merit), French medals to Peter Townsend (Legion d'Honneur) and Harry Charnock (Croix de Guerre); Peter Townsend also received the Dutch Order of Orange Nassau and Danish Order of Dannebrog, and Harry Charnock the Belgian Order of Leopold II. Harry Charnock's awards were all the more remarkable having been cashiered by GCM under training at the College. John Elkington received the Russian Ushakov Medal, Maurice Robinson the Polish Cross of Valour, Frank Tyson the Czech Military Cross and William Hobson the Argentine 'Honoris Causa'.



No fewer than 29 Cranwellians were Mentioned in Despatches, six twice, one three times, one (Richard Hamblin) four times, one (Rupert Leigh) five times and one (Cyril Baines) six times.

The table below summarises all Battle of Britain Cranwellians who won honours and awards, including those who won prizes and cadetships at the College.

SURNAME	INITS	YEARS/COURSE	TOP RANK	HONOURS & AWARDS	COLLEGE PRIZES
ATKINSON	HD	37-39	Plt Off	DFC	Sword of Honour
BADER	DRS	29-30	Gp Capt	KB; CBE; DSO*; DFC*; MID*	Prize Cadetship
BADGER	JVC	31-33	Sqn Ldr	DFC; MID	
BAILEY	JRA	SFTS Course 7	Sqn Ldr	DFC	
BAINES	CEJ	28-30	Gp Capt	CBE; MID****	
BARCLAY	RGA	SFTS Course 7	Filt Lt	DFC	
BARNETT	RE	30-31	Sqn Ldr	MBE	
BAYLES	IN	SFTS Course 5	Sqn Ldr	DFC	
BEAMISH	FV	21-23	A/Wg Cdr	DSO*; DFC; AFC; MID*	
BEAZLEY	HJS	SFTS Course 6	Wg Cdr	DFC	
BICKNELL	LC	33-34	Gp Capt	MID	Lord Wakefield Scholarship
BURTON	HF	35-36	Sqn Ldr	DSO; DFC*	Sword of Honour
BURTON	PR-F	SFTS Course 7	Fg Off	MID	
CHAMBERLAIN	GP	23-25	AVM	CB; OBE; MID	
CHARNOCK	HW	24-25	Filt Lt	DFC; DFM; Croix de Guerre; Order of Leopold II	GCM Cashiered - low flying offence
CLARK	HD	37-38	Wg Cdr		Prize Cadetship
COKE	Hon DRA	SFTS Course 5	Fg Off	DFC	
COX	PAN	35-37	Fg Off	DFC	RM Groves Memorial (Flying) Prize
DAVIS	CT	39-40/SFTS Cse 6	Plt Off	DFC	
DEWAR	JS	26-27	A/Wg Cdr	DSO; DFC; MID	
DONALD	IDG	36-37	A/Filt Lt		Hon King's Cadetship
DREW	PE	29-31	Sqn Ldr		Prize Cadetship
DUKE-WOOLLEY	RMBD	J35-36	Gp Capt	DSO; DFC*; USA DFC	
EDWARDS	RSJ	J35-36	Wg Cdr	DFC	
EELLES	H	J29-30	Air Cdre	CB; CBE; MID*	
ELKINGTON	JFD	A40-J40/SFTS Course 9	Wg Cdr	Russian Ushakov Medal	
ELSDON	TAF	36-37	Gp Capt	OBE; DFC; MID*	
FISHER	AGA	SFTS Course 5	Sqn Ldr	AFC; knighthood 1988	
FULFORD	D	SFTS Course 9	Fg Off	DFC	
GEDDES	KI	SFTS Course 7	Sqn Ldr	AFC	
GRANT	SB	37-38	AVM	CB; DFC*; MID	
HALL	NM	33-35	Filt Lt	AFC	Hon King's Cadetship
HAMBLIN	RK	24-26	Air Cdre	CBE; MID***	
HANSON	DHW	36-38	Fg Off		Prize Cadetship
HERRICK	MJ	39-40	A/Sqn Ldr	DFC*; USA Air Medal	Dominion Nomination (NZ)
HEYCOCK	GFW	28-29	Air Cdre	CB; DFC; MID	
HOBSON	WFC	29-30	A/Air Cdre	MID Argentine 'Honoris Causa'	Prize Cadetship
HOGAN	HAV	29-30	Air Mshl	CB; DFC; USA Legion of Merit	Sword of Honour
HOGG	RM	38-39	Plt Off		RM Groves Memorial (Flying) Prize; Prize Cadetship
HOLLAND	RH	38-39	A/Wg Cdr	DFC	
HOMER	MG	37-38	Fg Off	DFC	
HOOD	HRL	27-29	Sqn Ldr	DFC	
HOWARD-WILLIAMS	PI	39-40	Wg Cdr	DFC	
HUGHES	FD	SFTS Course 7	AVM	CB; CBE; DSO; DFC*; AFC	
HUGHES	JMcM	35-37	Filt Lt	DFC	
HUMPHREY	AH	39/SFTS Cse 5	MRAF	GCB; KCB; CB; OBE; DFC; AFC**	
KELLY	DPDG	35-38	Gp Capt	DFC	
KINGCOME	CBF	36-38	Gp Capt	DSO; DFC*; MID	
LEE	RHA	35-37	Filt Lt	DSO; DFC; MID	
LEIGH	RHA	30-31	A/Gp Capt	MID****	Prize Cadetship
LISTER	RPF	32-34	Gp Capt	DFC; MID	RM Groves Memorial (Flying) Prize; Prize Cadetship
LUMSDEN	DTM	39-40	Sqn Ldr	MBE	
MacDONNELL	ARD	32-34	Air Cdre	DFC; MID	
MacDOUGALL	IN	38-39	Air Cdre	DFC	
MARRS	ES	39-40	Fg Off	DFC; MID	Prize Cadetship
MEASURES	WEG	35-37	Wg Cdr	AFC; MID	Hon King's Cadetship
MELVILL	JC	SFTS Course 10	Sqn Ldr	AFC	
MILEY	MJ	36-38	Fg Off		Hon King's Cadetship
MORE	JWC	28-30	Wg Cdr	DFC; OBE	
NELSON-EDWARDS	GH	SFTS Course 9	Wg Cdr	DFC	
O'BRIAN	PGSIG	36-37	Gp Capt	DFC*; OBE	Sword of Honour; Imperial & War Studies Prize
PAGE	AG	SFTS Course 10	Sqn Ldr	DSO; DFC	
PEEL	JRA	30-32	Gp Capt	DSO; DFC; MID*	
PEMBERTON	DA	31-32	Sqn Ldr	DFC; MID	
POWELL	RPR	34-36	Gp Capt	DFC*	RM Groves Memorial (Flying) Prize
POWELL-SHEDDON	GSfO	35-36	Wg Cdr	DSO; DFC	Prize Cadetship
ROBERTS	DN	24-26	Air Cdre	CBE; OBE; AFC	
ROBINSON	MWS	29-30	Air Cdre	CBE, MID; Polish Cross of Valour	Nominated Candidate
SAWYER	HC	33-34	Sqn Ldr	MID	
SMITH	CDS	34-36	Sqn Ldr	DFC	
STEPHENS	MM	38-39	Gp Capt	DSO; DFC**	
STEVENSON	PCF	38-39	Filt Lt	DFC	Prize Cadetship
TEMLETT	CB	S38-D39/RAFVR	Filt Lt	DFC	Hyde Thomson Memorial Prize
THACKER	DJ	SFTS Course 12	Sqn Ldr	AFC	
TOWNSEND	PW	33-35	Gp Capt	CVO; OBE; DSO; DFC*; MID; Legion d'Honneur; Order of Orange Nassau; Danish Order of Dannebrog	Prize Cadetship
TYSON	FH	30-31	A/Gp Capt	Czech Military Cross	
VIGORS	TA	J39-D39	Wg Cdr	DFC; MID*	Titular Distinction of Prize Cadet
WARREN	C	38-39		MBE; DFC; MID	Selected Aircraft Apprentice
WAY	BH	37-38	A/Filt Lt	MID	RM Groves Memorial (Flying) Prize
WELLS	PHV	SFTS Course 7	Sqn Ldr	DSO	
WIDDOWS	SC	29-31	Air Cdre	CB; DFC; MID	
WILDBLOOD	TS	38-39	Plt Off	MID	Hon King's Cadetship; Prize Cadetship
WOODWARD	RS	SFTS Course 10	Fg Off	DFC	
WORRALL	J	30-31	AVM	CB; DFC; MID	
WORSDELL	KW	38-39	Fg Off		Prize Cadetship
YULE	RD	38-39	Wg Cdr	DSO; DFC*	

List produced after extensive research of Kenneth G Wynn's Men of the Battle of Britain, cross-checked against archived RAF College records.

**Awards are not confined merely to contributions during the Battle of Britain, but to a lifetime of Service commitment.**

## TRAINING CONTINUES AT THE COLLEGE

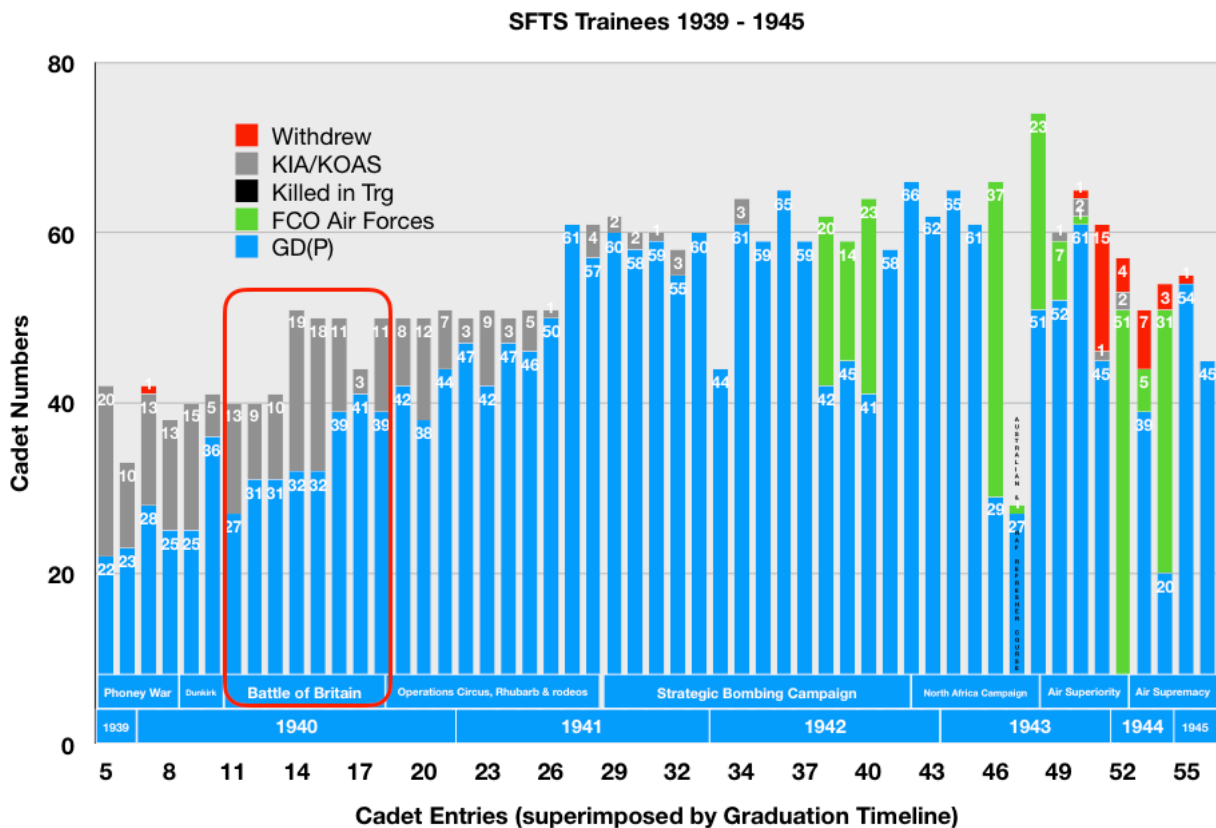
There is a popular misconception that because the College closed for officer training at the outbreak of war, so did the station. This is far from true,

As Group Captain EB Haslam recounts in his book, *The History of Royal Air Force Cranwell*:

*“the College ceased to function as such and was formed into a Flying Training School with an Intermediate Training Squadron and an Advanced Training Squadron. RAF Cranwell was to become a vast training base for a variety of flying and ground units much as it had been during the First World War.”*

Originally part of 21 Group, whose AOC was also the Commandant, RAF Cranwell and its technical training and ground units was transferred to 26 Group by July 1940 while HQ 21 Group and the RAF College SFTS became lodger units at RAF Cranwell. As Haslam attests:

*“Flight cadets, whose training had been terminated, remained at Cranwell and were enlisted as aircraftmen, just as AH Humphrey {later MRAF Sir Andrew Humphrey mentioned above}. The last entry of flight cadets into the RAF College before war broke out were fast tracked to commissions on 7 March and thereafter the SFTS settled down to the arduous repetitive grind of flying training courses.”*



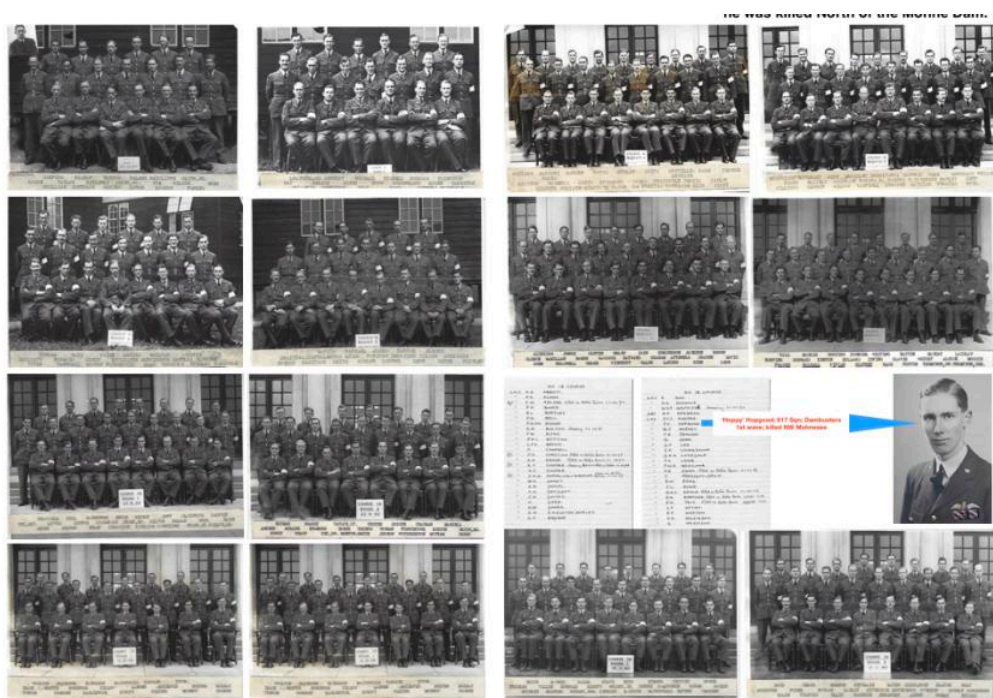
When analysing its throughput in the first year of the war and, indeed, through the Battle of Britain timeline, it is apparent that the SFTS ramped up training dramatically to approximately 50 graduates a month. Another significant observation is that nearly 50% of the earliest graduates died within six months of their flying training.

In March 1944, the name SFTS was changed to 17 FTS and, as Haslam states, “pupils and instructors were moved out of the College building into the Bristol Wood mess. The College had never closed, but merely changed its training regime. By the end of the war, the SFTS/17 FTS was training airmen from a 13 different countries, as evidence by the figures of SFTS strength as at 31 July 1944:

Service	Officers	Airmen	Airwomen
RAF	107	1061	
WAAF	1		163
Turkish	55		
Belgian	3		
Free French		3	
Iraq	4		
Iranian	3		
Polish		1	
Czech	1	3	
Indian		1	
Fleet Air Arm		2	
RAAF	7	7	
RNZAF	7	2	

Our analysis has revealed that there were 56 SFTS courses, with normally one graduating each month. The total number of pilots trained appears to have been 2832.

All are Cranwellians. 17 of these SFTS trained pilots went on to fly in the Battle of Britain, four losing their lives for the cause. There were eight courses (Nos 11 to 18) training pilots during the days of the Battle of Britain, of whom Hoppy Hopgood of Dambusters fame was but one (blue arrow).



## OTHER CRANWELLIANS

Our tribute would be incomplete without mentioning other participants of the Battle of Britain who had an association with RAF Cranwell and the College; in our view, they are as much Cranwellians as those who underwent officer and/or flying training at the College.

Our research has identified the list below, by no means exhaustive but an acknowledgement to our Few, some of whom joined the RAF by other means (i.e. RAFVR, Direct Entry Short Service Commission, etc) and, at some time in their later careers, spent time at Cranwell. Their contribution to the war effort and our nation was no less valuable.

### Battle of Britain - Employed at RAF Cranwell

(Indicative, not exclusive)

SURNAME	INTLS	ENTRY	RANK	HONOURS	COLLEGE APPOINTMENT
<b>EELES</b>	H	J29	Air Cdre	<b>CB, CBE</b>	Commandant 25-5-52 to 16-4-56
<b>PEEL</b>	JRA	S30	Gp Capt	<b>DSO; DFC; MID*</b>	Assistant Commandant 1-3-47 to 20-1-48
<b>HUGHES</b>	FD	SFTS Cse 2	AVM	<b>CB; CBE; DSO; DFC; AFC; MA</b>	Commandant 9-3-70 to 23-9-72
<b>DEERE</b>	AC		Air Cdre	<b>DSO; OBE; DFC*</b>	Assistant Commandant 3-2-63 to 6-4-64
<b>CAMERON</b>	N		MRAF	<b>KT; GCB; CBE; DSO; DFC</b>	Deputy Commandant 22-2-65 to 26-9-66
<b>BAINES</b>	CEJ	S28	Gp Capt	<b>CBE; MID*****</b>	QFI 1935
<b>BARNES</b>	JGC		Sqn Ldr		Instructor's course December 1940
<b>ALLARD</b>	G		Plt Off	<b>DFC; DFM*</b>	Metal Rigger RAF Cranwell 1932
<b>ASH</b>	RCV		Flt Lt		Supplier 1933
<b>ASLETT</b>	ATR		Flt Lt		Advanced wireless and flying training 1939
<b>BAKER</b>	HC	1 E&W	Sqn Ldr		CGI 17 FTS 1945
<b>BENT</b>	B	1 E&W	Flt Lt	<b>DFC</b>	1938
<b>BROWN</b>	MP	1 E&W	Sqn Ldr		1938
<b>BROWN</b>	RJW		Sqn Ldr		Engine fitter Flying Wing 1932
<b>BURT</b>	AD		Sqn Ldr	<b>AFC*</b>	Staff pilot No 1 E&W School 1938
<b>COPELAND</b>	ND	1 E&W	FLT LT		1938
<b>GILLAM</b>	E		Fg Off		Staff of SFTS at outbreak of war
<b>HILL</b>	JH		Gp Capt		Air staff 21 Gp 1938
<b>HOLLAND</b>	RM		Fg Off		1939
<b>HOWELL</b>	FV	1 E&W	Flt Lt		Also Long Officers' Signal Course 1944
<b>MANSFIELD</b>	DE	1 E&W	Fg Off		1940
<b>OWEN</b>	H	1 E&W	Flt Lt		1939
<b>PUTT</b>	AR	1 E&W	Wg Cdr		Staff Pilot on Signals Sqn 1937
<b>THOMAS</b>	EH		Wg Cdr	<b>DSO; DFC*</b>	QFI 1939
<b>WHITE</b>	R	1 E&W	Sgt		1938

Of note are the first five names on this list.

Henry **Eeles**, mentioned earlier, assumed the prestigious appointment of Commandant of the College in May 1952, completing a four year tour of duty (possibly the longest serving Commandant). Having joined the College as a flight cadet on A Squadron in January 1929, he graduated as an Under Officer in December 1930.



He flew with 41 Squadron and was the Officer Commanding 263 Squadron, flying Hurricanes and Whirlwinds during the Battle of Britain. Though entitled to wear the Battle of Britain clasp, it is believed that he opted not to wear it, as he did not serve in the south of England during the Battle. He retired from the RAF on 29 January 1959 in the rank of Air Commodore.



Group Captain John **Peel** joined the College as a flight cadet in September 1930, graduating two years later. On graduation, he joined 19 Squadron and in January 1934 was posted to 801 (Fleet Fighter Squadron).

On 21 September 1935, he joined 601 Squadron as a flying instructor, with whom he was to enjoy a five year association. 10 months later, he returned to Cranwell as a member of the staff before being posted back to 601 Squadron on 23 September 1937. When Peel was posted from the Squadron, his colleagues presented him with a beautiful cigarette case engraved with their signatures, including those of Honorary Air Commodore of 601 Squadron and former Secretary of State for Air, Philip Sassoon and (later Sir) Max Aitken, son of Lord Beaverbrook who was Churchill's Minister for Aircraft Production.



Following a tour in the Air Ministry, he was given command of 145 Squadron at Tangmere in July 1940. Here he had considerable success during the Battle of Britain and was awarded the DFC on 13 August 1940 and later the DSO (gazetted in August 1941), despite being shot down twice and forced down once. He left the Squadron in September 1940 to return as its commander again in November. He was appointed Sector Commander and Wing Leader at Debden in 1941.



After a further tour in the Air Ministry as Deputy Director Fighter Operations, he returned to Cranwell once more on 1 March 1947, this time as the Assistant Commandant, for nine months before his retirement.

He took up farming in Cambridgeshire before moving to Devon. In the early 1980s, he retired to Wiltshire and spent most of his time painting. After his 1940 rescues, he became a lifelong supporter of the RNLI.

Receiving a Direct Entry Commission, Desmond **Hughes** (later Air Vice Marshal FD Hughes) was trained on Course 7 - Wynn states Course 2 although RAF College records suggest Course 7 - at the newly formed SFTS Cranwell in January 1940.

In June, he converted to the Boulton Paul Defiant aircraft before joining 264 Squadron on the 19th. He had considerable SUCCESS on this aircraft, despite its susceptibility to attack from enemy aircraft attacking from below. He is reputed to have helped develop the tactics of flying Defiants in 'circuit' formations to overcome this vulnerability. He is also reputed to have been a pioneer of night flying, fighter tactics.



Quite apart from his flying exploits, he was to become a highly successful staff officer, being a member of the directing staff at the RAF Staff College, Bracknell, and later the Personal Staff Officer (PSO) to the Chief of the Air Staff (CAS), a staff officer in Directorate of Air Plans and ADC to HM The Queen.

As an AVM, he became AOC 18 Group, the AOC Scotland & Northern Ireland, Senior Air Staff Officer (SASO) Near East Air Force, Cyprus, and Commandant of the College 1970-1972 seeing in the new College Graduate Entry scheme.

In his autobiography, Nine Lives, the New Zealander Battle of Britain 'ace', Alan **Deere**, recounts how he was either shot down with a parachute descent or force landed with battle damage on no less than seven occasions - not all during the Battle. In total, he shot down 22 Luftwaffe aircraft with 10 probables and 18 damaged to his credit. In the Foreword to Deere's book, Air Chief Marshal Lord Dowding writes:



*“NINE LIVES. What a title! Alan Deere must have had an exceptionally efficient Guardian Angel, who, even so, must have been hard put to it to extricate his charge from the apparently hopeless predicaments in which he was constantly finding himself.”*

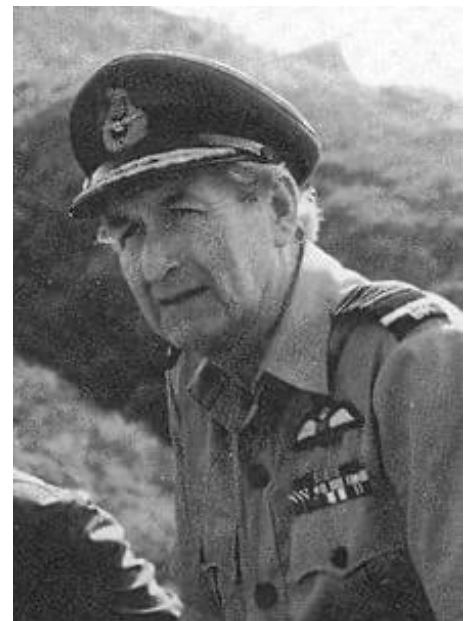
Deere was to join the 'Big Wing' debate, arguing against Sir Douglas Bader's promotion of this fighter tactic, believing the pilots in 11 Group (closer to the enemy front than 12 Group's) had neither the time nor the opportunity to form up in a big wing to attack the enemy in numbers. He advocated the "Finger Four" formation, splitting into two pairs of two, to prosecute

an effective attack.

Al Deere, as a Group Captain, was to become the Assistant Commandant to the RAF College from 3 February 1963 till 6 April 1964. He retired on 12 December 1967 in the rank of Air Commodore. We have recently found a video of a Spitfire IX in his Kiwi colours.

Scot Neil **Cameron** (later to become MRAF Neil Cameron, Baron Cameron of Balhousie) was called up at the outbreak of war and, according to Wynn, attended 3 ITW Hastings and thence 15 EFTS Redhill. After attending further flying training, he converted to Hurricanes and was posted to 1 Squadron at RAF Wittering on 26 September 1940. After scoring successes in the last weeks of the Battle of Britain, he went on to make noteworthy contributions in air battles over Russia, the Middle East and Burma, for which he was awarded a DSO and a DFC.

Despite losing his flying category through illness soon after the war, he went on to a most distinguished career in the RAF. He was an instructor at RAF Staff College, PSO to the CAS, CO of RAF Abingdon, Air Member Personnel (AMP) before eventually becoming CAS himself and later Chief of the Defence Staff (CDS). In addition to his gallantry awards, he was created a CBE, a CB, a KCB, a GCB and KT.



Cranwellians claim him as "one of theirs" by virtue of his serving as the Assistant Commandant at the College between February 1965 and September 1966.

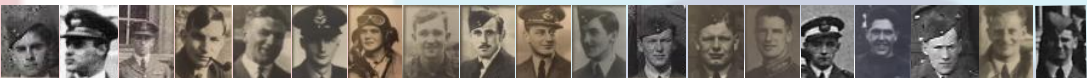
## CONCLUSION

This booklet has given the reader some insight into the Cranwellians that contributed to arguably one of the RAF's greatest victories, the Battle of Britain. In addition to the narrative, we have included hypertext links (underlined), to enable access to further research material and audio/video archives; remember to *press control+click (Windows) or command+click (Apple Mac)* to access such supplementary material, to enable you to return to this document without losing your place.


The Cranwellian fighter resource pool was drawn from some 42 flight cadet entries, 36 graduating pre-war, and seven SFTS courses (Nos 5 through to 11). These entries and courses generated some 144 Cranwellian participant pilots, 38 losing their lives. Our analysis suggests that these Cranwellians operated with 57 different squadrons, flying the iconic Spitfire, the workhorse Hurricane (that outnumbered 5:1 Spitfires during the Battle), and the lesser recognised Defiant, Blenheim, Beaufighter and Whirlwind aircraft. They fought and destroyed Ju 87 Stukas, JU 88, Do 17, Do 215, and He 111 bombers, escorted by the ubiquitous Bf 109 and Bf 110; they even managed to destroy the odd He 59 biplane.

Among the better known were MRAF Sir Andrew Humphrey and Group Captain Sir Douglas Bader. But, here, we wish to remember them all, not least those who paid the ultimate sacrifice in the Battle.

### Battle of Britain Roll of Honour - True Cranwellians




39	<b>AMBROSE</b>	Richard
39	<b>ANDREA</b>	Christopher John
37-39	<b>ATKINSON</b>	Harold Derrick
39-40	<b>BACON</b>	Charles Harvey
31-33	<b>BADGER</b>	John Vincent Clarence
38-39	<b>BENSON</b>	Noel John Victor
39	<b>BURTON</b>	Percival Ross-Frames
39	<b>CHOMLEY</b>	John Allison George
35-37	<b>COX</b>	Philip Anthony Neville
37	<b>CROFTS</b>	Peter Guerin
40	<b>CROSSMAN</b>	John Dallas
39	<b>D'ARCY-IRVINE</b>	Brian William Jesse
40	<b>DAVEY</b>	John Arthur Joseph
26-27	<b>DEWAR</b>	John Scatiff
36-37	<b>DONALD</b>	Ian David Grahame
29-31	<b>DREW</b>	Peter Edward
40	<b>FLEMING</b>	Robert David Spittal
40	<b>GAUNT</b>	Geoffrey Norman
33-35	<b>HALL</b>	Noel Mudie
36-38	<b>HANSON</b>	David Harry Wellsted
38-39	<b>HOGG</b>	Richard Malzard
37-38	<b>HOMER</b>	Michael Giles
27-29	<b>HOOD</b>	Hilary Richard Lionel
39	<b>JEBB</b>	Michael
38-39	<b>JONES</b>	John Sinclair Bucknall
39-40	<b>LECKY</b>	John Gage
35-37	<b>LEE</b>	Richard Hugh Antony
40	<b>MacDONALD</b>	Donald Kennedy
38-39	<b>McKENZIE</b>	John Woffenden
36-38	<b>MILEY</b>	Miles John
40	<b>PYMAN</b>	Laurence Lee
33-34	<b>SAWYER</b>	Henry Cecil
38-39	<b>SHEPLEY</b>	Douglas Clayton
37-38	<b>WAY</b>	Basil Hugh
38-39	<b>WILDBLOOD</b>	Timothy Seddon
29-30	<b>WILKINSON</b>	Rodney Levett
29-31	<b>WILLIAMS</b>	Cedric Watcyn
38-39	<b>WORSDELL</b>	Kenneth Wilson



**Those who stood with us**

A total of **2937** aircrew took part:  
(with some 'editorial licence' applied to these figures)

Canada	112
Ireland	10
United Kingdom	2342
Poland	145
Czechoslovakia	88
Australia	32
New Zealand	127
South Africa	28
South Rhodesia	3
Belgium	25
France	13
Barbados	1
Jamaica	1
USA	9



In the Annexes that follow are listed the pen pictures (Annex A) of the 108 Cranwellians that participated in the Battle of Britain and a summary of the hypertext links embedded in earlier sections of this booklet. The final link takes the reader to an extract from the film *First of the Few*, in which a number of Cranwellians played themselves in a public tribute to their exploits. 118 Squadron did the flying.

## CRANWELLIAN BIOGRAPHIES BY ENTRY

These Cranwellian biographies are assembled from early research work undertaken by Cranwellians Mike Smith, and Peter Symes completed by others after further analysis of entries from Kenneth Wynn's *Men of the Battle of Britain*. Although every attempt has been made to corroborate the information contained in these biographies, we are unable to confirm complete accuracy. They merely represent a personal tribute from the author, *lest we forget*.

Remember to *press control+click (Windows) or command+click (Apple Mac)* to access such supplementary material, to enable you to return to this document without losing your place.

ENTRY NUMBER	HYPertext LINK	NAMES (Permanent Commissions except where stated otherwise)
S21	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S21%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S21%20Bios.pdf</a>	Victor Beamish
S23	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S23%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S23%20Bios.pdf</a>	'Peter' Chamberlain
J24	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J24%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J24%20Bios.pdf</a>	Harry Charnock
S24	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S24%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S24%20Bios.pdf</a>	Richard Hamblin David Roberts
J26	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J26%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J26%20Bios.pdf</a>	John Dewar
S26	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S26%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S26%20Bios.pdf</a>	David Bayne
S27	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S27%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S27%20Bios.pdf</a>	Hilary Hood
J28	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J28%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J28%20Bios.pdf</a>	George Heycock
S28	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S28%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S28%20Bios.pdf</a>	Douglas Bader Cyril Baines Lawrence Belchem James More
J29	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J29%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J29%20Bios.pdf</a>	Henry Eeles William Hobson Henry Hogan Maurice Robinson Rodney Wilkinson
S29	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S29%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S29%20Bios.pdf</a>	Peter Drew Stanley Widdows Cedric Williams

ENTRY NUMBER	HYPERTEXT LINK	NAMES (Permanent Commissions except where stated otherwise)
J30	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J30%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J30%20Bios.pdf</a>	Richard Barnett Rupert Leigh George Montagu Frank Tyson John Worrall
S30	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S30%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S30%20Bios.pdf</a>	John Peel
J31	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J31%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J31%20Bios.pdf</a>	David Pemberton
S31	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S31%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S31%20Bios.pdf</a>	John Badger
S32	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S32%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S32%20Bios.pdf</a>	Robert Lister Aeneas MacDonnell
J33	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J33%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J33%20Bios.pdf</a>	Leslie Bicknell Henry Sawyer
A33	<a href="http://www.cranwellian-ian.com/ewExternalFiles/A33%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/A33%20Bios.pdf</a>	Noel Hall Dillon Kelly Peter Townsend
S34	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S34%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S34%20Bios.pdf</a>	Robin Powell Christopher Smith
J35	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J35%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J35%20Bios.pdf</a>	Howard Burton Raymond Duke-Woolley Robert Edwards George Powell-Sheddon
S35	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S35%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S35%20Bios.pdf</a>	Philip Cox Middlemore Hughes Richard Lee William Measures
J36	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J36%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J36%20Bios.pdf</a>	Ian Donald 'Jimmie' Elsdon Brian Kingcome Peter O'Brian
S36	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S36%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S36%20Bios.pdf</a>	David Hanson Miles Miley
J37	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J37%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J37%20Bios.pdf</a>	Hugh Clark Peter Crofts (Short Service) Stanley Grant Michael Homer Basil Way
S37	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S37%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S37%20Bios.pdf</a>	Harry Atkinson Derek Dowding Bernard Howe James Tillet

ENTRY NUMBER	HYPERTEXT LINK	NAMES (Permanent Commissions except where stated otherwise)
J38	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J%2038%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J%2038%20Bios.pdf</a>	John Jones John McKenzie Douglas Shepley Charles Warren Timothy Wildblood
A38	<a href="http://www.cranwellian-ian.com/ewExternalFiles/A38Entryv2.0.pdf">http://www.cranwellian-ian.com/ewExternalFiles/A38Entryv2.0.pdf</a>	Noel Benson Richard Hogg Robert Holland Ian MacDougall Kenneth Worsdell Allan Wright Robert Yule
S38	<a href="http://www.cranwellian-ian.com/ewExternalFiles/S38%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/S38%20Bios.pdf</a>	Cyril Temlett (delayed commission) Maurice Stephens Peter Stevenson
J39	<a href="http://www.cranwellian-ian.com/ewExternalFiles/J39%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/J39%20Bios.pdf</a>	Andrew Humphrey Dugald Lumsden Timothy Vigors
A39	<a href="http://www.cranwellian-ian.com/ewExternalFiles/A39%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/A39%20Bios.pdf</a>	John Chomley (RAFVR commission) Charles Davis Michael Herrick Peter Howard-Williams John Lecky Eric Marrs John Rothwell
A40	<a href="http://www.cranwellian-ian.com/ewExternalFiles/A40%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/A40%20Bios.pdf</a>	John Davey John Elkington David Fulford Paul Tomlinson William Watling Arthur Watson
SFTS Course 5	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%205%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%205%20Bios.pdf</a>	R Ambrose Ian Bayles The Hon David Coke Brian D'Arcy-Irvine (Sir) Antony Fisher Michael Jebb Harold Lusk Ian Stephenson
SFTS Course 6	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%206%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%206%20Bios.pdf</a>	Charles Bacon Hugh Beazley James Lockhart Paul Mayhew Geoffrey Page

ENTRY NUMBER	HYPERTEXT LINK	NAMES (Permanent Commissions except where stated otherwise)
<b>SFTS Course 7</b>	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%207%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%207%20Bios.pdf</a>	JRA Bailey Richard Barclay Percival Burton Edward Crew Robert Fleming Keith Geddes James Henderson Desmond Hughes William Knocker John Lund Donald MacDonald Hugh Percy Francis Scott-Malden William Towers-Perkins Patrick Wells Nigel Wheatcroft
<b>SFTS Course 8</b>	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%208%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%208%20Bios.pdf</a>	Christopher Andreae George Nelson-Edwards Laurence Pyman Alec Scott Charles Whittingham Pyers Worrall
<b>SFTS Course 9</b>	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2010%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2010%20Bios.pdf</a>	John Crossman Geoffrey Gaunt John Pain
<b>SFTS Course 10</b>	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2010%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2010%20Bios.pdf</a>	James Hoare-Scott James Melvill Claud Strickland Robert Woodward
<b>SFTS Course 11</b>	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2011%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2011%20Bios.pdf</a>	Ferdinand Baraldi Dennis Fox-Male Reginald Gosling Sydney Hill Michael Kellett James Robinson John Seddon Edward Titley
<b>SFTS Course 12</b>	<a href="http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2012%20Bios.pdf">http://www.cranwellian-ian.com/ewExternalFiles/SFTS%2012%20Bios.pdf</a>	Gordon Batchelor Peter Humphreys David Thacker Alfred Tidman

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3	Churchill Speech	<a href="https://youtu.be/Y0t-RqjMH-A">https://youtu.be/Y0t-RqjMH-A</a>
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5	BoB Stage 4 Video	<a href="http://www.oldcranwellians.info/bob/ewExternalFiles/Blitz-3.mp4">www.oldcranwellians.info/bob/ewExternalFiles/Blitz-3.mp4</a>
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11	Dowding's Integrated Air Defence System - explanation	<a href="https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwiE1rKwr7jqAhUiQEEAHba-AyMQFjACegQIDBAF&amp;url=http://beyourfinest.com/dowding-system-2/&amp;usg=AOvVaw05VDyptgfc0ZXgRkf4vrF">https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwiE1rKwr7jqAhUiQEEAHba-AyMQFjACegQIDBAF&amp;url=http://beyourfinest.com/dowding-system-2/&amp;usg=AOvVaw05VDyptgfc0ZXgRkf4vrF</a>
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14-18	Cranwellian 'Bios'	Refer to Annex A above; Short cut: <a href="http://www.cranwellian-ian.com/supplements.html">http://www.cranwellian-ian.com/supplements.html</a>
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25	Philip Sassoon 'Bio'	<a href="https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwjCzIW5yLjqAhV0SEEAHSxmCh0QFjAAegQIAXAB&amp;url=https://en.wikipedia.org/wiki/Philip_Sassoon&amp;usg=AOvVaw3s7MfujBVN09DspKuB4m-W">https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwjCzIW5yLjqAhV0SEEAHSxmCh0QFjAAegQIAXAB&amp;url=https://en.wikipedia.org/wiki/Philip_Sassoon&amp;usg=AOvVaw3s7MfujBVN09DspKuB4m-W</a>
25	Sir Max Aitken 'Bio'	<a href="https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwjynqT3yLjqAhUpQUEAHbv3Bh0QFjAAegQIAXAB&amp;url=https://en.wikipedia.org/wiki/Sir_Max_Aitken,_2nd_Baronet&amp;usg=AOvVaw390LZ6MHbF-GkTbj3GDNx2">https://www.google.com/url?sa=t&amp;rct=j&amp;q=&amp;esrc=s&amp;source=web&amp;cd=&amp;cad=rja&amp;uact=8&amp;ved=2ahUKEwjynqT3yLjqAhUpQUEAHbv3Bh0QFjAAegQIAXAB&amp;url=https://en.wikipedia.org/wiki/Sir_Max_Aitken,_2nd_Baronet&amp;usg=AOvVaw390LZ6MHbF-GkTbj3GDNx2</a>
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26	Spitfire IX in Al Deer's Kiwi colours (video)	<a href="https://www.youtube.com/watch?v=IEE6g6t1p3k">https://www.youtube.com/watch?v=IEE6g6t1p3k</a>
26	Tony Mason interviews Neil Cameron	<a href="https://www.youtube.com/watch?v=Nz_TvLsVQ-I">https://www.youtube.com/watch?v=Nz_TvLsVQ-I</a>

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