RAF COLLEGE CRANWELL
College History - Book 1

Pre-War Formative Years

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Introduction

This is the first of four 'Books' whose purpose is to celebrate the existence of the world's oldest independent military air academy, the RAF College. It deals with the founding years of the College from 1920-1939, instilling in its flight cadets the core values of the RAF - respect, integrity, service and excellence - whilst preparing the cadets of the day for the RAF of tomorrow. *Superna Petimus.*

In his unrivalled and authoritative account of the first 60 years of the College's history, Group Captain EB Haslam MA FRHistS reminds us, "*…in a very real sense the early days of the Cadet College were filled with novelty and excitement such as comes to innovators and experimenters. Life was simpler; aircraft were less complicated; the aim was clear and unambiguous*". After 100 years, life is more complex, aircraft and air power more complicated, but the aim, novelty and excitement unabated.

The four 'Books' thus attempt to capture the magic that is the RAF College, to every cadet that has undergone officer training there, in four distinct eras:

- Book 1 - **The Pre-War Formative Years**, covering the trials and tribulations of setting up and sustaining an independent military air academy for the RAF and establishing it as the RAF's spiritual home.
- Book 2 - **Cranwellians At War**, covering the war years and examining the contributions Cranwellians made to defending our nation in its hour of need.
- Book 3 - **The New Normal**, covering the recovery from war, the impact of the Jet Age, the Cold War and the transition from a school-sourced flight cadet system to a Graduate Entry Scheme training the mature student with the same laudable aims and objectives in mind.
- Book 4 - **Onwards an Upwards**, covering the introduction of the Single Gate Initial Officer Training (SGIOT) systems and transition from IOT of the 80s to IOTC training of the new millennium.

Each book gives a summary of milestone events and achievements with embedded 'hot links' to supporting videos, audio and more detailed, researched material. Every attempt has been made to record facts as they occurred, with references to source material added where relevant. Many of the entries are extracts taken from the RAF College Journals issued at the time, themselves a reflection of College life.

Formation of the RAF

Royal Flying Corps

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

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

The Royal Naval Air Service

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

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

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

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

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

REPORT BY GENERAL SMUTS ON AIR ORGANISATION . .
AND THE DIRECTION OF AIR OPERATIONS. -
August 1917.

Our first r[illegible] the defence of the London area against [illegible]

We [illegible] with the second term of refer[illegible]rally and the Directi[illegible]derations which will [illegible] we consider imperti[illegible] areas-

1. [illegible]istry [illegible]

2. [illegible] R.A.S. [illegible]on is [illegible]

3. Hor[illegible] Air Servi[illegible] be determined [illegible]tions at present discharged [illegible] R.N.A.S. and R.F.C. respectively shall continue to be efficiently performed by the new Air Service?

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

1912 1914 1917 1918

Our Founder - ‘Boom’

Marshal of The RAF, Viscount

Hugh Trenchard

GCB, OM, GCVO, DSO

‘Father of the RAF’

(b 1873, d 1956)

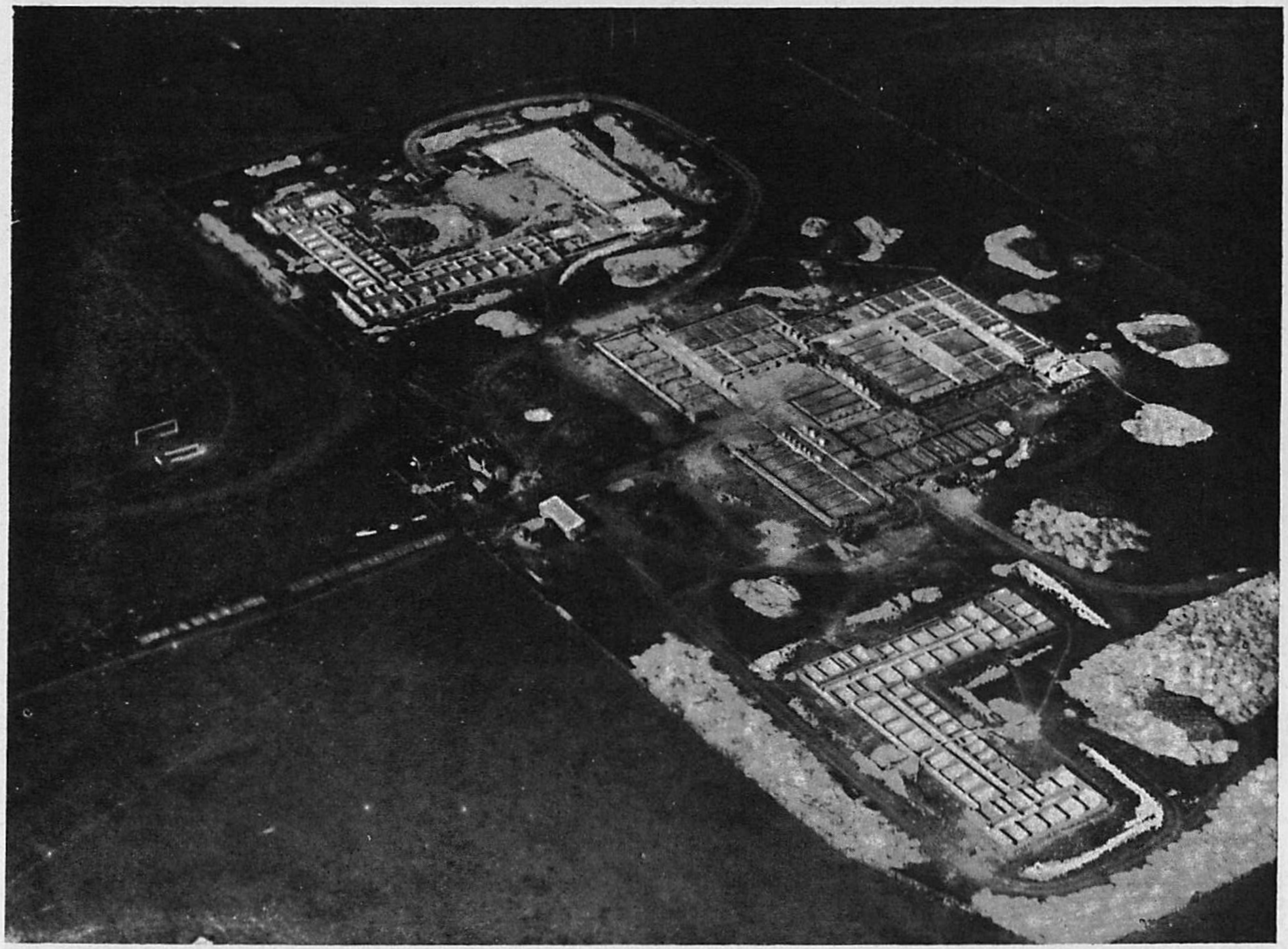
Marshal of the Royal Air Force **Hugh Montague Trenchard**, 1st Viscount Trenchard, GCB, OM, GCVO, DSO (3 February 1873 – 10 February 1956) was a British Army officer who was instrumental in establishing the Royal Air Force. He has been described as the "Father of the Royal Air Force.”

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

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

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

The Site in the 1920s



[Photo: L. A. C. Andrews.

THE BEGINNING OF THE ROYAL AIR FORCE COLLEGE.

Foundation of the RAF College

1. Realising Trenchard's vision for an RAF College on the lines of Sandhurst and Britannia, RAF Cranwell officially formed on 1 November 1919 and opened for business on 5 February 1920.

2. The decision to replace the existing corrugated iron huts was made in 1922.

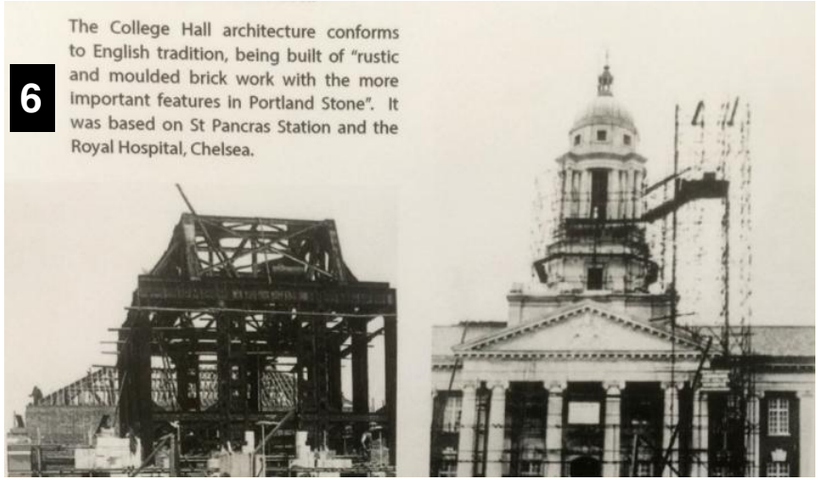
3. By 1929, plans had been drawn up. The Secretary of State for Air in Baldwin's Government, Lord Hoare, was highly supportive. The problem was that a general election (which Baldwin was expected to lose) was imminent and so Hoare pulled off what he described as "an act of bluff": Lady Maud Hoare - his wife - laid the foundation stone on 29 Apr 1929 to the left of the entrance, in front of worthies that included Viscount and Lady Trenchard, AVM Longcroft (1st Commandant) and Sir James Grey West (Architect). The event was noted in the Statute Book and so, when the new Government was formed by Macdonald, it seems approval was assumed and building went ahead.

4. A tinned steel time capsule, held within the foundation stone, holds a record of all present and a special edition of the RAF Journal Vol IX No 1 with details of every cadet who passed through the College since its inception in Feb 1920.

5. Constructed in 1932, the RAF College design was based on St Pancras Station and the dining room on the long room at the Royal Hospital, Chelsea. The station canopy of the branch line terminus joining the main Cranwell station (currently the guard room) can still be seen from behind the kitchens

6. The new College was first used by cadets in 1933, but not formally opened until 11 Oct 1934 by HRH Edward, Prince of Wales - the honorary Air Commodore in Chief of the Auxiliary Air Force.

7. The Foundation & Commemorative Stones can be seen either side of the front entrance.



The College's First Commandant

Photo by] [Swaine, New Bond Street, W.1.

AIR-COMMODORE C. A. H. LONGCROFT,
C.M.G., D.S.O., A.F.C.

Charles Alexander Holcombe Longcroft attended RMA Sandhurst and was commissioned into the Welsh Regiment in 1903. He gained Royal Aero Club certificate No 192 in March 1912, volunteered for the Air Battalion before joining the Royal Flying Corps on its formation.

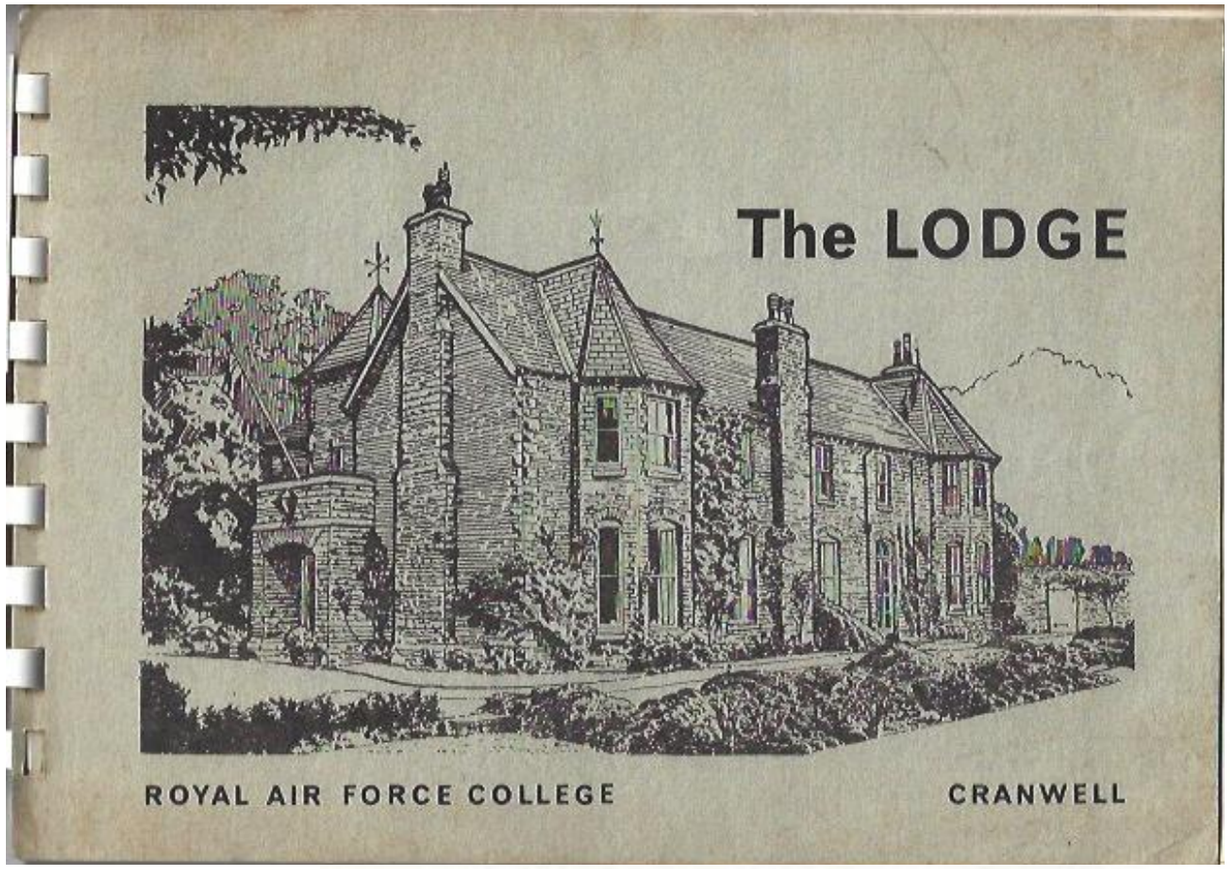
During WW1, he served on the Western Front with 1, 2 and 4 Squadrons. He then transferred to the RAF and relinquished his commission in the Welsh Regiment on appointment of a permanent commission in the RAF in 1919.

On 1st November 1919, he was appointed Commandant of the RAF College in the rank of Air Commodore. On 5th February 1920, he was appointed Air Officer Commanding Cranwell when first cadets arrived.

He retired at his own request on 2 November 1929 in the rank of Air Vice Marshal.

Born 13 May 1883. Died 20 February 1958.

Commandant's Lodge



Manor of CRANWELL

Official mention was first made of Cranwell and the surrounding land in 1066, when William the Conqueror noted that its owner before the conquest was Ulf, an Anglo-Saxon chief. By 1096, William had divided his conquest amongst his followers, and in the Domesday Book it was recorded that Gilbert de Gant, Earl of Lincoln, was Lord of the Manor of Cranewelle. He had in fact, twelve carucates of land to be taxed in Cranewelle; one carucate being "As much land as might be tilled and laboured in a year and a day by one plough" or otherwise equivalent to a 'Hide' of land, i.e. approximately 120 acres.

The First of Five Cranwellian VCs

Click underlined link for details, Courtesy of VCOnline http://www.vconline.org.uk/lionel-w-b-rees-vc/4587987458.html

Photo by] [Mr. Williams, Carnarvon.

WING-COMMANDER L. W. B. REES, V.C., O.B.E., M.C., A.F.C.
OFFICER COMMANDING FLYING WING.

On 1st July 1916 at Double Crassieurs, France, Major Rees, whilst on flying duties, sighted what he thought was a bombing party of our machines returning home, but were in fact enemy aircraft. Major Rees was attacked by one of them, but after a short encounter it disappeared, damaged. The others then attacked him at long range, but he dispersed them, seriously damaging two of the machines. He chased two others but was wounded in the thigh, temporarily losing control of his aircraft. He righted it and closed with the enemy, using up all his ammunition, firing at very close range. He then returned home, landing his aircraft safely.

Medical examination showed that Rees had been fortunate in not having a leg artery severed, and he spent several weeks in hospital, and ended up with a slight but permanent limp. On 5th August 1916, came the news of his Victoria Cross award, which he received from King George V on 14th December 1916. When fit again for duty, he was promoted to Lieutenant Colonel on 1st May 1917 and travelled to the USA as part of Harold Balfour's Mission entourage. On his return, he was given command of No 1 School of Aerial Fighting, Turnberry, Ayrshire. He remained at Turnberry for the rest of the war, and was awarded the Air Force Cross on 2nd November 1918, and decorated with an OBE.

In 1919, he was granted a permanent commission as a Wing Commander. On 15th January 1920 he was given the Freedom of Caernarfon, and presented with an ornate Sword of Honour. In 1923-1924, he became Assistant Commandant to the newly created RAF College, Cranwell; and in 1925 he commenced a two years' stint in the Directorate of Training, at the Air Ministry, and appointed ADC to King George V. In April 1926, he was posted to the Middle East as Group Captain, in command. He later commanded the RAF Depot at Uxbridge.

The Second of Five Cranwellian VCs

Click underlined link for details, Courtesy of VCOnline http://www.vconline.org.uk/andrew-fw-beauchamp-proctor-vc/4585965533.html

Painting by Cowan Dobson, 1918 (IWM)

Courtesy of Thomas Stewart

Born 4 Sep 84, at Mossel Bay, South Africa, Proctor voluntarily enlisted in the Duke of Edinburgh's Own Rifles ("The Dukes") as No 6348 Signaller Proctor for active service in the German South-West Africa campaign on 1 Oct 1914; despite being only 5ft 2in. As a Corporal airman, he was allegedly a much better shot than an aviator. His exploits are recounted below in an extract from the VCOnline link above, including his posting to Cranwell in 1919 and commissioning as a Flt Lt. He is arguably the most decorated Cranwellian to date. (Note the old DFC ribbon.)

March 1918 saw Proctor claim eight victories, and on 1st April he was now part of the newly formed Royal Air Force, and he was promoted to Lieutenant. On the 8th he was further promoted to Captain and given command of C Flight, 84 Squadron – recognition of his abilities. On 12th April he claimed a pair of German single-seaters as out of control; and on the 20th drove down a two-seater behind German lines. His most successful month was May 1918 when he claimed 14 victories, and the month culminated with the award of the Military Cross (gazetted 22nd June). By the end of May, he was credited with 24 victories. In the first week of June, he had added another eight before leaving for a spell of leave. On the 3rd August he was awarded the newly instituted DFC.

On return from leave, he took over a new SE5A and showed his prowess. By the 11th August, he had claimed another six victories. By the 22nd August, his tally stood at 40, and he was recommended for a third gallantry award – a Bar to his MC, which was gazetted on 16th September 1918. He added another six victims before the end of the month. Throughout September, he concentrated on low level fighting and four destroyed kite balloons were his only success. By the 5th October a further six had been claimed before his final war sortie on 8th October.

Just before noon on the 8th, he sent a Rumpler two-seater down to crash near Maretz; but as he turned for home he was set upon by 8 German fighters. In the ensuing combat he was hit badly in the arm, and barely managed to escape death and eventually return to his own aerodrome. Receiving immediate medical attention, he was then invalided back to England, where he was sent to the Northumberland Hospital to recuperate. He was also in the recommendation for a DSO and this was officially rubber-stamped in November 1918. Added to this was a recommendation from his CO, Sholto Douglas that the South African pilot – in his own words "that little man who had the guts of a lion" – be awarded the VC.

Almost three weeks after the Armistice, the London Gazette of 30th November 1918 confirmed his VC, the citation crediting him with 54 victories, one-third of all 84 Squadron victories of the Great War. Discharged from hospital in March 1919, he joined a mission to the USA, where he toured various cities lecturing to help raise funds for the US "Liberty Loan"; and then on his return to England in July 1919, he was posted to Lee-on-Solent, Hampshire for a course in piloting seaplanes. He was then posted to Cranwell, where he granted a permanent commission, with Flight Lieutenant rank, in the RAF. On 27th November 1919 he was presented with his VC, DSO and DFC by King George V at Buckingham Palace.

Autumn 1922 - The First Graduation

Photo: Gale & Polden, Ltd.

PRIZE WINNERS—SUMMER, 1922.

Flight-Cadet Sergt. L. K. Barnes (The Abdy Gerrard Fellowes Memorial Prize).

Flight-Cadet Under-Officer D. Macfadyen (The Sword of Honour and The R.M. Groves Memorial Prize).

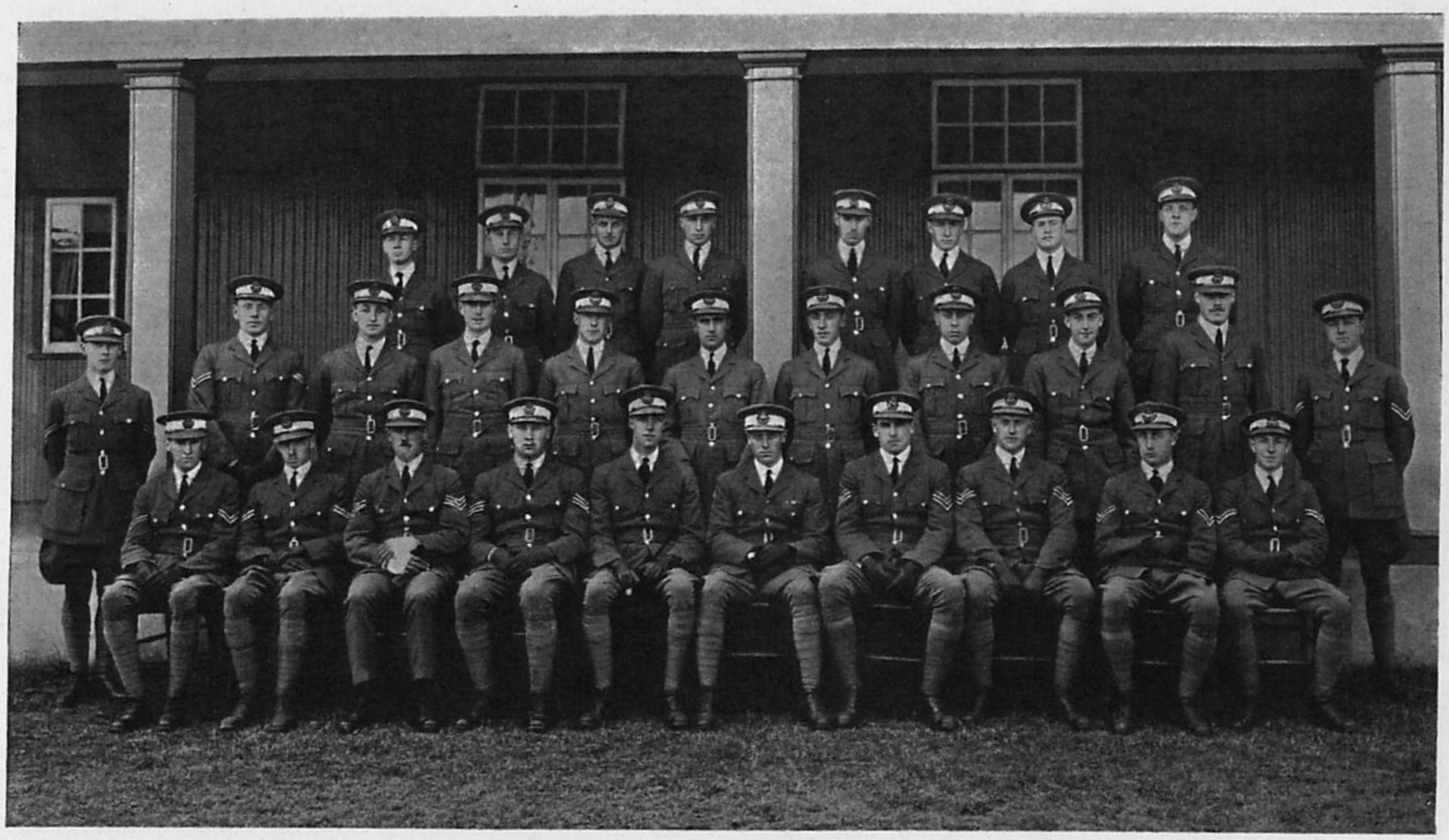


Photo: Gale & Polden, Ltd.

THE PASSING OUT TERM—AUGUST 15th, 1922.

Back Row—M. W. Keey. W. L. Dawson. A. G. L. Johnson. J. C. Charlton. C. S. Riccard. E. Reid. B. J. Winmill. C. Guppy.

Middle Row—Cpl. C. B. R. Pelly. Cpl. V. Bruce-Bennett. C. H. Ratcliffe. R. R. S. Waller. G. H. Huxham. M. C. Hayter. S. G. Conolly. E. B. Forster. J. E. S. Caithness. R. G. A. Vallance. Cpl. C. F. Sealy.

Front Row—Cpl. C. H. A. Stevens. Cpl. C. B. B. Maturin. Sgt. D. L. G. Bett. Sgt. L. K. Barnes. U./O. D. Macfadyen. U./O. E. A. Hodgson. Sgt. N. Vintcent. Sgt. A. K. Lewis. Cpl. E. A. Healey. Cpl. E. C. Keey.

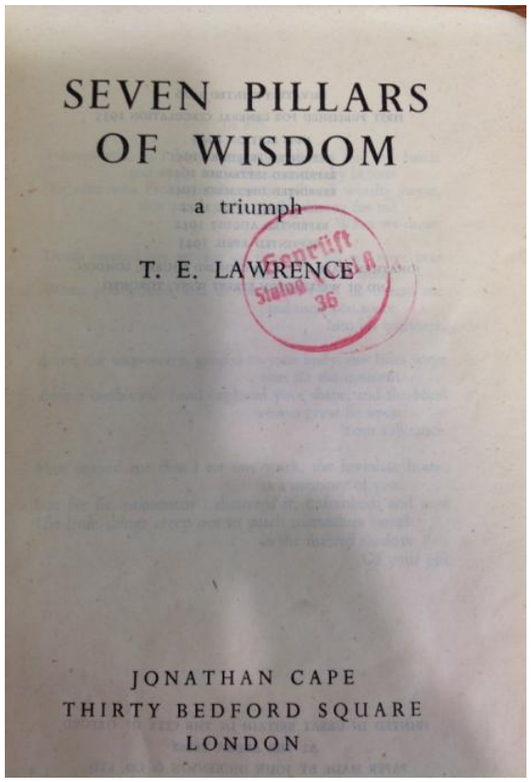
Autumn 1922 - The College's First Loss

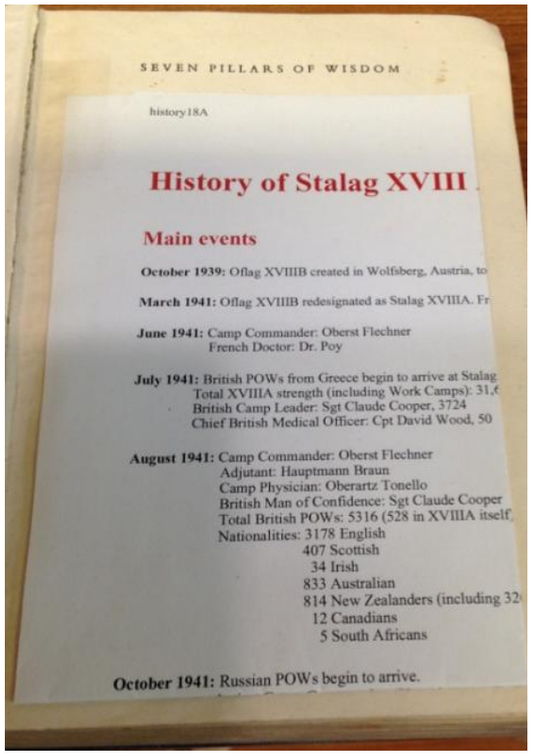
THE LATE F./CADET V. O. GILLMORE.

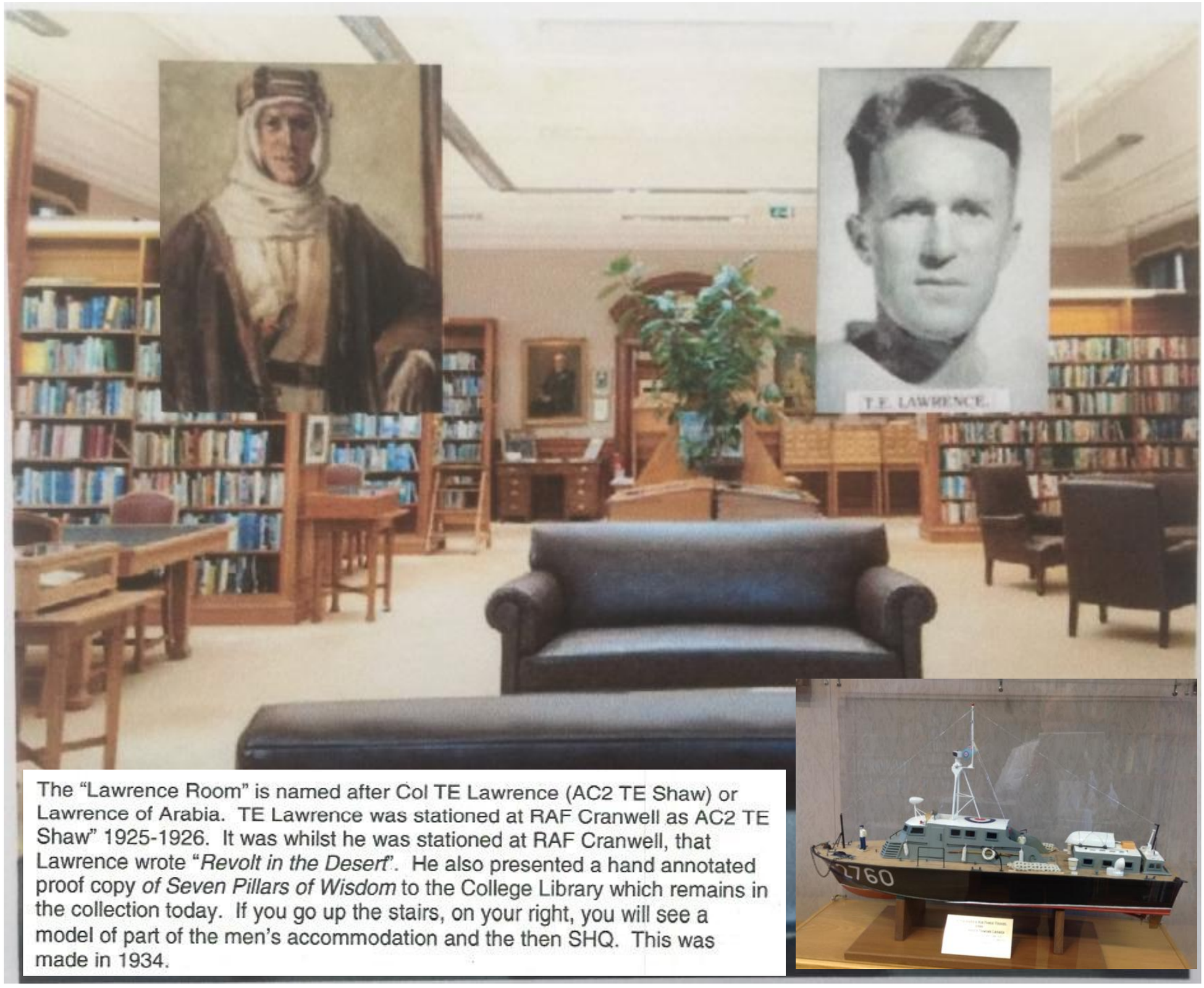
We have to record with deep regret the death, in an aeroplane collision, of F./Cadet Vyvyan Osborne Gillmore, aged 19, the eldest son of the Reverend David Gillmore, late of Highworth, Wilts, and of Allis Gillmore.

He was educated at St. Bee's, Cumberland, and entered Cranwell in January, 1921, having already won, in November, the first Wakefield Scholarship. He was 1,000 marks ahead of the next Flight-Cadet and the Air Ministry awarded him a Prize Cadetship. At the end of his first year he was still first of his term, and gave every promise of being a brilliant and valuable officer. Besides great scientific and mathematical ability, he had a love of history and a genius for self-expression. He was in the cricket teams of 1921 and 1922. He often played for the XV in 1921, and would certainly have been in the side this year. His gentleness and modesty made him very many friends. We assure his parents of the very sincere sympathy of all at Cranwell.

1925 -1926 - TE Lawrence (aka AC Shaw)



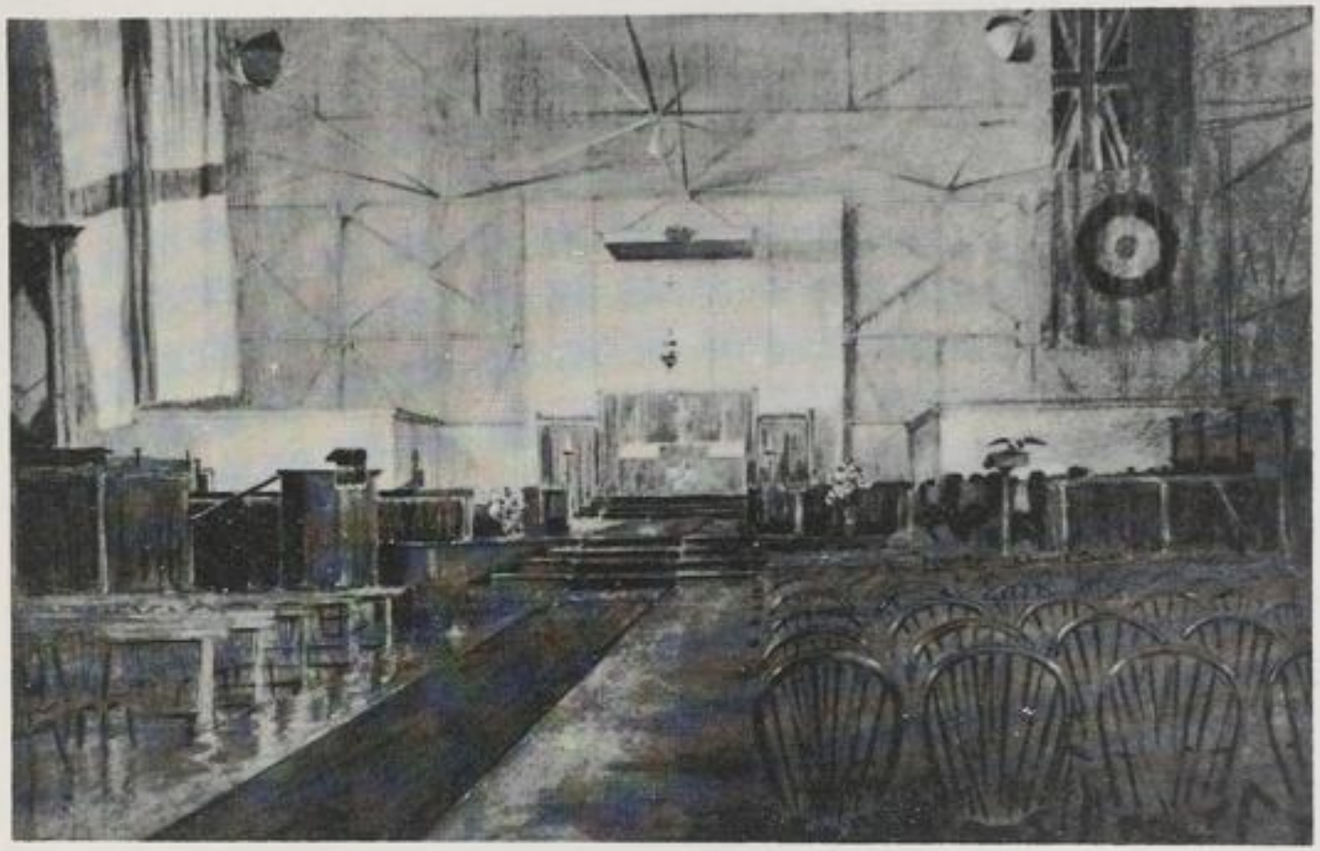




The "Lawrence Room" is named after Col TE Lawrence (AC2 TE Shaw) or Lawrence of Arabia. TE Lawrence was stationed at RAF Cranwell as AC2 TE Shaw" 1925-1926. It was whilst he was stationed at RAF Cranwell, that Lawrence wrote "*Revolt in the Desert*". He also presented a hand annotated proof copy *of Seven Pillars of Wisdom* to the College Library which remains in the collection today. If you go up the stairs, on your right, you will see a model of part of the men's accommodation and the then SHQ. This was made in 1934.

The Old Hangar Church

THE OLD HANGAR CHURCH



From a Painting by
Alfred Walton Foster

CRANWELL

SENIOR CHAPLAINS

J. De Vitre	August	1916	—	May	1918
F. W. R. Metcalf	May	1918	—	January	1919
W. G. Pearse	February	1919	—	May	1919
H. C. Eddowes	May	1919	—	October	1919
B. W. Keymer	October	1919	—	November	1923
J. A. Jagoe	November	1923	—	September	1927
W. T. Rees	September	1927	—	December	1928
A. H. Dolphin	January	1929	—	August	1929
J. A. Jagoe	September	1929	—	October	1934
H. Thomas	October	1934	—	April	1938
J. A. Jagoe	April	1938	—	November	1941
F. W. Cocks	November	1941	—	July	1942
A. C. Gates	May	1942	—	June	1944
W. E. Woosnam Jones	June	1944	—	July	1945
G. H. Church	July	1945	—	November	1946
E. W. P. Ainsworth	November	1946	—	January	1950
E. W. L. May	January	1950	—	September	1951
B. E. Knight	September	1951	—	February	1953
W. E. G. Payton	February	1953	—	January	1956
L. J. Ashton	January	1956	—	August	1960
T. R. Quin	August	1960	—		

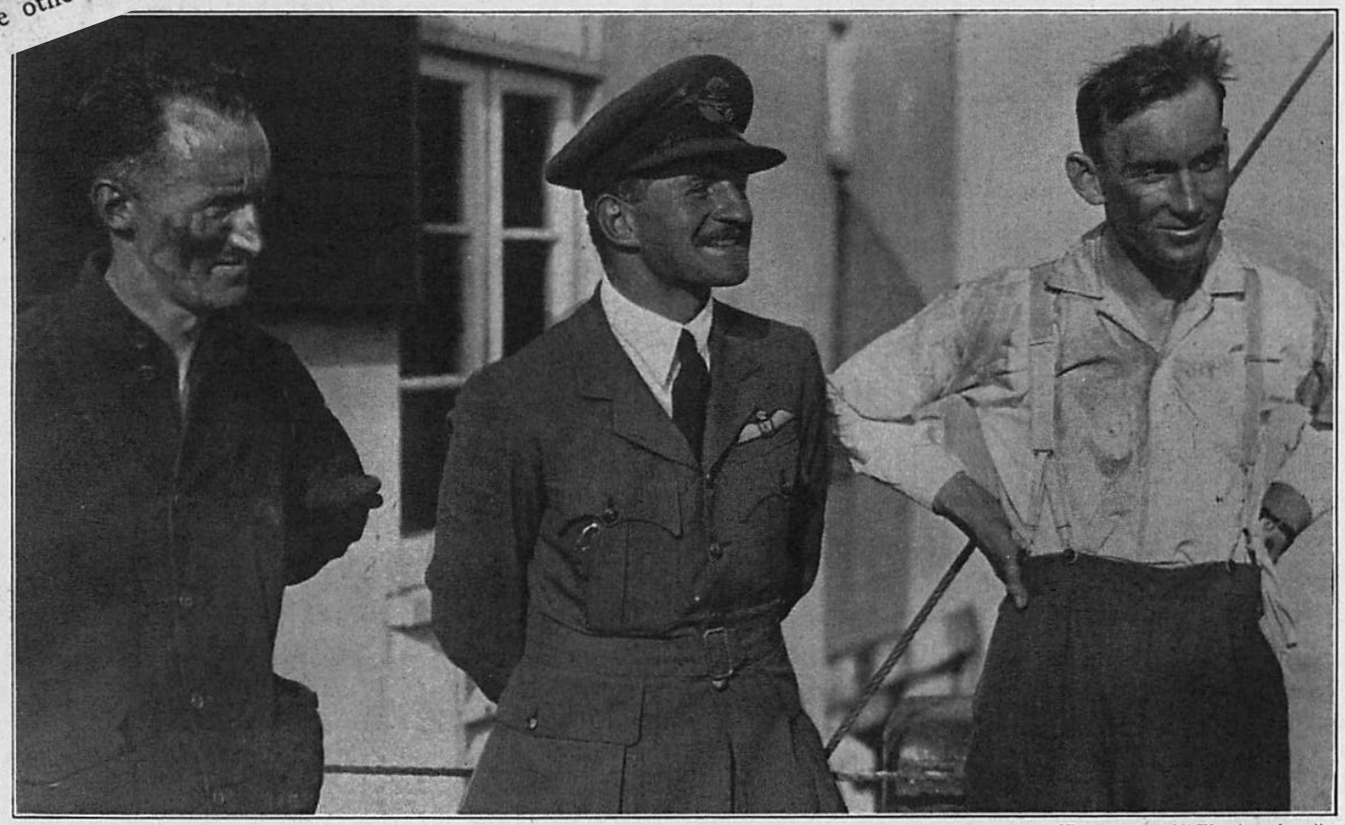
1929 - Cranwellians Win the Schneider Trophy

THE SCHNEIDER TROPHY.

A VIEWPOINT BY FLIGHT-LIEUTENANT H. R. D. WAGHORN, A.F.C.

IT was with rather mixed feelings that I took my first look at the sea on the morning of the Schneider Trophy race. After a period of training made up of a series of disappointments, I fully expected that the "Weather King" had some card up his sleeve which he would produce on that memorable day. It did not require much to cause a postponement, which would be a source of disappointment to thousands of people. The slightest swell or white horse on the one hand and dead calm on the other were the limits that bounded our capabilities.

The first lap was naturally the most difficult, because we were not used to the various groups of shipping which afterwards helped so much to our course-keeping. As an example, while passing the Seaview turn on my first lap, I looked for the Chichester turn-ship and picked out the only isolated vessel in that area. I made for it, and while still some little way from it saw the pylon away on my left. I had been quite unable to see it, as it had had a background of shipping



[By courtesy of "The Aeroplane."

F./LIEUTS. GREIG, WAGHORN AND ATCHERLEY AFTER THE SCHNEIDER COMPETITION—SUMMER, 1929.

throttle. I climbed as much as possible, in the hope that, should she run right out, I could perhaps glide the remaining distance over the line; I was, incidentally, getting a very fine bird's-eye view of the entire course, but under the circumstances was not impressed. I got to the Cowes turn and, while banking, the engine cut out completely, and I was forced to land off Old Castle Point—only a few miles short of the finish. I leave my feelings to your imagination.

It was twenty minutes later that I learnt I had done an extra lap, and I also realized how deadly accurate had been Lovesay's estimation of the petrol consumption.

1920s - Three of our very best Cadets

Wg Cdr Hugh Gordon Malcolm VC
(2 May 1917 – 4 December 1942)

Malcolm was the only College cadet to be awarded a VC, heroically leading 18 Sqn in a bombing raid on an enemy fighter airfield near Chougui, Tunisia, against overwhelming odds. He was posthumously awarded a VC in April 1943, the first to be awarded in the North Africa campaign. His name is remembered through the formation of the Malcolm Clubs that provide welfare services for RAF families.

Air Commodore Sir Frank Whittle OM KBE CB FRS FRAeS
(1 June 1907 – 9 August 1996)

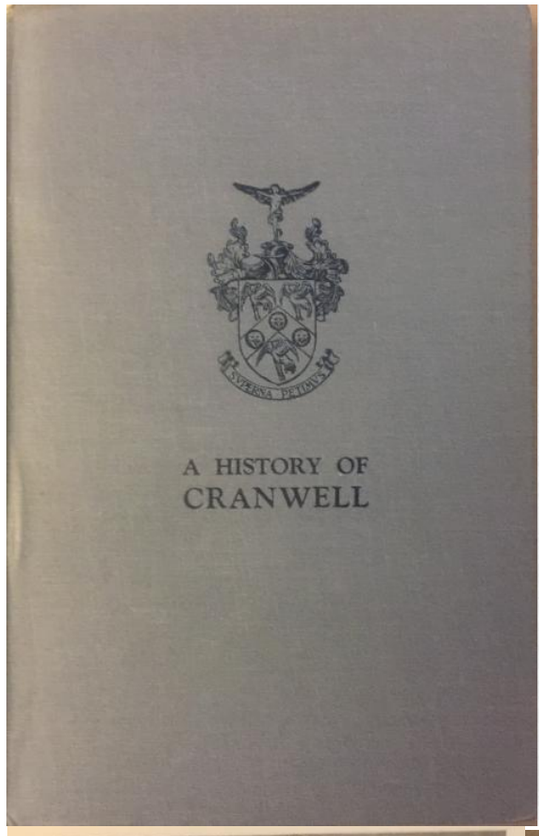
Despite passing the RAF entrance examination with a very high mark, Whittle failed twice to enter the RAF because he was too small, at just 5 feet tall. Undeterred, he applied again under an assumed name, passing the physical and, in September 1923, 364365 Boy Whittle, F started his three-year training as an aircraft mechanic in No. 1 Squadron of No. 4 Apprentices Wing. Recognised by RAF staff as a genius, he developed the jet engine that first flew in a Gloster E28/39 at Cranwell in 1941.

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

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

Courage **A**bility **D**edication **E**nergy **T**eamwork **S**ingle-mindedness

1934 - Official Cranwell History Book



A HISTORY OF CRANWELL

By The Editor.

The Royal Air Force College is being formally opened by Air Marshal H.R.H. The Prince of Wales, on Thursday, 11th October, and in accordance with the example of other corporate bodies a history of Cranwell and the College has been written.

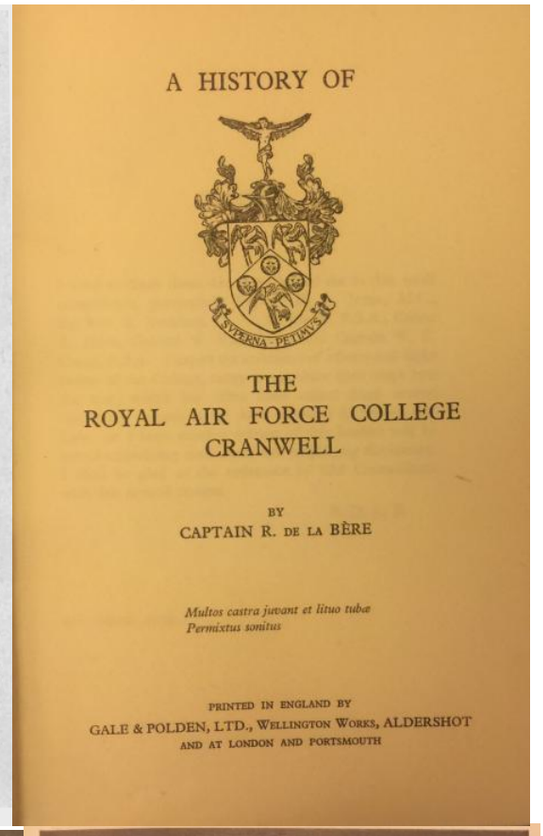
This is a neat cloth-covered book published by Messrs. Gale & Polden, Ltd., at 2s., which is the cost price, and those who wish to obtain a copy, and are not members of the Old Cranwellian Association, should communicate with The Manager, Royal Air Force College Journal, Cranwell.

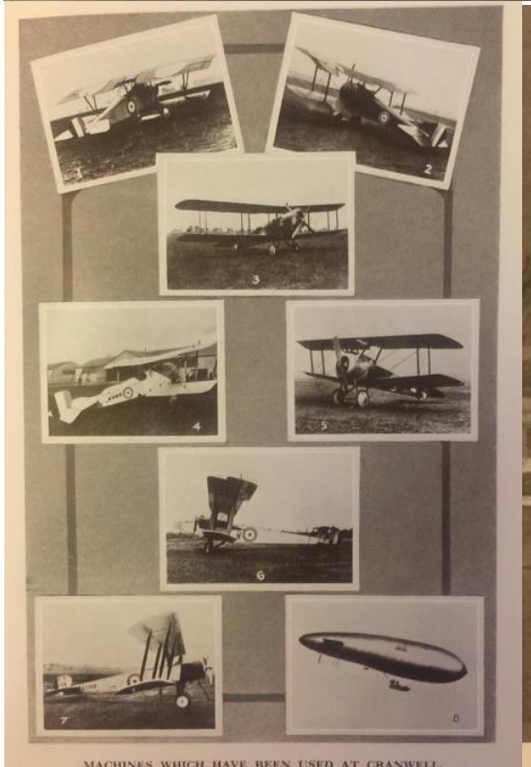
The book contains a short history of Cranwell in Saxon and Norman days, and then goes on to record the history of the de Cranewel family from which the College has taken its interesting and beautiful Arms. It then records the history of H.M.S. *Daedalus*, as Cranwell was called when it was a R.N.A.S. Station. It proceeds with the inauguration of the New College in 1920, and discusses many aspects of the life and spirit of the College between then and the present day.

Much of the History is taken up with a detailed record of all those who have served in any capacity at Cranwell. It gives, for instance, all the Commandants, Assistant Commandants, Adjutants, Under-Officers, Prizewinners, and College Servants, and two pages are devoted to the explanation of the College trophies. It discusses objects of interest in this neighbourhood. It is illustrated with eight half-tone photographs.

It has been printed in such a way that it can be kept up-to-date for at least two years.

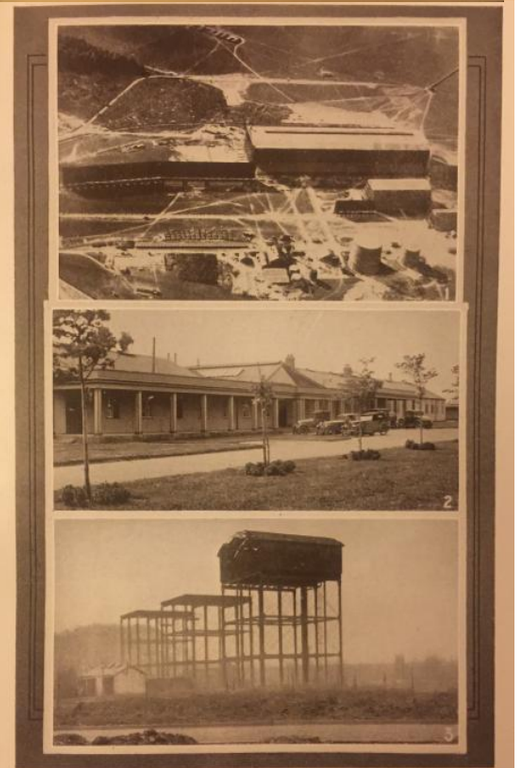
This book will be of interest to all who have served at Cranwell.





MACHINES WHICH HAVE BEEN USED AT CRANWELL.
1. Nieuport. 2. Sopwith Pup. 3. D.H.4. 4. Bristol Scout. 5. Sopwith Camel. 6. Handley Page. 7. Avro. K. 8. S.S. Airship.

THE CENTRAL BUILDING.



1. The Airship Section (now demolished). 2. Cadets' Mess, Old College. 3. The Old Water Towers.

October 1934 - College Hall Opens

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

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

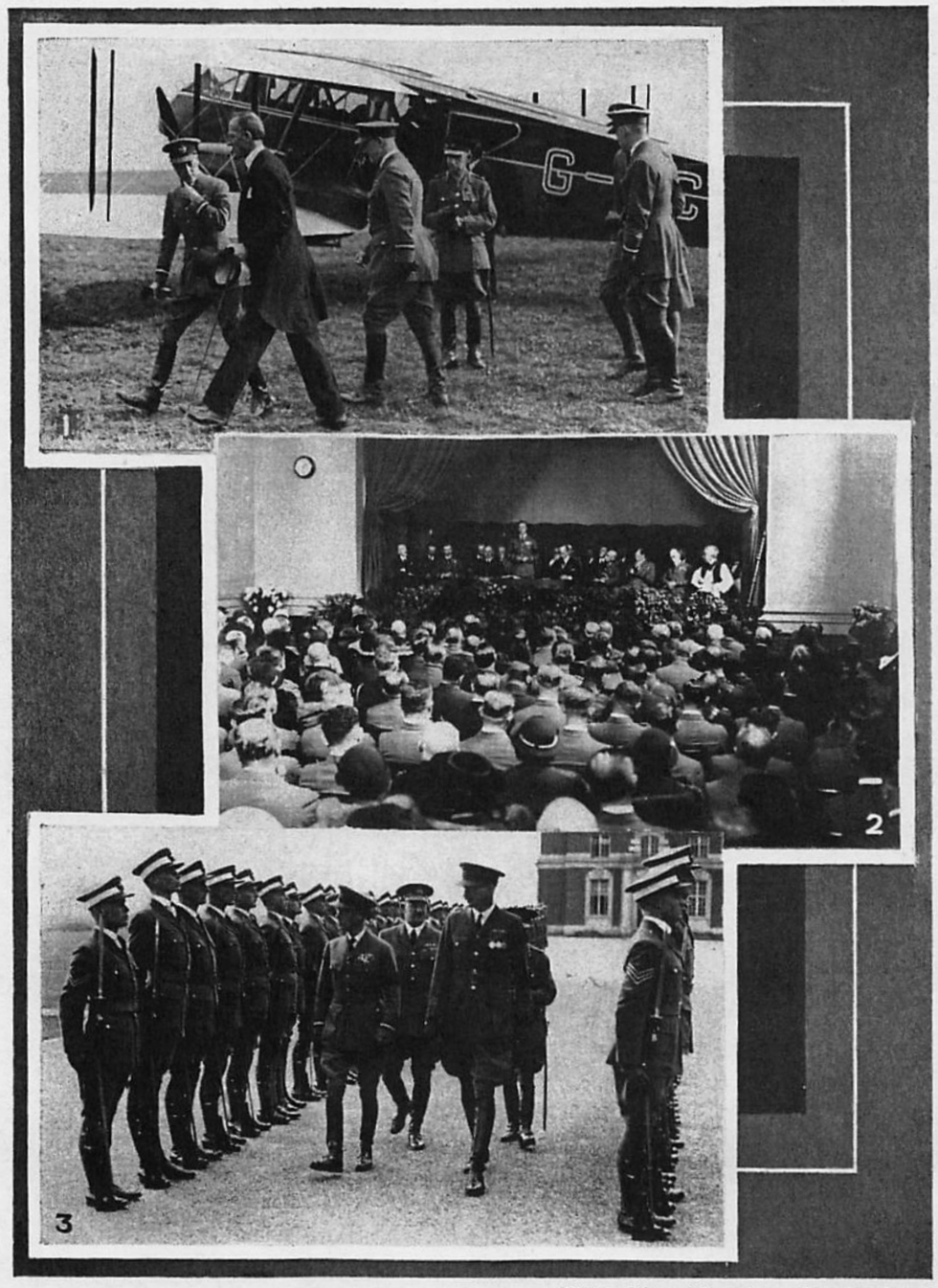
On April 4th, 1929, the foundation stone of the new College was laid by the Lady Maude Hoare, and in a slot in the stone was deposited a specially-made copper receptacle which contained the names of all present and past members of the College, and of all who were attending the ceremony.

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

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

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

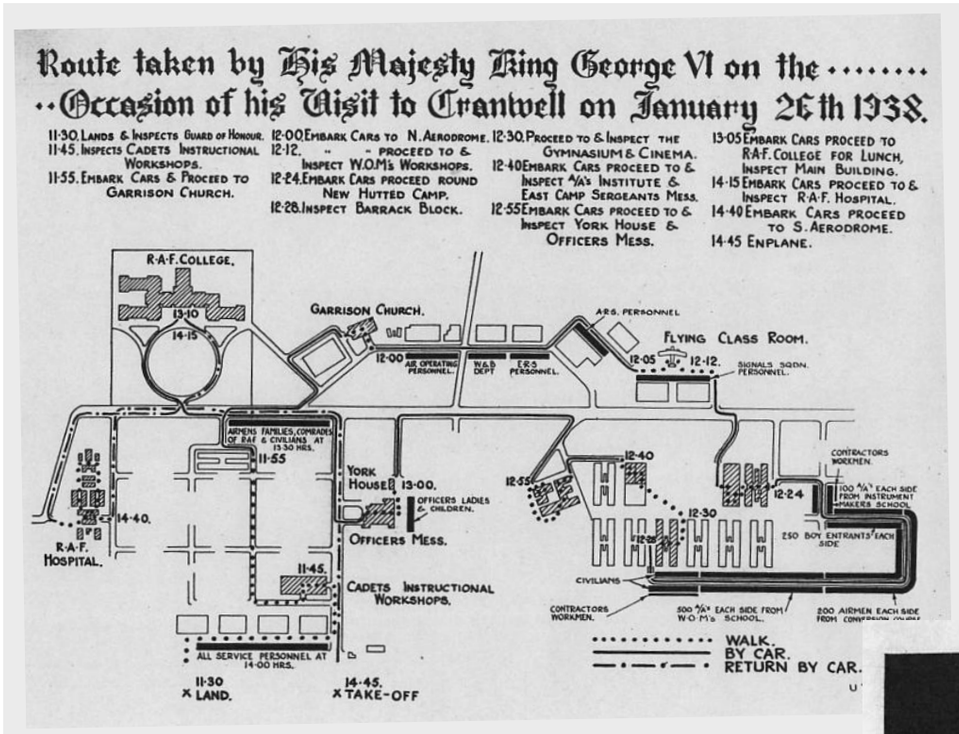
His Royal Highness was met by the Lord Lieutenant of the County (Lord Yarborough), the Secretary of State for Air (the Marquis of Londonderry), the Chief of the Air Staff (Air Chief Marshal Sir Edward Ellington), the Air Officer Commanding Cranwell (Air Vice-Marshal W. G. S. Mitchell), Group-Captain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



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

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

January 1938 - HM King George VI Revisits



[Photo: "Graphic Photo Union."

HIS MAJESTY THE KING LEAVING THE COLLEGE AFTER HIS INSPECTION ON 26th JANUARY, 1938.

Also in the picture, from left to right, are:—Wing-Commander E. J. Kingston-McCloughry. Air Marshal Sir Charles Burnett. Mr. V. Gordon. Mr. F. Brown. Air Vice-Marshal J. E. A. Baldwin. Mr. J. Carr. Mr. P. Snoxell. F./Lieut. J. S. Sabine. Major J. W. Collinson. F./Lieut. C. E. J. Baines. F./Lieut. L. V. Andrews.

Rupert de La Bere - The Soul of Cranwell

The College Library was a source of particular interest to His Majesty. Here were presented Professor R. de la Bère and Mr. A. G. Boycott. He looked at several albums containing photographs of Cranwell in 1918, when he served as Adjutant in the Boys' Wing. He also saw photographs of himself at the College in 1920, and of his father's visit to the Western Front, and others of early aeroplanes and airships.

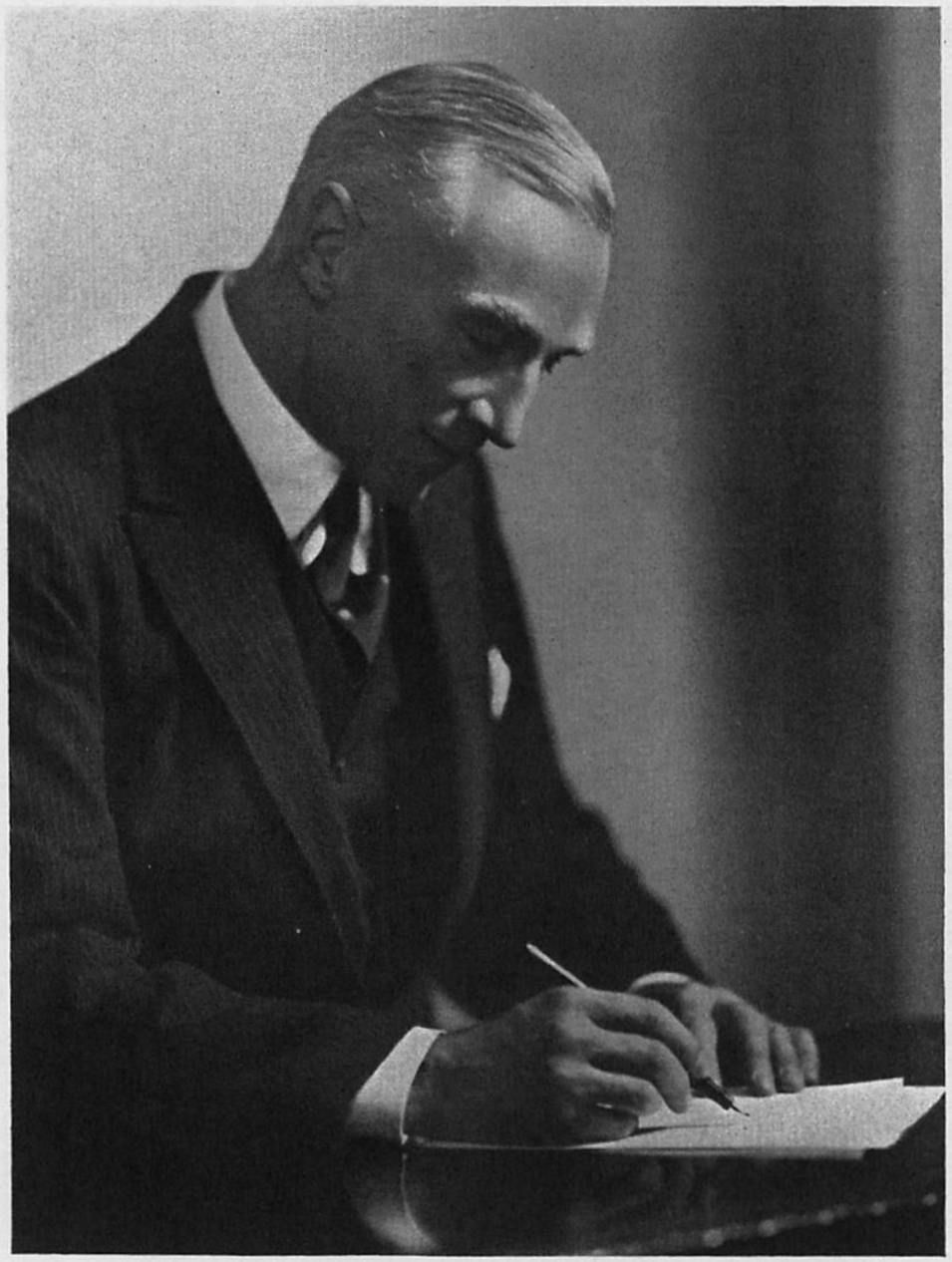
He was especially interested in some old and dilapidated copies of *The Piloteer* which Professor de la Bère showed to him, containing ancient photographs and caricatures, including some of his Commanding Officers. He referred to two of these in a lighthearted manner which greatly amused everybody who was in the Library.

His Majesty left the College at 1415 hrs., to the cheers of the officers assembled at the entrance. The drive of the College was lined by flight cadets, without rifles. At 1420 hrs. he went to the west entrance of the hospital, where he was met by Group Captain A. E. Panter, Commanding the Hospital, and the Matron, Miss W. M. Coulthurst, O.B.E. He was shown through the officers' ward and the sitting-room, where Wing Commander G. J. Hanly, in charge of surgical division, and Sisters Miss E. K. Griffin and Miss N. Meikle were presented. In the cadets' ward he spoke to the officers and inquired the nature of their ailments and how they had been contracted. He next went to the maternity ward, where Squadron Leader H. C. S. Pimblett, Officer-in-Charge, and Sister Miss M. T. Thorburn were presented. He paused to speak to some of the mothers, and ask the ages of their infants. He was informed by the Matron that the hospital was proud of its maternity ward, to which his reply was, " You have need to be." His Majesty then visited Ward 1 (surgical), where Sister Miss A. M. Williamson was presented; Ward 2 (surgical), where Sister Miss E. W. Griffiths was presented; and Ward 3 (medical), where Sister Miss A. M. Angus was presented. He was next shown round the operating theatre, where Sister Miss H. D. Terry was presented. He inquired about the lighting. In the X-ray department, where Flight Lieutenant R. F. Wynroe was presented, he asked how long the X-ray plant had been installed.

He left the hospital at 1430 hrs. and proceeded by car to the aerodrome. As he passed the West Camp guardroom the Royal Standard at the Royal Air Force College mast was lowered.

The informality of His Majesty's departure contrasted strongly with the formality of his arrival. At 1445 hrs. he arrived at " A " Flight and was enthusiastically greeted with cheers and the waving of caps by thousands of airmen, aircraft apprentices and boy entrants who had been waiting on the South Aerodrome for over an hour. The cheering continued whilst he shook hands with those who had accompanied him during his tour. As he entered his aeroplane the cheering increased, and as the machine began to take off hundreds of airmen raced in a final attempt to catch a last glimpse of His Majesty, who could be seen graciously acknowledging these demonstrations as the machine left the ground.

Eighteen minutes later His Majesty landed at Bircham Newton.

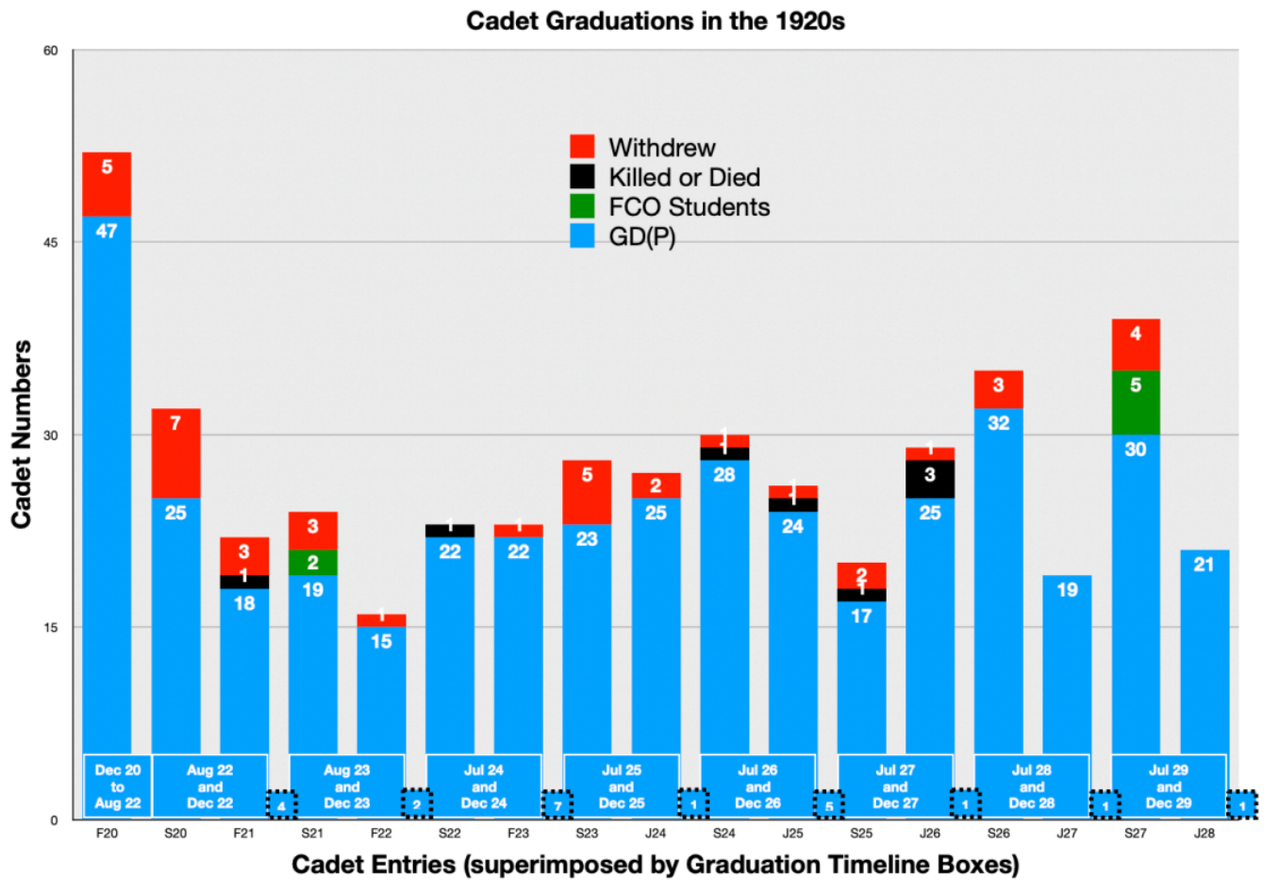


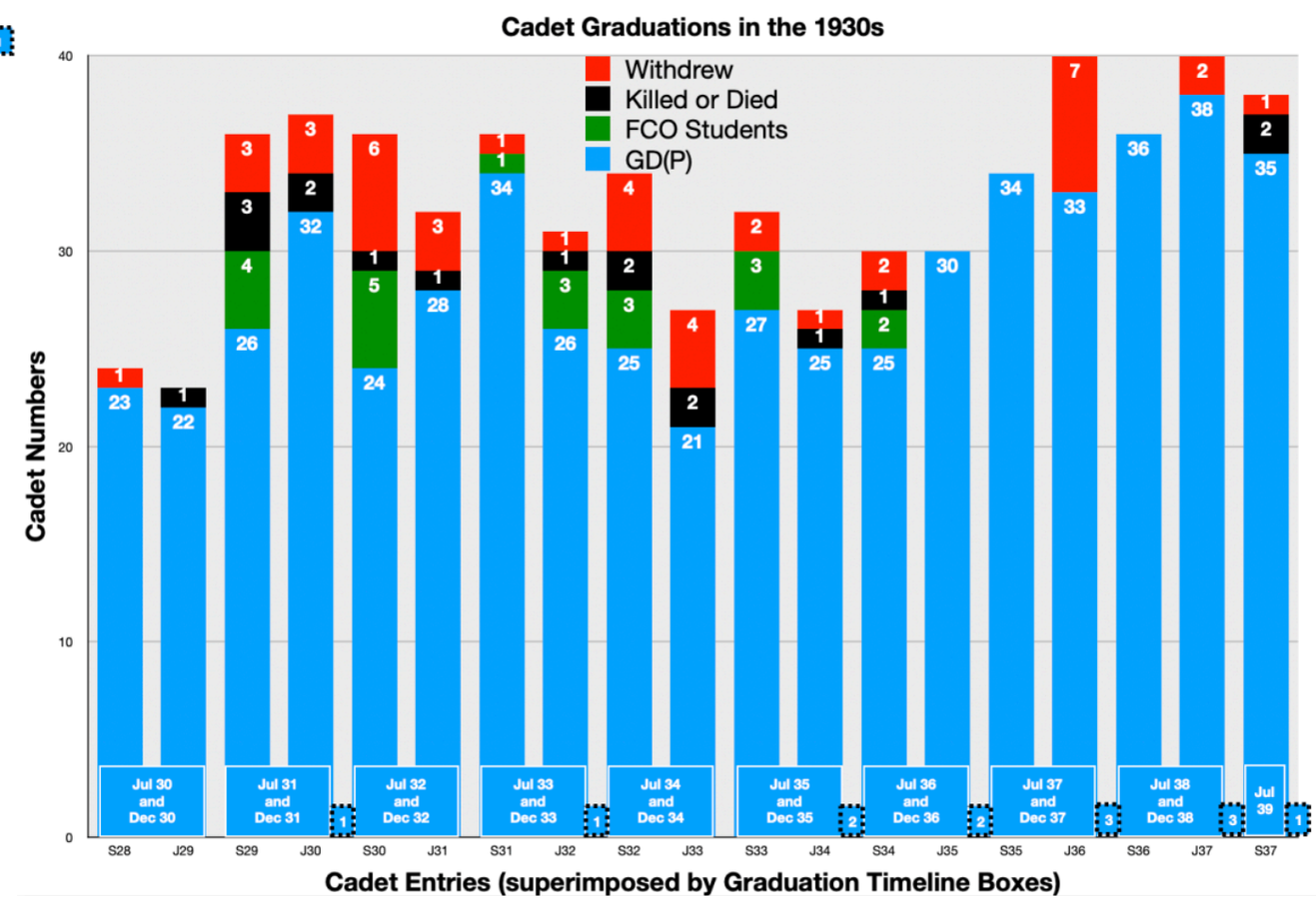
[*Photograph by Swaine.*

CAPTAIN RUPERT DE LA BÈRE, M.A. (Oxon.), F.R.Hist.S., Diploma of Education, etc.

Professor of English and History at the Royal Air Force College, Cranwell, 1921 to 1938.

Training Throughput 1920s & 1930s





Wg Cdr **Hugh Gordon Malcolm** VC
(2 May 1917 – 4 December 1942)
Flight Cadet January 1936 to December 1937

Air Commodore **Sir Frank Whittle** OM KBE CB FRS FRAeS
(1 June 1907 – 9 August 1996)
September 1926 to July 1928

Group Captain **Sir Douglas Robert Steuart Bader**
CBE, DSO & Bar, DFC & Bar, FRAeS, DL
(21 February 1910 – 5 September 1982)
Flight Cadet September 1928 to July 1930