



SERGEANT PILOT JOHN AUSTIN LINDSAY GRANT

'Johnny' as he was known by friends was born on the 29th October of 1923, to parents Reginald Lindsay, a research chemist, and Isobel Muriel, he was educated at Merton Court before he went on to further his education at the City of London School. Thanks to a surviving newspaper cutting talking about Johnny, it wonderfully featured a photograph of our 'Lost Boy' that are so difficult to find. It goes on to say at Merton Court, Johnny showed 'at an early age those qualities which earned for him the distinctions later achieved in leadership and in the field of sport.' Curiously, Johnny was also known as 'Ben' at school and in the Royal Air Force, but we are unsure when this nickname started (we do know that his best friend was Ben Rowling at Merton Court.)

Johnny was gifted at sports, going on at The City of London School to represent them in Football, Rugby and Cricket. Not only this, but Johnny also received a distinguished record in athletics, swimming, hockey and even squash. Clearly Johnny was a competitive, dedicated, and disciplined young man who excelled at sports. Whilst he was still at school Johnny joined the Home Guard at Marlborough and he later transferred to the 18th Sidcup Platoon.

After his schooling was complete, he went on to join Midland Bank, at Winchester House in the January of 1941. According to the newspaper clipping we have in our school archive; it describes Johnny as having a 'restless urge to serve his country' that led him to join the Royal Air Force. At just 17 years old, Johnny was selected and sent by the RAF to participate in the university air training scheme at Oxford, for six months. Here, at Corpus Christi, he demonstrated strong academic abilities especially with literature. Johnny attracted the attention of Edmund Blunden (undertones of war), and before leaving Oxford Johnny was awarded a literary prize.

Sailing for Canada in July of 1942, Johnny earned his wings before his 19th birthday. Soon afterwards he qualified as a navigator and was posted to coastal command with the Royal Air Force Volunteer Reserve. By June of 1943, he returned to Britain on active service.

Inside his Bristol Beaufort DX132 (the British twin engine torpedo bomber), Johnny crashed on landing on September 3rd 1943. Beaufort bombers operated very successfully as a torpedo bomber but also carried out the role of mine layer, as well as gathering general reconnaissance. In the spring of 1940, they began dropping magnetic mines in enemy coastal waters and continued to do so until mid-1943. While operating in coastal command, Beauforts saw action over the north sea, the English Channel and the Atlantic. Johnny's Record of Service File, shared with us by the Royal Air Force (redacted) some five years ago only tells us he was 'Killed in Active Service.' We do not know where precisely or how from these official documents. However, with the Commonwealth War Grave Commission, we can see from the Graves Registration Report Form that he was initially buried in Hopton Wood in Shropshire. Presumably he went down somewhere here as he was returning home from a mission and was killed when his Bristol Beaufort crashed on landing.

Johnny's funeral took place just six days after his death at St. John's Church in Sidcup on September 9th, 1943. The service was conducted by Canon E Basil Spurgin and Canon C E Webb. We know amongst the mourners was his parents and brother Bruce, his grandfather, representatives of the Home Guard and Sidcup Golf Club and Midland Bank and so many more. The commanding officer of the RAF station sent flowers amongst an astounding number of friends and family and other professional acquaintances that must have filled St John's church with a wave of blooming flowers. Johnny was unmistakably, so well loved. He was buried in Chislehurst Cemetery.

After the Royal Air Force supplied us with Johnny's Record of Service (redacted) we could learn more about what our 'Lost Boy' looked like. He had fair hair, brown eyes, and was 5ft 6 inches tall. He served for 2 years and 22 days; he was 19 years old when he was killed.

Casualty Details

Name: GRANT, JOHN AUSTIN LINDSAY

Initials: J A L

Nationality: United Kingdom

Rank: Sergeant (Pilot)

Regiment/Service: Royal Air Force Volunteer Reserve

Age: 19

Date of Death: 03/09/1943

Service No: 1394875

Additional information: Son of Reginald Lindsay Grant and Isobel Muriel Grant, of Sidcup.

Casualty Type: Commonwealth War Dead

Grave/Memorial Reference: Sec. A. Grave 351.

Cemetery: CHISLEHURST CEMETERY

*City of London
School*

In Memory of
Sergeant Pilot

John Austin Lindsay Grant

1394875, Royal Air Force Volunteer Reserve who died on 03 September 1943 Age 19

Son of Reginald Lindsay Grant and Isobel Muriel Grant, of Sidcup.

Remembered with Honour
Chislehurst Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission

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KILLED ON SERVICE.

Sergt-Pilot J. A. L. Grant.

Sergeant-Pilot John Austin Lindsay Grant, affectionately known both at school and in the R.A.F. as "Ben," who lost his life on active service, was the elder son of Mr. and Mrs. R. Lindsay Grant, of Sharston, Upperton-road, Sidcup. He was born in Sidcup in 1923 and educated first at Merton Court and then at the City of London School (evacuated to Marlborough College in September, 1939). At Merton Court he showed at an early age those qualities which earned for him the distinctions later achieved in leadership and in the field of sport.



At the City of London he not only played cricket and Rugby football for his school, but achieved a distinguished record in athletics, swimming, hockey, fives and squash. In the Officers Training Corps he gained certificate A and rose to the rank of corporal. His gay vitality, loyalty, leadership, ready acceptance of responsibility and ability to inspire in others his own enthusiasm, made him a successful House Captain at school, and later a very popular pilot in the R.A.F. While still at school he joined the Home Guard at Marlborough and later transferred to the 18th Sidcup platoon.

After matriculating and showing ability in economics and other social sciences he left school to join the Midland Bank (Winchester House) in January, 1941, but his restless urge to serve his country led him to join the R.A.F. in June of that year at the age of 17. He was selected and sent by the Royal Air Force under the University Air Training Scheme to Oxford for six months. While at Corpus Christi he showed decided literary abilities and attracted the attention of Edmund Blunden. Before leaving Oxford he was awarded an English Literature prize.

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He sailed for Canada in July, 1942, and before his 19th birthday had gained his pilot's wings. Soon afterwards he also qualified as a navigator and was posted to Coastal Command. In June of this year he returned to Britain where he served until he lost his life on active service.

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The funeral took place on September 9 at St. John's, Sidcup, the service being conducted by Canon E. Basil Spurgin (former Vicar), and Canon C. E. Webb (Vicar). The mourners were Mr. and Mrs. R. Lindsay Grant (parents), Bruce Grant (brother), Mr. J. Hindley (grandfather), Pilot Officer Newley (representing R.A.F.), Mrs. W. C. Cam and son, Mr. A. Marsh, Mr. S. Hayes and Mr. H. Todd. Representatives of Home Guard, Wardens' service, W.V.S., Sidcup Golf Club, City of London School, Old Citizens, Midland Bank (Winchester House) attended the service, together with a large number of friends.

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Flowers were sent by Mr. and Mrs. R. Lindsay Grant and Bruce, Mr. J. Hindley, Commanding Officer R.A.F. Station, Sergeants Mess R.A.F. Station, Old Citizens Rugby Football Club, Home Guard (18th platoon), Colleagues at Midland Bank (Winchester House), Sidcup Golf Club, Frogual W.V.S., Mr. and Mrs. F. Bradshaw, Colonel and Mrs. W. C. Cam and family, Mr. and Mrs. Channon, Mrs. and Miss Coleman, Miss M. Downes, Mrs. Elliott and Fred, Dr. and Mrs. Fildes and family, Captain and Mrs. Fulford, Captain and Mrs. E. Gillespie, Mr. and Mrs. Gaven and family, Mr. and Mrs. Hale and all at Burneston, Mr. and Mrs. S. Hayes, Mr. and Mrs. F. Holland and family, Miss R. Jackson, Mr. and Mrs. T. Jeffries and family, Mrs. Harbrow and family, Mr. and Mrs. C. Leng, Mr. and Mrs. W. Mills and Foky, Mr. and Mrs. N. Todd and Margaret, Peter Wilson, Mrs. J. Scanes, Friends in Upperton-road (Mr. and Mrs. Beechy, Mr. and Mrs. Cackett, Mrs. Clemence, Mr. and Mrs. Cowley, Dr. and Mrs. Hewlett, Mr. and Mrs. Shaw, Mrs. Treadgold and family, Mr. and Mrs. Whale, Mrs. Wilkinson, Mr. and Mrs. Wilson, Mr. and Miss Wood).

Sergeant (Pilot) John Austin Lindsay Grant

Service Number 1394875

K.I.A 03-09-1943 (Aged 19)

Royal Air Force Volunteer Reserve - 9 (C) OTU = 9 Coastal Operation Training Unit (See Grave Record Details CWGC)

Buried at Chislehurst Cemetery (UK)

Date of reburial: 14/06/44

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/2824491/grant,-john-austin-lindsay/>

No Mention in The Gazette.

9 Coastal Operational Training Unit -

This was formed at Aldergrove on 7 June 1942 within No 17 Group, to train long range fighter crews, equipped with Beaufighters, Beauforts and Oxfords. In September 1942 it moved to Crosby-on-Eden from where, at its peak it was producing crews for five Coastal Command units as well as two in North Africa. It disbanded on 11 August 1944, with the overseas commitment being taken over by No 79 OTU and its personnel being transferred to No 109 OTU.

Source: http://www.rafweb.org/Organsation/OTU_1.htm

The Bristol Beaufort -

The Bristol Beaufort was the only monoplane produced for the Royal Air Force that was designed from the start to satisfy the dual role of general reconnaissance and torpedo bomber.

The prototype flew for the first time on 15 October 1938 and Beauforts entered service with No.22 Squadron in November 1939, remaining Coastal Command's standard torpedo bomber until 1943.

The Beaufort operated very successfully as a torpedo bomber, but also carried out the essential role of mine layer. In the spring of 1940 they began dropping magnetic mines in enemy coastal waters and continued to do so until mid-1943.

While operating in Coastal Command, Beauforts saw action over the North Sea, the English Channel and the Atlantic. In 1942, all Beaufort squadrons were deployed to the Mediterranean and the Indian Ocean to meet a changing enemy threat. Malta-based aircraft were particularly successful in attacks on Axis shipping at a critical time in the war in North Africa.

Total Beaufort production was 1380, including 700 built in Australia.

Source: <https://www.rafmuseum.org.uk/research/collections/bristol-beaufort-viii/>

Book Sources:

National Archive Documents -

AIR 29/705/3 - 9 (Coastal) Operational Training Unit (OTU), later 109 OTU Crosby-on-Eden (UK). With appendices. 1942 Aug-1945 July. (Former Ref: IIM/FP378/1 and 1A)

Post Archive Notes -

- Killed in a crash where his Bristol Beaufort DX132 crashed on landing (Jpeg 0566).

Sergeant (pilot) John Austin Lindberg Grant.
SN 1394875

KIA 03-09-1943 (aged 19)

↳ his Bristol Beaufort PX132 crashed on landing.
(There is a N.A Doc for me to consider)

↳ See Nan Hill's page, some info on the Bristol Beaufort aircrafts. - RAF Museum.org.

↳ credit this site for bibliography and record from there for my notes.

What I can extract from the Mod files:

Birth day, 29th October 1923.
Born in Sidcup Kent.

Civil occupation: Bank Clerk.

Date of enlistment,
13.8.41

Religion, C of E.
Single.

Physical description

- > 5'6.6 inches tall
- > 30" chest
- > fair hair,
- > brown eyes
- > marks + scars,

vac. ?
H. arm ?

Died 3rd September
1943.

Served for 2 years, 22 days.

1 KIA

Killed on active service





Ms Ellie Grigsby
186 Avery Hill Road
NEW ELTHAM
SE9 2EY

HEADQUARTERS AIR
COMMAND
ACOS Career Management

RAF Disclosures
Rm 6
Trenchard Hall
Royal Air Force Cranwell
SLEAFORD
NG34 8HB
Tel: 01400 268164
email: Air-COSPers-Disclosures@mod.gov.uk

Reference: GEN 045276/18/DF

Date: 22/10/2018

Dear Ms Grigsby

Re: Sargent Pilot John Austin Lindsay GRANT RAFVR

Thank you for your recent enquiry. Please find enclosed a redacted copy of the subject's Record of Service (ROS), which I hope will be of interest to you. This record was held purely for administrative purposes and the information provided to you is in accordance with the MOD FOI Publications Scheme, all other fields have been redacted.

I apologise for the quality of parts of the copy; this reflects the condition of the image from which the print is taken.

As notified within the MOD FOI Publication Scheme information contained in a record of Service which is not within the Department's description of the information it will disclose under the publication scheme, for example medical or disciplinary information, is exempt from disclosure by virtue of sections **40** (personal data within the meaning of the Data Protection Act 1998), **41** (information provided in confidence) and **44** (prohibitions on disclosure) as its disclosure would breach Article 8 of the European Convention on Human Rights – (the right to a private and family life). The application of these exemptions is in recognition of MOD's duty of care.

We enclose a list of abbreviations to help you interpret the record. If you still require clarification as to the meaning of parts of the record of service, information can be obtained from the Air Historical Branch, who can assist with the interpretation of Records of Service. Should you wish to avail yourself of this assistance, you should send them a copy of the individual's Record of Service and death certificate. The address to contact is:

Air Historical Branch
Building 824
RAF Northolt
West End Road
RUISLIP
HA4 6NG
Telephone 0208 833 8175
<https://www.raf.mod.uk/our-organisation/units/air-historical-branch/>

OFFICIAL SENSITIVE PERSONAL

The AHB also hold information about RAF casualties and aircraft losses. Information held on RAF casualty files is released in accordance with the MOD Publication Scheme. Details about obtaining information from RAF casualty files, including application forms and details of charges are available at:

<https://www.gov.uk/government/organisations/ministry-of-defence/about/publication-scheme>

or you can write to them at the above address marking your letter RAF Casualty File Information Request. They will send you the necessary application forms.

Should you wish to enquire about medals awarded to the above, you should forward a photocopy of the subject's service records with your request to:

Ministry of Defence Medal Office (MoDMO)
Innsworth House
Imjin Barracks
GLOUCESTER
GL3 1HW
<https://www.gov.uk/the-ministry-of-defence-medal-office>

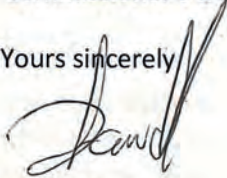
Please note: the MoDMO will require completion and return of a further declaration from prior to actioning your request for information.

When approaching either of the above departments it is of assistance if you would quote our reference within your letter text.

If you are not satisfied with this response or you wish to complain about any aspect of the handling of your request, then you should contact me in the first instance. If informal resolution is not possible and you are still dissatisfied then you may apply for an independent internal review by contacting the MOD Information Rights Compliance Team, Zone D, Ground Floor, MOD Main Building, Whitehall, SW1A 2HB (e-mail CIO-FOI@mod.gov.uk). Please note that any request for an internal review must be made within 40 working days of the date on which the attempt to reach informal resolution has come to an end.

If you remain dissatisfied following an internal review, you may take your complaint to the Information Commissioner under the provisions of Section 50 of the Freedom of Information Act. Please note that the Information Commissioner will not investigate your case until the MOD internal review process has been completed. Further details of the role and powers of the Information Commissioner can be found on the Commissioner's website, <http://www.ico.gov.uk>

Yours sincerely



Derrick Fawcett
Genealogy Caseworker

Encl.

1. Redacted copy of Record of Service
2. List of RAF Abbreviations
3. Other Sources of Information

OFFICIAL SENSITIVE PERSONAL



LIEUTENANT FRANK LANKESTER HAYNES

There is a lot about Frank's life that remains a mystery to us. Gaps in the school's knowledge start even from the date and month he was born to Horace and Margaret Haynes in 1923, leading all the way up to his death. We do know that he went on to Cheltenham School after Merton Court in 1936 (boys stayed on at Merton Court till 13+ in those days).

What we do know is Frank was serving with 887 squadron when he died. One theory our Headmaster proposed is that Frank could have been injured during Operation Goodwood the month previous and died on board the ship from injuries. During Operation Goodwood, 247 sorties were flown by the carriers and 11 of their aircraft were lost. The lack of success resulted in the use of RAF aircraft. A refit was needed and so by September, Home Fleet deployment was in progress to prepare for service in the Pacific from November. This then posed a heavy question mark over how Frank could have died if the fleet was on passage to home soil as there were no active engagements involving HMS Indefatigable for a few months.

Whilst it wouldn't have been uncommon for his body to have been released to the sea if he did die onboard, possibly wrapped in a sailcloth and weighted with rocks, this would only have happened if return to land was weeks to months away especially due to the risks of infection from a decomposing corpse on board. Could there however be another explanation?

Further research unveiled Operation Divan, a British Naval diversionary undertaking, during the passage of the JW.60 convoy through the Biornoya Passage, to mine the leads of German occupied Norway at Finnefjorden and Gibostad and to harass German shipping and to destroy military installations in the Tromsø area. The HMS Indefatigable, part of the force, sailed in unison from Scapa on September 19th but on reaching the targeted operational area, wholly unsuitable weather conditions for the planned attacks resulted in the operation being cancelled. And so, crucially, this was a failed attempt.

Then we found a digitalised archive of 887 squadron history which remarkably references our 'Lost Boy' Frank, by name, giving the real story of how he died. The archive states that Frank was killed on the 19th September when his aircraft NN249 stalled at 200ft on approach to land on the aircraft carrier the HMS Indefatigable and did a nosedive into the sea. Presumably there was an implosion when it met the sea and or Frank drowned suffering from injury. Was this due to the terrible weather conditions mentioned previously?

He was 21 years old when he died. His body was never recovered, and he is commemorated on the Lee-On-Solent memorial on Portsmouth Seafront. (We have laid a wreath for him there).

LIEUTENANT FRANK LANK

BAPTISMS solemnized in the Parish of Acton in the County of Middlesex in the year One thousand eight hundred and Seventy Seven

When Baptized.	Child's Christian Name.	Parents' Name.		Abode.	Quality, Trade, or Profession.	By whom the Ceremony was performed.
		Christian.	Surname.			
1877 August 18 th	Horace Guy Lankester	Horace Eyre r Lucy Munn	Haynes	Eastham	Surgeon	C. Murray Harvey
No. 625			Parents in the Church September 25 th 1877. aged 10. born	Non Res.	18. 1877	
1877 August 22 nd	Irma Mary	James Allan r Mary Christiana Isabella	Lammell	Acton	Bookbinder	Alfred H. Barror
No. 626				Non Res.	4 th Church 1877	
1877 August 22 nd	Charles	Charles r Louisa	Stokes	Acton	Line Waker	Alfred H. Barror
No. 627				Non Res.	27 th Dec 1874	
1877 August 22 nd	Louisa	Charles r Louisa	Stokes	Acton	Line Waker	Alfred H. Barror
No. 628				Non Res.	April 27 th 1877	
1877 August 26	Edith Elizabeth	Henry r Sarah Jane	Walker	Acton	Nursing	Alfred H. Barror
No. 629				Non Res.	July 24 th 1877	

The list of men lost at sea on the Ind

Indefatigable

Record	Official Number	Name	Age	Quality	Date of Death	Place
52042/104	-	Haynes F.L.	21	Quail	Sept 19	at sea
35844/144	5145	Mackay Henry A.	30	Quail	Sept 24	at sea
35844/144	5145	Miller Harry H.	21	Quail	Sept 24	at sea
45442/144	5145	Lawson T. W.	21	Quail	Sept 24	at sea
45442/144	5145	Widley David	21	Quail	Sept 24	at sea
45442/144	5145	Widley David	21	Quail	Sept 24	at sea
59442/144	5145	Widley David	21	Quail	Sept 24	at sea
59442/144	5145	Widley David	21	Quail	Sept 24	at sea
59442/144	5145	Widley David	21	Quail	Sept 24	at sea
59442/144	5145	Widley David	21	Quail	Sept 24	at sea
65188/144	-	Norman B.D.	18	Quail	Nov 21	at sea
71921/144	-	Gatward Wm.	24	Quail	Dec 20	at sea
44765/144	-	Davis J.A.	23	Quail	Aug 11	at sea
44765/144	-	Remond D.R.	21	Quail	Aug 11	at sea

The list of men on the ship with

388 MIDSHIPMEN

1940-contd.		1940-contd.	
Date of Birth	Age	Date of Birth	Age
William Michael Kyle Devo	1 Jan	Timothy Christopher Tweedy	1 May 2
Ronald Furr Pearson	1 Jan	Peter William Spruce	1 May 2
Richard Harold Davis	1 Jan	Francis Robert Gerrard	1 May 2
Peter Philip Col. Bateman	1 May 5	Battersby	1 May 2
John Edward Lewis	1 May 5	Edward Malcolm MacDougall	1 May 2
Roderick Malcolm Wilton	1 May 5	Larkin Andrew Forbes	1 May 2
Stephen Berrie Berthon	1 May 5	Derek Charles Godfrey	1 May 2
Dennis Van der Noot Moore	1 May 5	William James Woolley	1 May 2
John Michael Rows Carter	1 May 5	John Louis Watkinson	1 May 2
Anthony Douglas Stoddart	1 May 5	George Rigby Eagles	1 May 2
Stephen Aubrey Hammett	1 May 5	Francis Stephen Byrne Thomson	1 May 2
Charles King Anthony	1 May 4	Brian John Hennessy	1 May 2
Alan Hans Young	1 May 4	Richard Locke Hinks	1 May 2
David Glasford Gay	1 May 4	Anthony Francis Murray	1 May 2
William Gerard	1 May 4	Johnson	1 May 2
Montagu	1 May 4	Robin Robin-Williams	1 May 2
Charles Philip Bowers	1 May 4	Michael Timothy Hicks	1 May 2
John Cyril Edmondson	1 May 4	Barry Loraine Dudley Rowe	1 May 2
Kenneth James Clark	1 May 4	Derek William Napier	1 May 2
William Anthony Daniel	1 May 4	Timothy James Corbett	1 May 2
John Rae McKelg	1 May 4	William Napier	1 May 2
Richard Rowan Alroy	1 May 4	Nicholas Twigg	1 May 2
Anthony St. Clair Armstrong	1 May 4	James Hugh Miller Somerville	1 May 2
Victory John Manwaring	1 May 4	Gerard Edgar Mather de la	1 May 2
Peter Gerratt Whitton	1 May 4	Pasture	1 May 2
Williams	1 May 4	Laurence Lee Gray	1 May 2
John Anthony Lakin	1 May 4	Raymond Thomas Walker	1 May 2
Roger Martin Stafford	1 May 4	Gerard Dudley FitzGerald	1 May 2
Robert Adrian Roberts	1 May 4	John Randolph Hisham	1 May 2
Derek Lindsay Beck	1 May 4	Charles Gordon Walter	1 May 2
Michael Vaughan Harvey	1 May 4	Michael Beazil Elmley	1 May 2
Arthur John Dainton Taylor	1 May 4	John David Lanning	1 May 2
John Richard Corfield Jenks	1 May 4	Ronald Cargill Campbell	1 May 2
Harold Nicholas Bullen	1 May 4	Gonville	1 Sept 5
Edmund Roger Stone	1 May 4	Peter Frederick Condon	1 Sept 5
Clement Nevil Parker	1 May 4	Condon-Davis	1 Sept 5
John Evelyn Moore	1 May 4	Ian Alexander Scrymgeour	1 Sept 5
Peter George Roots Mitchell	1 May 3	Wedderburn	1 Sept 5
Alanar Gavin Hamilton	1 May 3	John Kane	1 Sept 5
Philip Basil Peck	1 May 3	Robin Francis Bell	1 Sept 5
Mungo Hamilton McLeod	1 May 2	Lloyd	1 Sept 5
John Blackburn	1 May 2	Foster	1 Sept 5
Sell Donald Campbell	1 May 2	John Michael Penell Davies	1 Sept 5
Harvey Patrick Fleming	1 May 2	David Arthur Houston	1 Sept 5
Anthony Guy Howard	1 May 2	Peter Humphrey Page	1 Sept 5
George Lloyd Jordan	1 May 2	Adrian James D'Arcy	1 Sept 5
Thomas Owen Helgats	1 May 2	Bridget	1 Sept 5
Peter Forbes Murray	1 May 2	Peter Duff-Sill	1 Sept 5
John Horace Edgar Colvin	1 May 2	Peter Carl Bryan Aronath	1 Sept 5
William Stevenson Crawford	1 May 2	Godfrey Charles Mitchell	1 Sept 5
Reginald Micaiah Osburn	1 May 2	Charles William Rotheridge	1 Sept 5
Dennis Michael Bryant	1 May 2	Alan Edward Harvey Sinden	1 Sept 5
John David Latham Hayward	1 May 2	John Odham Coote	1 Sept 5

A copy of LT Frank Lankester Haynes father's baptism certificate

LT Frank L Haynes was born sometime in 1923 to LT Horace Guy L Haynes (father) and Magret Haynes (mother). His father was a member of the Royal Navy and he was a surgeon. They lived at Brentwood. LT Frank L Haynes also joined the Royal Navy but as a pilot, he was a member the HMS Indefatigable Royal Navy Fleet.

HMS Indefatigable Aircraft Carrier



HMS Indefatigable was an Implacable-class aircraft carrier built for the Royal Navy during world war 2. This was LT Frank L Haynes last known place before his aircraft was lost at sea on Tuesday, September 19 1944 when he died.

LT Frank L Haynes
September 19 1944

by his father (Lankester Haynes) and Brentwood

FRANK LANKESTER HAYNES

887 Squadron, H.M.S Indefatigable Royal Navy Fleet

Born 1923

Died 19/06/1944 Aged 21

Commemorated in common grave in Lee-on-Solent Naval Memorial on a Southern coast of England together with 1924 other ~~pe~~ people.

Frank's father ~~Harice~~ Guy Lankester married Margaret Craske in 1908 in Rochester, Kent. They had four sons: William, Thomas, John and Frank. Frank's father was a doctor. Lieutenant Frank Haynes served in the W.I.I. on the H.M.S. Indefatigable, ~~was~~ an unreplaceable ~~boss~~ air-craft carrier built for the Royal Navy, completed in 1944. On 19 Sep 1944, Indefatigable sortied from Scapa Flow to attack U-boats near Tromsø but the operation was cancelled because of bad weather. This is the day that Lt Frank Lankester Haynes died.

As he is recorded on the Fleet Air Force Arm Memorial at Lee on Solent this probably means he was ~~buried~~ buried and his plane was either lost due to the bad weather conditions or shot down.



Lieutenant Frank Lankester Haines

Born: ?/?/1923

Died 19/9/1944

Aged 21



He flew in 887 squadron
in the Royal Navy.

He flew a Supermarine Seafire, the sea version
of the Spitfire, the most famous plane of WWII.

Son of Lt-Col Horace Gifford Lankester
Haines and Margaret Haines.

He had 3 older brothers William
Noel Lankester, Thomas and John.



He died when his Seafire (NN249) stalled at 200 ft
on approach land on the aircraft carrier H.M.S. Indefatigable.

His body was never recovered.

He is commemorated at
Lee-on-Solent memorial
Hampshire



S.C

Frank Lanrester

other

Information

HMS Indefatigable was an Implacable-class Aircraft carrier built for the Royal Navy during World War II. She was completed in 1944 and her aircraft made several attacks that year against the German battleship Tirpitz, inflicted only a little damage; they also targeted in Norway. The ship was transferred to the British Pacific Fleet at the end of year and attacked oil refineries in Sumatra in January before joining to invade the island of Okinawa.

Details

Date of birth: May/June 1923
 Exact date unknown
 Date of death: 19/09/44



continued from above...

Ship: HMS Indefatigable
 Cemetery: Bayspanell, Lee-
 of-50-cent Memorial - Hampshire
 United Kingdom.

Fate: Missing, presumed dead

Lanrester Haynes

by Joseph
 FitzGerald

Information



Information

Born to Mother
 Margaret Haynes and
 Horace Guy Lanrester,
 Haynes of Brentwood,
 Essex

He is ranked,

Lieutenant.

Frank Lankester Haynes

Lieutenant. RN. HMS Indefatigable

KIA: 19/09/44. Age 21.

Lee-on-Solent Memorial


A bit of a mystery. HMS Indefatigable took part in "Operation Goodwood" as part of the attacks on the German battleship Tirpitz but these ended on 24th August 1944.

There is a gap in the diary at this point and *fleetairmarchive.net* notes that she was modified for Pacific service between October and November 1944 so one must assume she was in home waters, being refitted, when Lt.Haynes died.

Did he die of wounds inflicted during Operation Goodwood??




Lt. F L Haynes




887 Squadron - HMS Indefatigable Royal Navy Fleet

Air Arm


Died aged 21 in 1944




Summary:




Lieutenant (Lt.) Frank Lancaster Haynes was a pilot on the 887 Fleet Air Arm Squadron during World War Two. He was born in 1923 to Lt.-Col. Horace Guy, Lancaster Haynes, T.D. and Margaret Haynes, of Brentwood, Essex.





Lt. Haynes sadly died at sea on 19 September 1944 as his plane approached the HMS Indefatigable. He is commemorated at Lee-On-Solent Memorial, Bay 5, Panel 1, United Kingdom.




Parents:



Lt. Haynes' father, Horace Guy Lancaster Haynes (1877-1955), known as Guy, was born at Eresham on 18th June 1877, the eldest of five children of Horace Eye Haynes, a surgeon and general practitioner, and his wife, Lucy Marion (née Jones). He was baptised at Acton (where his mother was from) on 18th August 1877.



Guy was educated at Epsom College and Downing College, Cambridge, where he was an exhibitioner. At the time of the 1901 census, Guy was a medical student in London, boarding at 2 Margareta Terrace, Chelsea. He went on to Westminster Hospital, qualifying in 1903. He practised for a period at the Children's Hospital, Shadwell, and then went into general practice at Markfield,





Lt. F L Haynes

887 Squadron - HMS Indefatigable Royal Navy Fleet

Air Arm

Died aged 21 in 1944



Leicestershire, from 1908 until the outbreak of war in 1914.



Guy served first in the 84th Field Ambulance and later commanded with great distinction the 2/2 London Field Ambulance, 56th Division, rising to the rank of Lieutenant - Colonel in the Royal Army Medical Corps.



Guy married Margaret Craske in 1908 in Rochester, Kent. Margaret was born on 21 July 1896 in Rochester, Kent and died in October



1977 age 91. They had four sons: William Noel Lankester (1911 - 1991), Thomas Lankester (1916), John Lankester (1920), Frank Lankester (1923 -



1944). The Haynes family settled in Brentwood in 1920. For 25 years, Guy was a medical superintendent of Littleton Hall, the private mental home which had been started by his father.



Early military history:



Lt. Haynes' exact date of joining the army, and completing pilot training remains unknown, however, there are records of his previous minor plane accidents:




• 12 April 1944: Lt. Haynes' Seafire 1b NX912 Henstridge plane crashed after dropping port wing while landing.




• 5 June 1944: Lt. Haynes' Seafire 1a L1056 Henstridge Aerodrome Dummy Deck Landings plane burst its tyre and landed nose up.







Lt. F L Haynes
887 Squadron - HMS Indefatigable Royal Navy Fleet
Air Arm
Died aged 21 in 1944




Final operation:




Lt. Haynes was part of Operation DIVAN, which called for three separate objectives to be met:

- 
- Create a diversion during the passage of convoy JW 60 through the Bear Island Channel,
 - Accomplish the laying of aerial mines at Finnearenen and Gibstad, and
 - Harass German forces and destroy military installations in the Tromsø Area.



HMS Indefatigable was to be the only carrier detailed for this operation, as part of a force also comprising of the Cruiser SWIFTSURE, and ten Destroyers (CASANDRA, CAPRICE, CAMBRIAN, ZEPHYR, ORIRI, OFFA, ORWELL, ONSLOW, OPPORTUNE, and OBEDIENT).



The force sailed from Scapa on 19th September 1944; however on reaching the operational area, bad weather resulted in the operation being cancelled. The 24th Wing lost a pilot on this operation - Lt. F.L. Haynes was killed when his aircraft, Seafire III with serial number NN249, stalled at 200ft on approach to land on HMS Indefatigable and dove into the sea.

Crest of the 887 Fleet Air Arm Squadron



Fleet Carrier HMS Indefatigable



August 1944: Seafires of 24 Naval Fighter Wing (887 squadron) warming up on deck before taking off HMS Indefatigable



Scapa Flow: Location of the fatal accident which killed Lt. Haynes



List of casualties on HMS Indefatigable in 1944

(Lieutenant Haynes is listed on the first line)

252

Indefatigable.

Record	Official Number	Name	Age	Quality	Date of Death	Place	Cause of Death
52049/44	-	Haynes J. L.	21	Lieut.	Sept 19	at sea	✓ Flying accident - ^{Multi Eng.} OD
35244/44	-	MacKay Harry A.	30	Yt Lt (A)	June 24	at sea	✓ Flying accident
33844/44	-	Slater Harry H.	21	Yt Lt (A)	June 24	at sea	✓ Flying accident
25442/44	-	Saunders J. W.	21	Yt Lt (A)	Aug 15	"	✓ Flying aircraft
45442/44	577019	Fielding Cyril	18	Yt Lt	Aug 15	"	✓ Flying aircraft
45442/44	58903	Waymouth Raymond	20	Yt Lt	Aug 15	"	✓ Multiple injuries aircraft accident
59442/44	-	Fairclough James	21	Yt Lt	Oct 24	at sea	✓ Flying accident
79449/44	-	King Anthony John	21	Yt Lt	Oct 24	at sea	✓ Flying accident
49092/44	577019	Fielding C.	18	Yt Lt	Aug 15	HMS Indefatigable	✓ Multiple Injuries
65188/44	-	Norman B. D.	21	Yt Lt	Nov 21	at sea	✓ Flying accident
71921/44	-	Colquhoun Walter	26	Yt Lt	Dec 20	HMS Indefatigable	✓ Flying accident
64765/44	-	Davis J. A.	23	Yt Lt	Aug 11	at sea	✓ Flying accident
44705/44	-	Reynolds G. R.	21	Yt Lt	Aug 11	at sea	✓ Flying accident

Excerpt from the obituary of Lieutenant Haynes' father in the British Medical Journal

(see penultimate sentence for reference to Lt. Haynes)

M.R. writes: Colonel Haynes was a quiet, retiring man, difficult to know well, and slow to make friends. To those who had his friendship he was a delightful companion, full of reminiscences, with a puckish sense of humour. He was keenly interested in sport, especially rugby and cricket, and had an astounding memory for batting and bowling averages, and of famous victories and defeats of the years gone by. He was a regular habitué of Twickenham and Lord's, and enjoyed taking his friends with him and regaling them with his pungent comments on the game and his memories of the "good old days." Colonel Haynes had four sons, whose careers in medicine and the Services he watched with great pride and satisfaction. The loss of his youngest son in the Navy during the last war was a blow from which he never completely recovered. To his widow and three surviving sons his friends extend their sympathy.

In Memory Of

Lieutenant

FRANK LANKESTER HAYNES

H.M.S. Indefatigable, Royal Navy who died on 19 September 1944 Age 21

Son of Lt.-Col. Horace Guy Lankester Haynes, T.D., and Margaret Haynes, of Brentwood, Essex

Remembered with Honour

LEE-ON-SOLENT MEMORIAL

Bay 5, Panel 1.



|||||
COMMONWEALTH
WAR GRAVES
|||||

COMMEMORATED IN PERPETUITY BY THE COMMONWEALTH
WAR GRAVES COMMISSION

Sources:

<https://www.cwgc.org/find-records/find-war-dead/casualty-details/2974478/frank-lankester-haynes/>

<https://www.badseysociety.uk/sladden-archive/people/261> ;

<https://www.geni.com/people/Margaret-Haynes/6000000058001917904>

<https://www.bmj.com/content/bmj/1/4924/local/admin.pdf> (see pages 1286-87)

<http://www.airhistory.org.uk/spitfire/p082.html>

<http://www.airhistory.org.uk/spitfire/p083.html>

<http://www.airhistory.org.uk/spitfire/p002.html>

https://www.royalnavyresearcharchive.org.uk/SQUADRONS/887_Squadron.htm

<https://discovery.nationalarchives.gov.uk/browse/r/r/C513596> (see Ref. ADM 104/116)

[Fleet Air Arm 887 squadron profile. Squadron Database of the Fleet Air Arm Archive 1939-1945](#)

https://www.royalnavyresearcharchive.org.uk/SQUADRONS/894_Squadron.htm

https://www.royalnavyresearcharchive.org.uk/SQUADRONS/894_Squadron.htm

Google maps

<https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2106300/lee-on-solent-memorial/>

<https://www.bmj.com/content/bmj/1/4924/local/admin.pdf>



SERGEANT AIR BOMBER THOMAS RICHARD JACKSON

Thomas is someone we need to do more research on and our 'Lost Boys' projects needs to keep running to find out more about him.

Presently, we know he was born on the 26th August 1918 in Santiago, Linderos, Chile. Thomas enlisted on February 27th 1941 and served for two years and 279 days before he was killed in action on 2nd December 1943, serving with 626 squadron of the Royal Air Force Volunteer Reserve.

From Henk Welting's database we know that his aircraft JA864 crashed at Glienicke, 14km NNW of Berlin, where all the crew; Sgt GH Brittle, Air bomber Sgt R Jackson, Air Gunner AG Luke, Pilot/Squadron Leader GA Roden, Navigator LCJ Street, Flight Engineer HA Van Hal and Sgt HW Whitmore, died.

Thomas was reburied according to the Commonwealth War Graves Commission database on December 13th 1946, where he originally was, we do not yet know. 626 Squadron was a heavy bomber squadron operating out of RAF Wickenby, Lincolnshire, whose motto was 'to strive and not to yield' – very much in the spirit of Merton Court's own motto 'Omnia Strenue', as it happens. They used Avro Lancasters; a four-engined heavy bomber. Coincidentally, Michael Bentine, the comedian, was an Intelligence Officer in 626 Squadron.

We wrote to the Ministry of Defence in 2018 to release his service file to us and we got a redacted version that told us a little about his appearance. His face is unknown to us, but we know he had brown hair and hazel eyes and was around 5ft 7inches tall.

The site of the Berlin War Cemetery was chosen by the British occupation authorities and commission officials, together, in 1945, soon after cessation of hostilities. Graves were brought to the cemetery from the Berlin area and from eastern Germany, so we know at least Thomas was in this sort of proximity. Approximately 80% of the total buried there, were airmen who were lost in raids over Berlin and the towns in Eastern Germany during the war. The cemetery contains 3,595 commonwealth burials of the Second World War and one of them is our Thomas.



Ms Ellie Grigsby
186 Avery Hill Road
NEW ELTHAM
SE9 2EY

HEADQUARTERS AIR
COMMAND
ACOS Career Management

RAF Disclosures
Rm 6
Trenchard Hall
Royal Air Force Cranwell
SLEAFORD
NG34 8HB
Tel: 01400 268164
email: Air-COSPers-Disclosures@mod.gov.uk

Reference: GEN 045275/18/DF

Date: 22/10/2018

Dear Ms Grigsby

Re: Sargent Air Bomber Thomas Richard JACKSON RAFVR

Thank you for your recent enquiry. Please find enclosed a redacted copy of the subject's Record of Service (ROS), which I hope will be of interest to you. This record was held purely for administrative purposes and the information provided to you is in accordance with the MOD FOI Publications Scheme, all other fields have been redacted.

I apologise for the quality of parts of the copy; this reflects the condition of the image from which the print is taken.

As notified within the MOD FOI Publication Scheme information contained in a record of Service which is not within the Department's description of the information it will disclose under the publication scheme, for example medical or disciplinary information, is exempt from disclosure by virtue of sections **40** (personal data within the meaning of the Data Protection Act 1998), **41** (information provided in confidence) and **44** (prohibitions on disclosure) as its disclosure would breach Article 8 of the European Convention on Human Rights – (the right to a private and family life). The application of these exemptions is in recognition of MOD's duty of care.

We enclose a list of abbreviations to help you interpret the record. If you still require clarification as to the meaning of parts of the record of service, information can be obtained from the Air Historical Branch, who can assist with the interpretation of Records of Service. Should you wish to avail yourself of this assistance, you should send them a copy of the individual's Record of Service and death certificate. The address to contact is:

Air Historical Branch
Building 824
RAF Northolt
West End Road
RUISLIP
HA4 6NG
Telephone 0208 833 8175
<https://www.raf.mod.uk/our-organisation/units/air-historical-branch/>

OFFICIAL SENSITIVE PERSONAL

The AHB also hold information about RAF casualties and aircraft losses. Information held on RAF casualty files is released in accordance with the MOD Publication Scheme. Details about obtaining information from RAF casualty files, including application forms and details of charges are available at:

<https://www.gov.uk/government/organisations/ministry-of-defence/about/publication-scheme>

or you can write to them at the above address marking your letter RAF Casualty File Information Request. They will send you the necessary application forms.

Should you wish to enquire about medals awarded to the above, you should forward a photocopy of the subject's service records with your request to:

Ministry of Defence Medal Office (MoDMO)

Innsworth House

Imjin Barracks

GLOUCESTER

GL3 1HW

<https://www.gov.uk/the-ministry-of-defence-medal-office>

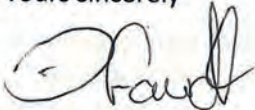
Please note: the MoDMO will require completion and return of a further declaration from prior to actioning your request for information.

When approaching either of the above departments it is of assistance if you would quote our reference within your letter text.

If you are not satisfied with this response or you wish to complain about any aspect of the handling of your request, then you should contact me in the first instance. If informal resolution is not possible and you are still dissatisfied then you may apply for an independent internal review by contacting the MOD Information Rights Compliance Team, Zone D, Ground Floor, MOD Main Building, Whitehall, SW1A 2HB (e-mail CIO-FOI@mod.gov.uk). Please note that any request for an internal review must be made within 40 working days of the date on which the attempt to reach informal resolution has come to an end.

If you remain dissatisfied following an internal review, you may take your complaint to the Information Commissioner under the provisions of Section 50 of the Freedom of Information Act. Please note that the Information Commissioner will not investigate your case until the MOD internal review process has been completed. Further details of the role and powers of the Information Commissioner can be found on the Commissioner's website, <http://www.ico.gov.uk>

Yours sincerely



Derrick Fawcett
Genealogy Caseworker

Encl.

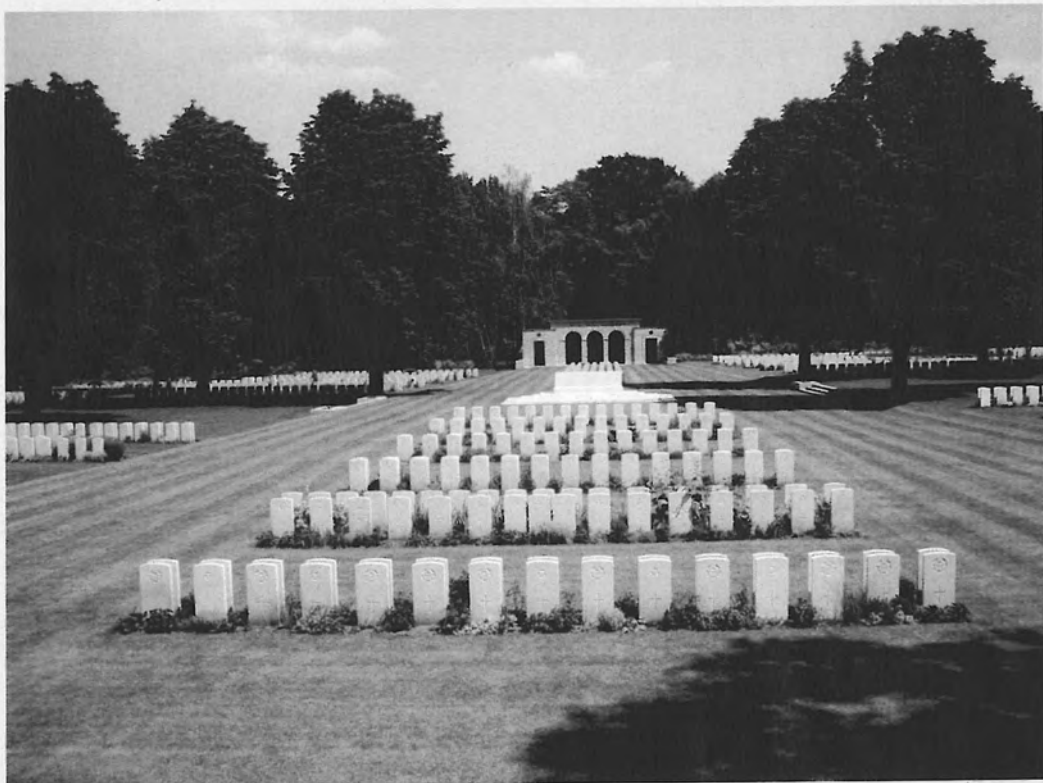
1. Redacted copy of Record of Service
2. List of RAF Abbreviations
3. Other Sources of Information

OFFICIAL SENSITIVE PERSONAL

In Memory of
Sergeant Air Bomber
Thomas Richard Jackson

1385644, 626 Sqdn., Royal Air Force Volunteer Reserve who died on 02 December 1943

Remembered with Honour
Berlin 1939-1945 War Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission

Casualty Details

Name: JACKSON, THOMAS RICHARD

Initials: T R

Nationality: United Kingdom

Rank: Sergeant (Air Bomber)

Regiment/Service: Royal Air Force Volunteer Reserve

Unit Text: 626 Sqdn.

Date of Death: 02/12/1943

Service No: 1385644

Casualty Type: Commonwealth War Dead

Grave/Memorial Reference: 5. E. 5.

Cemetery: [BERLIN 1939-1945 WAR CEMETERY](#)

NAMES
(In Full, Surname First) JACKSON, Thomas Richard

OFFICIAL NUMBER 1385644

BIRTH Date 26-8-19 Nationality British
Place: Town SANTIAGO,
Parish & County Linderos, CHILE

RELIGION 34
C of B. _____
CIVIL OCCUPATION None
Employer _____
Address _____

MARRIAGE
Wife's Maiden Name _____
Date _____ Place _____
Reason and date Marriage or Family Allowance ceased to be payable _____

CHILDREN NAMES _____
DATE OF BIRTH _____

PREVIOUS ENGAGEMENTS

Unit	Period From	To	Rank on Discharge	Former Service permitted :-
				As Service yrs. days
				Qual. Service " "
				For G.C. Badge " "
				For Prog. Pay " "
				Authy.

CURRENT ENGAGEMENT
D of P E. _____
Date of Enlistment 27-2-41
Service Commences 27-2-41
Transferred from _____ Date _____ Authy. _____
Extended for _____
Prolonged for _____
Re-engaged for _____

DESCRIPTION

	Height		Chest	Colour of			Marks, Scars, etc.
	Feet	Inch		Hair	Eyes	Complexion	
On Entry	5	7	35 1/2	Brd	Bzl	psk	YACC 21A
- Extn.							
- Re-en.							
- Transf							

MISCELLANEOUS

Rec. for trg. as Pilot
Authy MACSE. 22171. 28-2-41.
ANNUAL FILMING MAR 1944
ANNUAL FILMING DEC

2-12-43
P. 411337/43
ISS

TRANSFER TO RESERVE
Date _____ Para. _____ K.R. _____
Mobi. Stn. _____
Annl. Trg. Date _____
Recall from Reserve (Date) _____

DISCHARGE
Date 2.12.43 Para. _____ K.R. _____
Cause Killed in Action
Total Service 2 years 279 days
Qual. Service 2 - 245
Pension Award _____

Particulars of Medals, etc.	Authy & Date	DATE		Stock Bk. Ref.	
		Entered	Discontinued	Page	Book

PC air

Killed in Action 2/12/43

WAR GRATUITY
Rate 4/SGT months 33

GOOD CONDUCT BADGES

Authy.	1st. 2nd. 3rd.	A. D. R.	Date of Effect.

DSB
18/10/44
WVS

SERVICE DOCUMENTS CHECKED

Type	Issued	Date	Issued	Date	Issued

B367



LIEUTENANT RICHARD DAYMOND KIDNER

The military casualties incurred by the UK during the World Wars dwarf anything that has occurred since, however there were a portion of men that died serving with the military not through conflict, or animals like horse kicks, but by sheer accident. As Europe celebrated the surrender of German forces on VE Day (Victory in Europe) thousands of British, Commonwealth, and Allied forces personnel were still involved in bitter fighting in the Far East, grappling with unrest in war-torn countries and ensuring a safe withdrawal from countries takes time. When the Fascist regime collapsed in 1943, after the political fall from power of Dictator Benito Mussolini, Italy capitulated, and the territory of Trieste was occupied by German forces. The Yugoslav 4th Army and the Slovenian 9th Corps entered Trieste on May 1st, 1945, after a battle in the town of Opicina. The New Zealand 2nd division arrived quickly after and forced the surrender of some two thousand German soldiers holding out in Trieste who had refused to capitulate to the Yugoslav troops fearing execution. After multifarious truce negotiations between New Zealand and Yugoslav soldiers occupying the area, British General Sir William Morgan carved up the territory and ordered the removal of the Yugoslav presence and this was executed by mid-June of 1945 drawing out the 'Morgan line.' This acted as essentially a 'buffer line' between the Yugoslavs and the Italians, both of whom laid claim over the territory. It was not until September 1947, until the peace treaty between the United Nations (UN) and Italy was ratified, establishing the Free Territory of Trieste. However, the territory never received its planned self-government and it was maintained under military occupation respecting the administrative division into two zones as decided by the Morgan Line: Zone A, (including Trieste), was administered by British and American forces, while Zone B, was administered by the Yugoslav People's Army. It seems Richard was a part of the law enforcement military presence intended as 'peace keeping' in Trieste whilst territory ownership was contested.

Richard was born in Bromley on December 30th, 1920, to Arthur and Mabel Kidner, and was christened at Holy Trinity Church, Bexley. His father was educated at Cambridge and was in the First Secretary's Office at the General Post Office at the time of his marriage in 1909. By 1935 he was controller of stamps at Somerset House and eventually became Director of postal services at the Royal Mint. Arthur died in 1948, just two short years after the tragic death of his son.

After his education at Merton Court, Richard was educated further at Westminster School where he was a non-resident King's Scholar, winning the Ireland Prize twice, for Latin Verse and once for Greek Verse. He gained a scholarship to Christchurch College Oxford in 1939 where he received his Bachelor's degree before being gazetted Lieutenant in the Royal Artillery on November 4th, 1941, when he was 21 years of age. Throughout his schooling he was a decorated student praised for his academic abilities including his popular delivery of '*Latin verses to the inspiration of the hottest collection of Jazz records.*' (1940).

Richard died accidentally in Trieste, Italy, on February 15th, 1946, whilst serving as Captain with the 64th Battery of the 3rd Field Regiment of the Royal Artillery. Richard was severely injured from a car accident and despite being hospitalised he died that same day from his catastrophic injuries.

He had left the Regiment's base at Gradisca to attend a course in Persian but hit another vehicle in San Giorgio.

Arthur and Mabel wrote to Christchurch College on March 22nd, 1941, to tell them their precious son had died in an accident. He was buried nearby the next day in the Udine War Cemetery, Italy (Plot III, Row D, Grave 12). Burials in the cemetery include casualties from the last few days of the war in Italy, some earlier POWs and Air Force casualties, later garrison burials and some from the

70th General British Hospital which was in Udine for several month from 1945. It is therefore reasonable to perceive Richard was treated at this hospital and died there as they couldn't save him.

The Elizabethan, (college paper) spoke with humour about Richard in their 550th issue saying he had *'decided that sleep is really an unnecessary luxury, to be indulged in only as a short respite between the exigencies of Duke of Ellington and Bishop Berkely.'* Richard was obviously treasured and admired for his spirited attitude to life and time.

Lt Richard Daymond Kidner

Service Number 212790

K.I.A Friday 15/02/1946 (Aged 25)

64 Battery, 3 Field Regiment, Royal Artillery

Commemorated / Buried at Udine War Cemetery (Italy)

Reburied N/A

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/2817773/kidner,-richard-daymond/>

Mentioned in the London Gazette on 4th November 1941 on his commission as a Lt.

Source: <https://www.thegazette.co.uk/London/issue/35333/supplement/6364/data.pdf>

Also, his father receives mention in the London Gazette for his clerical work in 1902. (17th October, 4th and 7th November 1902)

Richard attended Christchurch College, Oxford University - suggestion he could be a T/Captain:

Richard was born in Bromley, Kent to Arthur Richard Kidner and his wife, Mabel Wakeley. His father who had been educated at Cambridge, was in the First Secretary's Office at the General Post Office at the time of his marriage in 1909. By 1935, he was Controller of Stamps at Somerset House and, eventually, became Director of Postal Services at the Royal Mint. He died in 1948.

Richard was educated at Westminster and matriculated in 1939 having been awarded the Weston Exhibition. He was up at Christ Church for two years and was Gazetted Lieutenant in the Royal Artillery on November 4th 1941.

He died, accidentally, in Trieste on February 15th 1946 whilst serving as a Captain with the 64th Bty, 3 Field Regiment of the Royal Artillery.

Source / Further Reading: <https://www.chch.ox.ac.uk/fallen-alumni/captain-richard-daymond-kidner>

National Archive Documents -

WO 170/7913 - Field Regiments: 3 Regt. - Jan-June 1946

WO 170/4727 - Field Regiments: 3 Regt. - 1945 Apr.- June, Dec.

WO 170/4726 - Field Regiments: 3 Regt. - 1945 Jan.- Mar.

Post Archive Notes:

- Arrived with 3 FD Regt. on 22 December 1944 from Hospital.
- Took over command of F Troop of 521 Battery. (Jpeg 0601)
- Injured in a car accident on 15th February and sadly died in hospital the same evening.
- Buried on 17th February. (Jpeg 0500)

Lieutenant Richard Raymond Kidner

64th Bt, 3rd Field Regiment of the Royal Artillery - Service number 212790

(December 30th 1920 - February 15th 1946)

Richard was born in Bromley, Kent to Arthur Richard Kidner and his wife, Mabel Wakeley. His father who had been educated at Cambridge, was in the First Secretary's Office at the General Post Office at the time of his marriage in 1909. By 1935, he was Controller of Stamps at Somerset House and, eventually, became Director of Postal Services at the Royal Mint. He died in 1948.

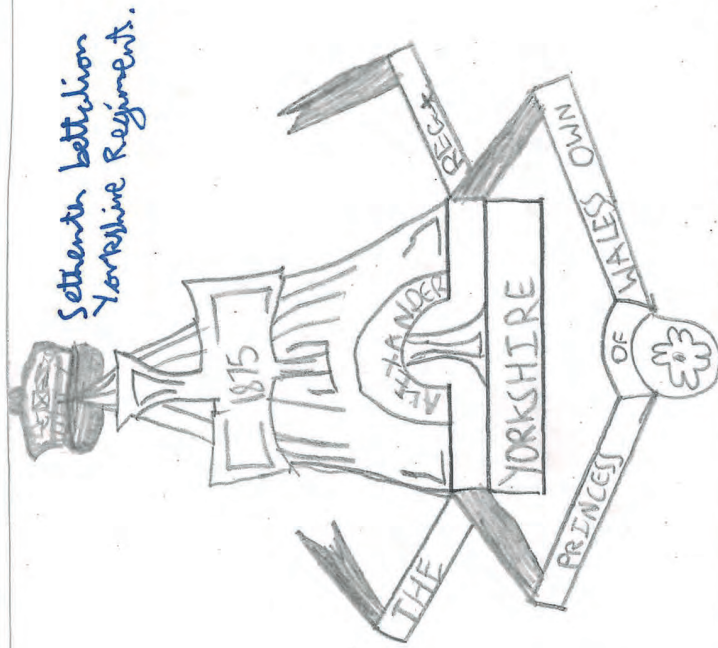
Richard was educated at Westminster and matriculated in 1939 having been awarded the Weston Exhibition. He was up at Christ Church for two years and was Gazetted Lieutenant in the Royal Artillery on November 4th 1941.

He died, accidentally, in Trieste on February 15th 1946 whilst serving as a Captain with the 64th Bty, 3rd Field Regiment of the Royal Artillery. Richard is buried in Udine War Cemetery Plot III, D.12.



Captain Lewis Wellbenger Goldsmith,

Born: 9th July 1895. Died: 5th November 1916

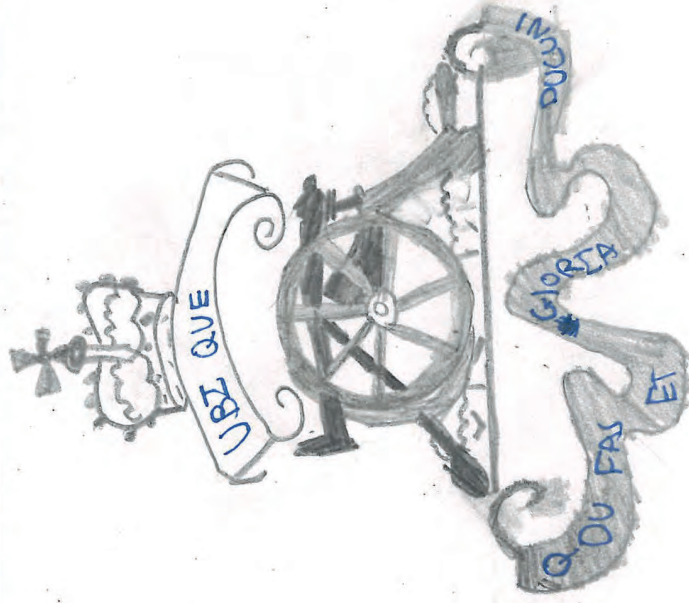


**JACOB
GANE**

7th Battalion
Yorkshire Regiment.

Captain Richard Daymond Kidner

Born: December 30th 1920 Died: February 15 1946



He was born in Devon to Francis and Mary Goldsmith, moved to Sidcup and started school at Merton Court Preparatory. He then went to King's school and was due to go to Oxford but went to war instead.

He was killed in action during the battle of the Somme after leading an attack on the enemy trench.

He was born in Bromley to Arthur and Mabel Kidner. He started his education at Merton Court. Then he went to Westminster school before he went to Christ Church college Oxford. He joined the royal artillery in November 1941, he was killed in Italy on November 15th, 1945 when he died.

SCHOOL PRIZES

The most important School prizes awarded during the School year, 1937-8, were won by the following :—

- Mure Scholarship (Classics)—D. F. Pears.
 Ireland for Greek Verse—R. D. Kidner.
 Ireland for Latin Verse—R. D. Kidner.
 Waterfield for Latin Prose—1st, No Award.
 2nd, W. P. W. Barnes, K.S.
 Phillimore for Latin Translation—A. C. H. Barlow, K.S.
 Rouse Ball for Mathematics—E. N. Skrender, K.S.
 Neale for History—M. Kinchin Smith, K.S.
 Goodenough for Modern Languages—J. A. Staynes, K.S.
 O.W.W. Masonic for Science—I. R. Clout.
 Sykes Memorial for Divinity—M. Kinchin Smith, K.S.
 Vincent for English Literature—M. T. Cherniavsky, K.S.
 P. H. Lloyd Jones, aeq.
 Phillimore for English Essay—R. H. F. Carlyle, K.S.
 Gumbleton for English Verse—M. Kinchin Smith, K.S.
 Knapp-Fisher for Music—R. D. Rich.
 Troutbeck for Orations (Year Prize)—F. E. Noel Baker.

Altogether 71 prizes were awarded during the year, and a full list of their winners will be found in the School Roll published at the end of Election Term.

CORRESPONDENCE

POINTS FROM LETTERS

The Ashburnham House Choir which sang "John Peel" in the music competitions last July, sang "gay" instead of "grey." Apologies are offered to all concerned.

C. S. JAGGER.

D. H. R. Archer was the winner of the Junior Vincent Prize last term, and not R. K. Archer, as was stated in our last issue.

R. K. ARCHER.

To the Editor of THE ELIZABETHAN :

Sir—Though Vincent Square is dug up, I believe that we still have a right to its use. May I suggest, therefore, that the O.T.C. is allowed to use the trenches—on their completion; this would give us valuable experience of the actual conditions of warfare.

I am,
 Yours hopefully,
 V. G. H. HALLETT.

THE SCHOOL MISSION JUBILEE

OCTOBER 1888—1938

A meeting of the supporters of the School Mission was held at 8.15 p.m. on Saturday, October 22nd, in the School Gymnasium. The Dean of Westminster presided and after making reference to the flourishing history of the Mission, the Agenda for the meeting were considered.

The Annual Report and Accounts for the year were passed and then followed the election of officers for the coming year. Sir Arthur Knapp then reminded us of the original conception of the Mission, "that the School should undertake some special Mission work and that the assistance of Old Westminsters should be invited," laid down at the first meeting on October 22nd, 1888. He hoped that in future some readjustment to this original plan of combined co-operation and responsibility between Masters, the School and Old Westminsters, with the Mission might be achieved.

The Head Master then spoke, welcoming us all in the name of the School and hoping that Sir Arthur's wish would be fulfilled. He thanked Sir Arthur for his untiring work on behalf of the Mission which he had given so cheerfully and unselfconsciously throughout his long connection with the Mission. He then asked the Dean to make the presentation to Sir Arthur of an electric magnifying glass. Sir Arthur, in thanking the Dean for this gift, said how much he had to thank the Mission for providing him with an absorbing and congenial interest after his return from India. He also wished to express his appreciation for the gift that Hurstpierpoint School had made to the Mission. Captain Stuart Horner then proposed a vote of thanks to the Dean for his presence and help. He pointed out that at the 1888 meeting the Dean was supported by two members of the Chapter and he hoped that once again we might have their valued support.

Entertainment was then provided by the Mission and School.

First we saw a boxing match between J. Graham of Napier Hall and E. Phillips of Lammas Hall. This was followed by a demonstration of Drill by a trained squad and recruit squad of cadets from Lammas Hall.

In view of the fact that it is hoped to start fencing at Napier Hall, M. A. Pears and R. E. Nye of the School, gave an exhibition of Foil and Sabre. Some Table Tennis matches between members of Napier Hall were held with great

finer champion than this man in whom new vision is combined so happily with a deep sense of tradition. The only incongruity was the slightly nasal voice as it came over the amplifiers, giving one the unusual sensation in that historic hall, of being tuned in to an American short wave radio station. When he had concluded, the High Commissioner for Canada gave a moving address, which was followed by Sir Maurice Gwyer (O.W.), an old student of the House, and the recently appointed Chief Justice of the Supreme Court of India. After this Mr. P. G. Wodehouse was vociferously called upon, but he refused to rise.

Gradually the guests broke up into little gatherings, renewing old friendships or making new contacts, and the Hall eventually emptied. Before the night was over we had to put in operation the age-old ritual of putting one of our number to bed!

Now, when Europe is in convulsion, it is good to remember moments such as these, when life displayed its civilised and ancient arts to the full, and gave promise that the present chaos was merely the birthpangs of the Age of Peace. But it seems clear that the individual will still play the important part in the development of history that he has done hitherto, despite the prevalence of suffocating political regimentation, and so it is in conclusion that we would fervently endorse that parting prayer of Queen Elizabeth: "Farewell, dear Oxford; God bless thee and increase thy sons in number, holiness and virtue."

M. F. M. C.

OXFORD LETTER

Sir,

It can seldom have been the lot of an Oxford Correspondent to describe a stranger term than that which is now rapidly coming to its close. For Oxford, in common with all centres of learning, has been facing a veritable crisis in its history, in which step by step the needs of education have had to give place before the requirements of war.

But this time it has been decided that University life shall continue, and consequently the term

has proceeded in far more normal conditions than many had thought would be possible. The changes are, of course, numerous: two and sometimes three Colleges are often housed inside a single building, with the result that there has been much room-sharing; the luxury of having meals in one's own rooms is likewise a thing of the past. "Calling-up" has led to a change in the curriculum, since the usual "schools" have been broken up into a series of sectional examinations, one of which has to be taken each term.

Oxford retains, however, much of its gaiety, and even the war has its advantages. The New Theatre has launched forth into an unprecedented run of West End attractions, most notable of which has been the visit of Mr. John Gielgud (O.W.) and an all-star cast to perform "The Importance of Being Earnest"; and even the black-out has made up for its drawbacks by showing unimpeded for the first time the beauty of Oxford by moonlight.

But we stray, sir, from the object of our letter, for your desire to hear of the doings of the colony of Old Westminsters is still unsatisfied. That colony is still a large one, though it is lacking in third and fourth-year men, and it continues to distinguish itself in many fields. Mr. Cherniavsky now lives in Trinity in company with a radio-gramophone which the last owner of his rooms forgot to take away with him; Mr. Orbach, looking naively oriental, is to be seen among the organisers at Conservative meetings; Mr. Castellain is said to be keeping white mice in his rooms in Christ Church; and Mr. Oliver Dick is reported to be still making up his mind whether to read History or "Modern Greats." The Freshmen are also to be seen at the usual undergraduate haunts: Mr. Hallett lives in a garret in Queen's and meditates on the pros and cons of the Catholic Church; Mr. Kidner does Latin verses to the inspiration of the hottest collection of Jazz Records in his College, and Mr. David Pears does this rather more successfully to the pleasanter accompaniment of Beethoven. Mr. Carlyle has helped the B.N.C. Boat Club to win some races, and Mr. Woodward has continued his career on the stage by appearing in a performance of Shelley's translation of Goethe's "Faust." Mr. Kinchin-Smith, that unflinching opponent of militarism, has betrayed all his principles by

joining the University O.T.C., while Mr. Walker-Brash and Mr. Meyer have both been seen at the Freshmen's Sport, where the former increased his athletic fame by winning the "putting the weight" event.

Such, sir, has been the Michaelmas term—strange and uncertain, but not lacking in the pleasures which Oxford can bestow. Among those who have tasted these pleasures for the first time and found them good is he who has the honour to call himself

YOUR OXFORD CORRESPONDENT.

CAMBRIDGE LETTER

Dear Sir,

Despite the wildest rumours propagated by various means, that all lecturers' stipends were to be suspended, that the Universities were to close down for the duration of the war, and other similar ribaldrous statements, many Old Westminsters find themselves once again at the end of a Cambridge term.

It is, of course, true to say that we miss very greatly our friends who have left the University prematurely, in order to join the armed forces, but it is, nevertheless, clearly of major importance that University life should continue so far as possible.

It is as yet early to foresee what developments may occur; suffice it to say that the "black-out" is an item of great inconvenience to all, not least to the Proctors!

The recent successes of Old Westminsters at Cambridge, Mr. Barlow's award of a College Exhibition at Trinity in Law, the good record of "Firsts" obtained last term, these are perhaps past history now. Of the present, we see Mr. Hogg as President of the 3rd Trinity Boat Club, his eight coxed by Mr. Skrender.

Mr. Huxley, we learn, continues to carry out his extensive physiological investigation of national importance, the nature of which we do not know.

From the more trivial side, we cannot but help notice Mr. R. L. Batten, by the absence of his recently-grown beard. So absorbed was he in its cultivation that he omitted even to turn up for his M.B. examination!

Mr. Wilkinson we find exiled, writing his "Tristia" no doubt for his supervisor, on the far side of the Cam.

The trek to his abode in Kimberley Road is accomplished most days by Mr. Adams, who may be found at early hours in the morning, crazily and angrily riding his Œstrous cycle to the Medical School, a danger to the public and to himself. He has already been the cause of a very narrow escape for two Newnham medicos, whom he nearly precipitated beneath a bus.

We welcomed most heartily in Cambridge certain Old Westminster students evacuated from the University of London.

Messrs. Glanfield and Grewcock reading economics are living at Peterhouse, where they are cheerfully horrified at the expense of living in Cambridge.

Of the present appearance of Cambridge there is little to be said. Sand-bags and gas-detectors scar some of our finest courts. The glass of King's Chapel is replaced by hideous boarding. The ugliness of war thrusts itself upon us in all directions. The "backs," nevertheless, still maintain their traditional beauty and fascination unmarred by any war.

Cambridge weather has, I fancy, been mentioned before in such letters, and it requires no comment. It need hardly be added that cold, drenched, but thoroughly cheerful and happy, arguing over the preposterously exorbitant coal and electric light bills, you would most undoubtedly find

YOUR CAMBRIDGE CORRESPONDENT

LOST

The Captain of the King's Scholars would be grateful to receive information concerning the whereabouts of any volume (or volumes) of the Westminster School Games Committee Ledger previous to 1930. The existing volume begins in 1930, but there is no record of any meetings before then. If former Secretaries of the Games Committee know anything about other ledgers, the Captain of the King's Scholars would be very pleased to hear from them.

office manner and his privileged pronoun for a few rash moments and divulge a secret: *Reader, there is a war on.*

Now this has no doubt been urged before; indeed, many people may have noticed it for themselves by now. The Government, for instance, have reduced our supplies and we are rationed in all the things that make food worth eating. We, too, must ration our readers. They have done nothing to deserve it, nor have we. But unless some generous reader can afford to make an equally generous gift to THE ELIZABETHAN before next term, there is no hope of more than one number a term for the time being.

This, reader, is not an apology—"the Editor seldom feels it necessary to justify his policy," if we may be allowed to misquote from memory a former writer in this column—this is a rebuke. We are sorry if you have not received a December ELIZABETHAN, and we are sorrier still if you received one and did not like it. But we are not going to be put off.

SCHOOL NOTES

THE FOLLOWING HAVE BEEN ELECTED TO CHRIST CHURCH:—

TO SCHOLARSHIPS:—

- T. J. Brown, K.S. (Classics).
- M. W. Sweet-Escott, K.S. (Classics).
- N. J. P. Brown, K.S. (Classics).

TO EXHIBITIONS:—

- J. P. Johnston, K.S. (Natural Science).
- M. P. L. Hamburger (Modern Languages).
- L. A. Wilson (Head of Grant's), G. M. Woodwark (Head of Homeboarders), and D. H. R. Archer (Head of Rigaud's) have been appointed School Monitors.

The following elections have been made by the Games Committee:—

- To be Captain of Cricket—K. A. H. Hinge.
- To be Head of the Water—P. B. Taylor.
- To be Secretary of Football—I. A. Renny.
- To be Secretary of Cricket—R. W. Young.
- To be Secretary of the Boat Club—J.D.Lever.

We welcome to the Abbey as Canon and Rector of St. Margaret's the Rev. Alan Campbell

Don, Chaplain to the King and to the Speaker of the House of Commons.

School Confirmation will take place on May 25th, not, as is usual, this term. The service will be held in Bromyard Parish Church.

The Mure Scholarship has been won by R. W. Young, K.S.

On Saturday, March 15th, half term, and again on Ash Wednesday the whole School met for morning Abbey in Bromyard Parish Church. There was an address by the Head Master on both occasions.

There was no Pancake Greaze this year.

THE ELIZABETHAN

The Editors apologize for the following errors in the last issue of THE ELIZABETHAN.

Mr. Willett's term time address as Hon. Secretary of the Westminster School Society at New Road, Bromyard, is No. 20, not No. 40, as previously stated.

Derek Keppel Coleridge O'Malley, Flying Officer, R.A.F.V.R., was killed in action on September 15th, 1940, not on active service.

A. K. N. Williams Treffgarne was stated to have divided the Robert Ross Scholarship at the Slade School of Fine Art. His initials should read A. R. H.

We must also apologize for the inordinate number of copyist's errors that appeared in Mr. Lionel James's letter on Rutherford on page 80. In line 8 of the first column for *censured* read *claimed*; in line 14, for *bitter* read *little*; in line 18, for *my* read *any*; and in line 17 of the second column, for *to* read *the*.

AN OXFORD LETTER

Sir,

We are now more than half-way through a term that began with the promise of a frost to equal the great frost of the early months of last year. We were disappointed in our hope; this year there was to be no ice hockey on Christ Church meadow, no skating by moonlight on the Cherwell. Heavy and frequent falls of snow brought with them the acute discomforts of cold with none of the compensating advantages, and we were thankful enough when the grass of

Peckwater became green once more. A scare at the beginning of the term resulted in elaborate arrangements being made for fire watching and roof spotting, but fortunately there has not been as yet the slightest excuse for putting these to the test, though most undergraduates are officially performing some A.R.P. duty. The O.T.C., or rather the S.T.C.—the difference, we are told, is that the former trained us to be Brigadiers, while the latter is training us to be Bombardiers—has provided considerable surprise and merriment to the university by issuing the whole of the Artillery Unit with genuine battle-dress, and the R.A.C. Unit with a wonderful uniform that looks at a distance as if it were made of the most beautiful black satin. A minor sensation occurred when Mr. Kinchin Smith appeared on parade with a Coronation riband to brighten the gloom of his battle-dress, and, when another O.W. was bold enough to follow his example, one of the Permanent Staff Instructors forgot himself so far as to exclaim:—"So you've got one of those something fancy medals, too!"

In one of his lighter moments Mr. Barrington-Ward suggested that all the Christ Church O.W.W. should descend together on Bromyard in one small motor vehicle. It is only to be regretted that lack of petrol makes this delightful suggestion somewhat impracticable. In spite of the difficulties of transport we received a welcome visit early in the term from Mr. Adams and Mr. Staynes, who ventured the perilous journey from their fenland seminary. We nearly lost Mr. Flanders when the eight in which he was rowing was dashed headlong over Iffley Weir in many small pieces, but he succeeded in depriving the lock-keeper of salvage money by striking out boldly for the bank, in company with the rest of the crew. Mr. David Pears is usually to be found in Christ Church playing Battleships with Mr. Lloyd-Jones. Mr. Seale is still occasionally to be found cycling down St. Giles with the top of his head just visible from beneath swathing bands of pink scarf. Mr. Instone is entertaining us all with his experiences of coal-mining and journalism, while Mr. Kidner has decided that sleep is really an unnecessary luxury, to be indulged in only as a short respite between the exigencies of Duke Ellington and Bishop Berkeley. Mr. Carlyle and Mr. T. J. Brown are flirting with the newly-founded Ballet Club, while Mr. Kinchin

Smith executes the business of his numberless societies to the accompaniment of the Bandits' Club Orchestra stamping holes in his ceiling. And now, sir, as we have trespassed on your time for long enough with these triflings, we remain,

YOUR OXFORD CORRESPONDENT.

A CAMBRIDGE LETTER

Sir,

I have always had theories about the writing of Cambridge letters, but with the Tripos only twelve weeks away, and Cambridge what it is, I find myself without the time to put them into practice. Lacking the imagination and wit to describe an imaginary bicycle tour of Cambridge (which, anyway, would have been blatant plagiarism), and recollecting the discovery of one of my recent predecessors that all Cambridge letters were merely rehashes of yet earlier efforts, I decided owing to my innate love of truth, to make a real bicycle tour. I had hoped thereby to add that touch of realism that makes all the difference to a description. But under pressure of work, O.T.C. and other activities, I lack the time (and also the bicycle, since Mr. Skrender purchased a padlock which defies even my abilities as a cracksman) for this experiment.

Life here seems to go on much as usual; the war has fortunately not affected us in the way of material damage. The political life of Cambridge continues to be active, and the Undergraduate Council has been making very strenuous efforts to prevent the Proctors from assuming the power to ban political meetings. Freedom, they keep telling us, is in peril. People seem to work rather harder now than in peace time, and Cambridge has toned down very much in the way of rowdyism and practical joking, except for occasional attempts by Rigger toughs, rowing men and other reactionaries to break up the more left-wing political meetings. Hence the action of the Proctors, who have reason to fear breaches of the peace.

Of the Old Westminster colony Messrs. Clout and Skrender are the patriarchs, being the only Third Year men in residence. Mr. Clout lives at the joint expense of Trinity and H.M. Navy, and does himself very well on it. Mr. Skrender is seldom seen and appears to work very hard.

Lieutenant Richard Raymond Kidner

64th Bty, 3rd Regiment of the Royal Artillery - Service number 212790

Born: December 30th 1920

Died: February 15th 1946

Richard was born in Bromley, Kent to Arthur Richard Kidner and his wife Mabel Wakeley. His father who had been educated at Cambridge, was in the First Secretary's Office at the time of his marriage in 1909. By 1935, he was Controller of Stamps at Somerset House and, eventually, became Director of Postal Services at the Royal Mint. He died in 1948.

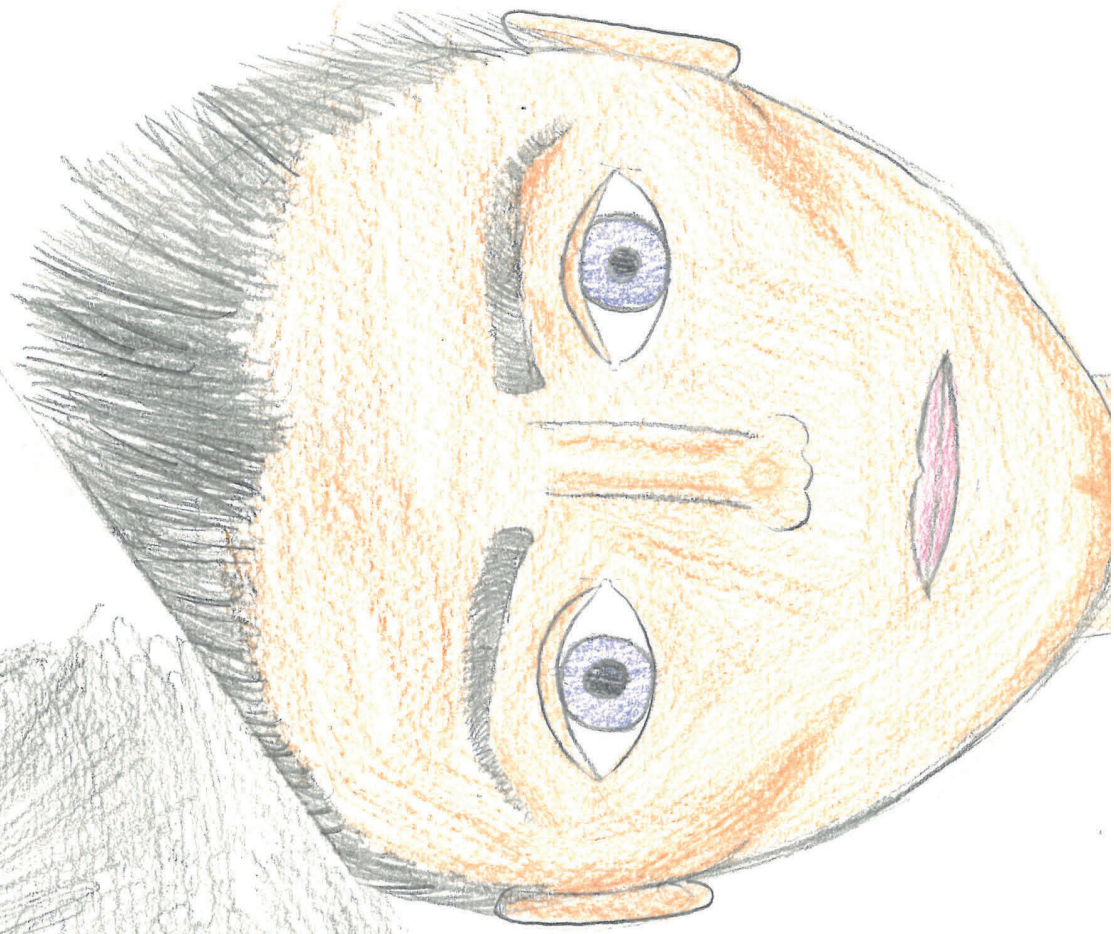
2. He died, accidentally, in Trieste on February 15th 1946 whilst serving as a Captain with the 64th Bty, 3rd Field Regiment of the Royal Artillery.
3. The 70th General British Hospital was located in Udine from May 1945 till November 1945 then moved to Vienna.
4. Richard was educated at Westminster and matriculated in 1939 having been awarded the Weston Exhibition. He was up at Christ Church for two years and was Gazetted Lieutenant in the Royal Artillery on November 4th 1941.

- His parents wrote to Christ Church on March 22nd. They were living in Seppord, Sussex.
5. Richard is buried in Udine War Cemetery Plot III.D.12.



Lest We Forget

ALINA



Lieutenant
Richard
Daymond
Kidner

Elected to Triplett Exhibitions for three years :

G. B. N. Hartog (£30); J. C. Cherry (£20);
R. A. J. Eggar (£20); A. K. Milne (£20);
P. B. Williamson (£10).

A Triplett Gratuity of £10 was awarded to J. R. Squire.

THE CHALLENGE, 1933.

THE following have been elected to :

Resident Scholarships.

- J. D. W. Geare (Westminster School, and Mr. G. A. Wathen, The Hall, Hampstead).
J. W. Griffiths (Mr. A. H. Linford, Downsend, Leatherhead).
E. S. Meyer (Froebel Educational Institute, Colet Gardens, W. 14).
G. C. Castellain (Rev. H. W. Waterfield, Temple Grove, Eastbourne).

Non-Resident Scholarships.

- A. T. P. Harrison (Rev. W. R. M. Leake, Dulwich College Preparatory School).
J. M. Tasker (Westminster School, and Mr. Hickson, Oldfeld, Swanage).
J. K. Morland (Rev. A. R. Wells, Heath Mount, Hampstead).
R. D. Kidner (Mr. J. E. Blakeney, Merton Court School, Foots Cray).

Exhibitions.

- I. E. Geffen (Westminster School, and Mr. D. Gill, Devon House School, W. 11).
E. N. Skrender (Mr. E. G. W. Rudge, Malvern House School, Folkestone).
I. R. Clout (Westminster School, and Dr. E. Evans, Vernon House School, N.W. 2).
R. D. Rich (Mr. G. K. Thompson, The Grange, Stevenage).

THE ELIZABETHAN.

THE following are officers for this year :

Editor.—R. M. Robbins.
Hon. Secretary.—J. Alderson.
Hon. Treasurer.—W. J. N. Burch, Esq.
Assistant Literary Editor.—R. D. Barlas.

PRINCIPAL SCHOOL PRIZES
AWARDED IN THE COURSE OF THE YEAR
ENDING ELECTION, 1933.

Ireland Prizes.—*Latin Verse* : G. B. N. Hartog.
Greek Verse : No award.

Phillimore I.—*Latin Translation* : G. B. N. Hartog. *English Essay* : R. D. B. Clark.

Phillimore II.—*Greek and Latin Compositions* : G. B. N. Hartog. *English Compositions* : R. D. B. Clark.

Waterfield Latin Prose.—1st Prize : No award.
2nd Prize : G. B. N. Hartog.

Gumbleton English Verse.—1st Prize : No award.
2nd Prize : R. D. B. Clark.

Vincent Prize.—R. E. Pattle.

O.W.W. Masonic Lodge Prizes for Science.—*Essay* : J. R. O'Brien. *Practical* : C. G. F. Strother-Stewart.

Cheyne for Mathematics.—*Senior* : S. J. B. Boycott. *Junior* : A. F. Huxley.

Rouse Ball for Mathematics.—*Senior* : G. D. Everington. *Junior* : P. Russell.

Marshall Memorial Prizes.—*C.VII* : A. M. Armstrong. *Hist.VII* : K. de K. Bury and D. F. Hubback, æq. *M.VII* : J. R. Squire.

Marshall Prize.—*C.VI* : J. P. Ravne.

Troutbeck Oration Prizes—3rd Trial.—*Senior* : R. D. Barlas. *Junior* : S. A. R. Asquith.

Knapp Fisher Music Prize.—M. H. Matthews.
P. G. L. Webb Music Prize.—E. N. Grace and P. B. Williamson, æq.

Stebbing Prize.—E. H. Seward.

Mitchell Empire Essay Prize.—J. D. Mair.

Goodenough Medal for Modern Languages.—E. Graham-Little.

Clifton Gordon Reading Prizes.—*Senior* : H. B. Ball. *Junior* : S. A. R. Asquith. *Intermediate* : G. E. D. MacBride.

Toplady Scripture Prizes.—*Senior* : J. D. W. Geare; 2nd, G. B. H. Fletcher. *Junior* : J. D. Stocker.

Rev. A. Jones' Prize for Geometry.—G. D. Everington.

Mure Scholarship.—R. D. B. Clark.

Mure Prize.—R. M. Robbins.

Eastlake Drawing Prize.—H. V. King.

Digniora Prizes.—E. H. Seward, F. S. White, F. L. Simpson, J. S. Ridley, J. C. Morton, G. D. Everington.

Sir Henry Lucy Drawing Prizes.—H. S. Howard, C. J. G. Lonsdale, H. M. P. Thomas, J. G. Boyd, G. O. Nares, P. P. Howell.

Neale History Prizes.—1st, D. F. Hubback; 2nd, J. D. Mair.

FIRST CLASS HONOURS

GAINED SINCE ELECTION, 1932, BY
PRESENT AND FORMER MEMBERS OF THE
SCHOOL.

- E. D. Adrian, M.D., F.R.S., the Nobel Prize.
G. B. N. Hartog, Domus Exhibition in Classics,
Balliol College, Oxford.
J. R. Squire, Open Exhibition in Natural Science,
Trinity College, Cambridge.

Christ Church
College
Oxford

Merton Court - The Lost Boys -

Lt. R.D. Kidner



Richard Daymond Kidner was born in Bromley on the 30th December 1920. After Merton Court he went to Westminster, a very prestigious school and then Christ Church

Cambridge. His father was the Director of Postal Services at the Royal Mint. Richard died accidentally while he was in Trieste acting as Captain with the 64th Battalion, 3 Field Regiment of the Royal Artillery on February 15th 1946. He is buried in the Udine Cemetery there.

The fighting in Europe stopped in May 1945 (VE day) and in August 1945 in Japan, (VJ day), but these events led to the cold war where certain countries were shared between the victors, mainly America, Britain and Russia. There were uprisings in Trieste to be in Italy and some wanted Yugoslavia. I can't find any information about his accident, but maybe it was with a gun (he was in the artillery) or he may have got caught up in the uprising, I would like to know.



Trieste uprising
1946

Honor Hastings

BORN December 30th 1920
DIED February 15th 1946

Richard is buried in Urine War Cemetery Plot III. D. 12
He died whilst serving as a Captain in Treste

Lt R D K idner

Richard D aymond K idner
Father: Arthur Richard K idner Mother: Mabel Wakeley

64th Battery, 3rd Field Regiment - Royal Artillery Army

Richard was educated at Westminster and matriculated in 1939 having been awarded the Weston Exhibition. He was up at Christ Church for two years and was Gazetted Lieutenant in the Royal Artillery on November 4th 1941.

by Layla

THE ELIZABETHAN



Louie

In Memory Of
Lieutenant

RICHARD DAYMOND KIDNER

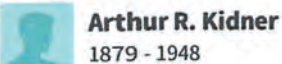
64th Bty, 3 Field Regiment of the
Royal Artillery

RICHARD DAYMOND KIDNER was admitted as a non-resident King's Scholar in 1933. He was elected to an exhibition at Christ Church in 1939, and gazetted to a commission in the Royal Artillery in 1941. He died last February in Trieste as the result of an accident while serving with the Central Mediterranean Force.



Richard went to Christ Church, Oxford for 2 years
Richard went to Westminster till 1939,
He was awarded the Weston Exhibition.

Richard's Father



Arthur R. Kidner
1879 - 1948



KIDNER Arthur Richard of Whitelea Fitzgerald-avenue Seaford Sussex died 24 August 1948 at 19 Lansdowne-place Hove Sussex Probate London 22 December to Mabel Kidner widow. Effects £3930 15s. 3d. Married in 1909

Arthur was educated Cambridge.
He was Secretary at the Post Office
In 1935 he was controller of Stamps
at Somerset House. Then became
Director of Postal Services at the
Royal Mint.

Richard's mother
Mabel Madeline Wakely
1884 - 1964



Richard's brother

Roger Wakely Kidner

Born in Sidcup, Kent on March 1914 to Arthur R. Kidner and Mabel Madeline Wakely. Roger Wakely Kidner married Beryl Walton. He passed away on 14 September 2007 in Aberystwyth, Ceredigion, Wales.

Born: December 3rd 1920
Died: February 15th 1946
Baptised: Holy Trinity
Church, Lamorbey
15. 2. 1921

Service Number: 212790
64 Bty., 3 Field Regt., Royal Artillery who died on 15 February 1946 Age 25
Son of Arthur Richard and Mabel Kidner, of Seaford, Sussex, B.A. (Oxon.)
IN LOVING MEMORY OF DICK, DEARLY BELOVED SON OF ARTHUR AND MABEL KIDNER
Remembered with Honour
UDNE WAR CEMETERY
II. D. 12.



COMMONWEALTH
WAR GRAVES

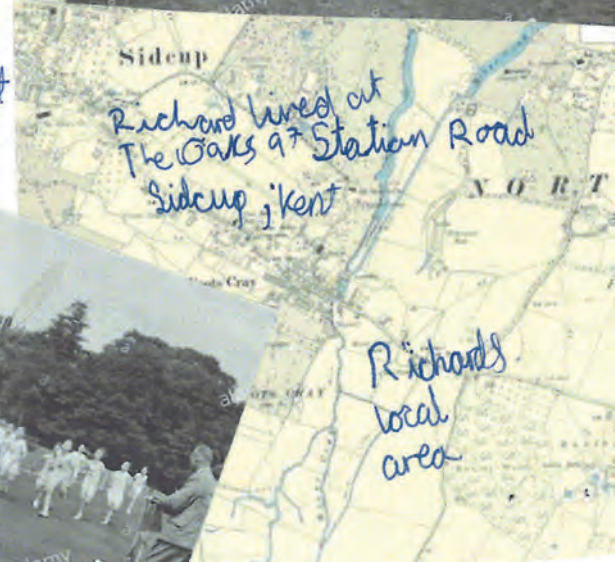
buried in Udne
War Cemetery
Plot III. D. 12.

Graves Registration Report Form.

NAME OF DECEASED		DATE OF BURIAL		PLACE OF BURIAL	
RICHARD DAYMOND KIDNER		15 FEB 1946		UDNE WAR CEMETERY	
REGISTRATION NO.		REGISTRATION DISTRICT		REGISTRATION OFFICE	
21		UDNE		UDNE	
SEX		AGE		MARRIAGE	
M		24		M	
RELIGION		MILITARY SERVICE		MILITARY GRAVE	
C		64 BTY, 3 FLD REGT, RA		Y	
MILITARY GRAVE		MILITARY GRAVE		MILITARY GRAVE	
Y		Y		Y	
MILITARY GRAVE		MILITARY GRAVE		MILITARY GRAVE	
Y		Y		Y	



Richard went
to Merton
Court around
1925-1932
Pictures of
Merton Court
in 1937



Richard lived at
The Oaks at Station Road
Sidcup, Kent

Richard's
local
area



LT. RICHARD DAYNOR KIDNER

Richard was born in Bromley on 30th December 1920. His father, Arthur Kidner, worked for the General Post Office, and eventually became the Director of Postal Services.



Richard went to secondary school at Westminster where he was awarded the Weston Exhibition. He studied at Christ Church College, Oxford for 2 years. He joined the Royal Artillery as a Gazetted Lieutenant on November 4th 1941.

During his 5 years of service he was promoted to Captain. He died accidentally on February 15th 1946 in Trieste, whilst with a Field Regiment of the Royal Artillery. He is buried in Udine Cemetery.

The Royal Artillery was formed in 1799 and is based in Woolwich.

They are known colloquially as "The Gunners", they help provide and use all types of weaponry in battle. Their motto is Ubique which means 'Everywhere'.

They have been involved in major campaigns including the Napoleonic, the Crimean and both World Wars.





LIEUTENANT KENNETH KIRBY-SMITH

On 16.04.1914, the spring prelude to The First World War, Charles Holdaway married Edith Florence inside St Luke's Church in West Norwood. On 29.02.1920, a baby was baptised in St. John's Church Sidcup. That baby was to grow up to be one of our 'Lost Boys;' it was Charles and Edith's son, Kenneth. They lived at No. 3 St John's Road, Sidcup.

Our school archive has a newspaper copy that features him, a Lieutenant Kirby-Smith. This cutting is the death announcement to the local community placed by Major Charles Holdway Kirby-Smith. Kirby-Smith and Edith Florence Kirby-Smith lost their boy, he was 24 years old at his time of death. Featuring a photograph of Kenneth, his youth seems somehow disturbed to a darkness around his eyes that hauntingly stare out.

After his education at Merton Court, Kenneth furthered his education at Trent College, Derbyshire. Kenneth excelled at sports, especially at tennis and driving cars. In the Spring of 1939, Kenneth joined the Territorial Army and made it to France by January. Kenneth took part in the evacuation of Dunkirk. Perhaps the most famous military speech of all time delivered by British Prime Minister Winston Churchill 'we shall fight on the beaches' would have meant something evocative to Kenneth. We hear it quoted in patriotic films and history books but what it meant to the men who were there, and saw the beaches, is something we will never be able to learn.

Before serving with 147 Regiment of the Royal Armoured Corps (RAC), our Headmaster's research reveals that Kenneth was attached with the 1st Derbyshire Yeomanry. Equipped with tanks, the regiment was assigned to the 34th Army Tank Brigade from June of 1942. The Brigade became part of the 1st mixed infantry division as part of an experiment of its efficacy for one armoured and two infantry Brigades. In September it was transferred to the 43rd mixed infantry division training in infantry-tank cooperation. By September 1943, the brigade became independent after the experiment with 'mixed divisions' was abandoned. In late June 1944, 147 RAC was sent with the rest of the Brigade overseas to France as part of the invasion of Normandy. They were a part of 'Operation Greenline', part of the Second Battle of the Odon that launched mid-July. During the battle 147 RAC suffered 47 casualties in a few days, minimal land was taken and the losses on both sides on a macro level were in the thousands. The regiment continued to serve in Normandy until Operation Astonia, when heavy losses were suffered and casualties. We do not know when exactly, Kenneth was transferred. If any relatives or researchers can help provide us with more information about Kenneth's war experience, we warmly welcome submissions.

Not long after D-Day he returned to France and was soon killed on 11.08.1944.

Kenneth's Commanding Officer wrote Charles and Edith when he was killed, he said to them:

"He was a most gallant Officer and had been proving himself a tower of strength to all of us. He was quite quiet without fear and always cheerful and efficient. He died whilst in the actual performance of his duty...we mourn the loss of a valuable officer and a great friend."

Two months after his death, Kenneth was posthumously awarded the Military Cross for conspicuous bravery in the field.

Buried at Bayeux war cemetery in Calvados, France, the cross at Kenneth's graveside reads: 'Requiescat in Pace.' (Rest in Peace).

KENNETH KIRBY SMITH

Royal Armoured Corps, 1st Derbyshire Yeomanry.

Rank: Lieutenant; Service No 189811

Keneth was born 29 Feb 1920

Mum: Edith Florence Kirby-Smith

Dad: Major Charles Holdway Kirby-Smith

was awarded Member of the Order of the British Empire (M.B.E.), in 1938 by King George VI

Keneth had an older brother Genand.

In WWII Keneth served as Lieutenant in 147 Regiment Royal Armoured Corps of 1st Derbyshire Yeomanry.



Through July and August 1944 the Yeomanry fought in the advance to France. It is very possible that Kenneth was killed there on 19 Aug 1944 at the age of 24. He is buried in Bayeux War Cemetery, France. Grave memorial location X X III E. 2. In October 1944, 2 months after his death, he was awarded Military Cross.



Lt Kenneth Kirby-Smith - 147 Regiment Royal Armoured Corps

Service Number 189811

K.I.A Friday 11/08/1944 (Aged 24)

1st Derbyshire Yeomanry - Royal Armoured Corps

Commemorated / Buried at Bayeux War Cemetery

Reburied 30/12/46

(Grave concentration has him listed as 147 Regiment Royal Armoured Corps)

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/2327030/kirby-smith,-kenneth/>

Military Cross recipient. Announced in the London Gazette on 19th October 1944.

Source: <https://www.thegazette.co.uk/London/issue/36753/supplement/4786/data.pdf>

He is also mentioned in the London Gazette on 10th June 1941, receiving an emergency commission as a 2nd Lt with the 1st Derbyshire Yeomanry.

Source: <https://www.thegazette.co.uk/London/issue/35186/data.pdf>

1st Derbyshire Yeomanry:

The 1st Derbyshire Yeomanry landed in Tunisia in late 1942 as the reconnaissance regiment of the 6th Armoured Division, fighting at Medjez el Bab. During the race to the Tunisian coast, it fought at the Kasserine Pass and Fouldouk, finally reaching Tunis in March 1943. The 1st Derbyshire then moved to Italy with the 6th Armoured Division, where it saw heavy fighting during May 1944, including action at the Battle of Monte Cassino. Through July and August, it fought in the advance to Florence, and in April 1945 saw action at the Argenta Gap and Fossa Cembalina.

Source / Further Reading:

https://en.wikipedia.org/wiki/Derbyshire_Yeomanry#Second_World_War +

<https://wartimememoriesproject.com/ww2/allied/regiment.php?pid=914>

Looks like Kenneth transferred out of the 1st Derbyshire Yeomanry into 147 Regiment Royal Armoured Corps at some point before 1DY went to Italy and 147 went to Normandy...

147 Regiment Royal Armoured Corps:

The regiment, equipped with Churchill tanks, was assigned to the 34th Army Tank Brigade (34th Tank Brigade from June 1942) in December 1941. Serving alongside 147 RAC was the North Irish Horse and 153 RAC. In June 1942, the brigade became part of the 1st Mixed Infantry Division as part of an experiment with 'Mixed Divisions', of one armoured and two infantry brigades. In September, it was transferred to the 43rd Mixed Infantry Division, training in infantry-tank co-operation. However, in September 1943, the brigade became an independent brigade after the experiment with 'Mixed Divisions' was abandoned.

In late June 1944, 147 RAC was sent, with the rest of the brigade, overseas to France as part of the invasion of Normandy and fought in the Normandy Campaign in particular during Operation Greenline, part of the Second Battle of the Odon launched in mid-July. During the battle, 147 RAC suffered 47 casualties between 15–18 July. The regiment continued to serve with the brigade in Normandy until the breakout and later in the Siege of Le Havre (Operation Astonia), the Battle of the Reichswald (Operation Veritable, where the regiment suffered very heavy casualties and could only muster two weak squadrons) in February 1945, and the crossing of the River Rhine (Operation

LIEUTENANT KENNETH

A Copy of LT Kenneth Smith's Baptismal certificate

PAGE 63

Baptism solemnized in the Parish of Sidcup
 in the Diocese of Rocheater
 County of Kent in the Year One Thousand
 nine hundred and twenty

Alleged Date of Birth.	When Baptized.	Child's Christian Name.	PARENTS' NAMES.		Abode.	Quality, Trade or Profession.	By whom the Ceremony was performed.
			Christian.	Surname.			
February 15 th No. 559		Roy Thomas	Arthur Frederick or Margaret Beatrice	Ellis	89 Clarence Crescent Sidcup.	Fishmonger	J.M.T. Griffith
February 22. No. 560		Francis Roy.	Charles or Eileen	Jeffries.	12 Nelson Place.	Pt. R. S. Smith Rept.	Ethel Spingie
February 22. No. 561		Peter Eugene Blagdon.	Leonard Henry Daisy Lucette	Gambler.	19 Manor Road.	Captain R.A.S.C. retired.	Ethel Spingie
February 26. No. 562		Suzanne Alison.	James Fraser Patricia Janet	Shaw.	The Hollars Elm R.	Engineer Commander R.N.	Ethel Spingie
February 29. No. 563		Kenneth Kirby.	Charles Holdaway Kirby Edith Florence	Smith	Hazelwood St John R.	Bank Clerk.	Ethel Spingie

POLLING DISTRICT G. BILL

1784	Rw	—	Gilpin, Sophie Margaret
1785	R	O	Townsend, Harold Rich
1796	Rw	Dw	Townsend, Rose Annie
1787	Rw	Dw	Sharp, Alice Emily
1788	R	O	Sharp, John Iliffe
1789	R	O	Beeley, Ben Darcy
1790	Rw	Dw	Beeley, Meriel Eileen El
1791	Rw	—	Everett, Dorothy Edith
1792	Rw	—	Vinall, Clara Ellen
1793	R	O	Ballard, Richard
1794	Rw	Ow	Ballard, Edith
1795	Rw	—	Barker, Dorothy France
1796	Rw	—	Fitz, Doris
1797	R	O	Smith, Charles Holdaw Kirby
1798	Rw	Dw	Smith, Edith Florence
1799	Rw	—	Tree, Mabel Alice
1800	Rw	Ow	Bennett, Johanna Doroth
1801	R	—	Bennett, Henry Arthur I
1802	Rw	—	Bennett, Violet Beatrice
1803	Rw	Dw	Maltby, Betty Albinia
1804	R	O	Maltby, Hugh Pennycuil

LT Kenneth K Smith lie
 Road Sidcup with his

LT Kennet K Smith was born sometime in 1920 to
 Mr Charles Holdaway Kirby Smith (father) and Mrs
 Edith Florence Smith (mother).
 He was baptised at Sidcup St John's church on
 29th Feb 1920. His father was a Bank Clerk according
 to the records.

A copy of his Parents Marry certificate

Marriage solemnized at St Lukes Church in the Parish
 of West Norwood in the County of London

Column	1	2	3	4	5	6	7	8
No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
278	16 th April	Charles Holdaway Kirby Smith	26	Bachelor	Bank Clerk	35 Thomlaw Road	Charles Smith	Principal Clerk Parliament's General Office
	19 th	Edith Florence Waller	27	spinster		67 Jubilee Farm Road	Joseph Waller	Caterer

Married in the Parish Church according to the Rites and Ceremonies of the Established Church by Joseph Waller or after Procurator by me,
 This Marriage was solemnized between us, Charles Holdaway Kirby Smith in the Presence of us, Charles Smith Edith Florence Waller Joseph Waller W.G. Whitham
Charles Smith Edith Florence Waller Joseph Waller W.G. Whitham
 Vicar

LT Kenneth Kirby Smith's parents got
 married on 16th April 1914 at St Lukes
 Church West Norwood London.

56666



KIRBY SMITH

WOOD WARD. 35

RECTORY LANE
The Cottage
The Garage, Footh
Cray Place
The Garage, Footh
Cray Place
The Lodge
The Lodge
The Rectory
The Rectory
The Rectory
The Rectory
ST. JOHN'S ROAD

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parents and siblings.

In Memory of
Lieutenant

Kenneth Kirby-Smith

M C

189811, 1st Derbyshire Yeomanry, Royal Armoured Corps who died on 11 August 1944 Age 24

Son of Maj. C. H. Kirby-Smith, M.B.E., and Edith Florence Kirby-Smith, of Baltonsborough, Somerset.

Remembered with Honour
Bayeux War Cemetery



LT Kenneth K Smith was part of the the Royal
Armoured Corps 1st Derbyshire Yeomanry, this is the
British Army.

LT Kirby Smith died in active service on Friday,
August 11 1944 at the age of 24.
He is buried at the Bayeux War Cemetery
in France.

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road, Boxley, and were known in
the district. Mr. Percy Eds was
a well known and popular member
of the community. The family
went to Hove about 14 years ago.

Lieutenant K. Kirby Smith.

Major U. H. Kirby Smith, M.B.E., and Mrs. Kirby Smith, of Hazelwood, St. John's-road, Sidcup, heard last week of the death in action in August of their younger son, Kenneth Kirby Smith, a lieutenant in the Royal Armoured Corps. He was 24 and was educated at Merton Court School, Sidcup, and Trent College, Derbyshire. He took a keen interest in all sports, especially tennis, and motoring.

Lieutenant Kirby Smith joined the Territorial Army in the Spring of 1939 and proceeded to France with the R.A.O.C. in January, 1940, later taking part in the evacuation from Dunkirk. He held the 1940 Star. After receiving training at Sandhurst he was commissioned in the Derbyshire Yeomanry in Spring, 1941. Soon after D-Day he returned to France, where he was killed.

His Commanding Officer says of him: "He was a most gallant officer and had been proving himself a tower of strength to all of us. He was quite without fear and always cheerful and efficient. He died whilst in the actual performance of his duty. . . . We mourn the loss of a valuable officer and a great friend."



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"In the L. F. Bak camp and sp with be for a mes been usin room. W sing-songs first event During the Salisbury, cathedral, we went Mowsey, w by a fine i since beco

"On M Elham. M connected school boo started out have since a day. Ti well. Mrs. cooking do we have i Mrs. Wilm so the coc in capable thanks are

"We ha some Scou joined us sing-song, officers, ca Grammar i been to en evenings.

"A grea week-ena all very always eas parents of have visit these good though on aged to th
"The on has been k at first. Mr lead. Wa

Lieutenant Kenneth Kirby Smith

by
Joseph
FitzGerald



Details:

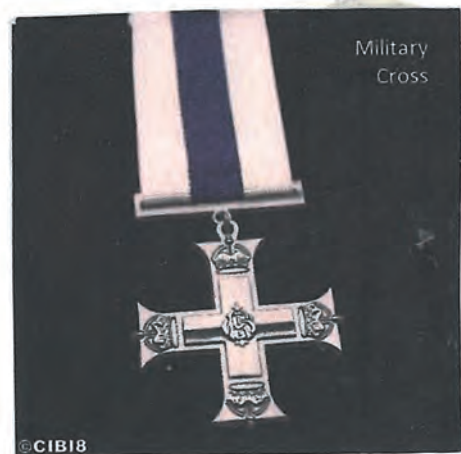
- Date of birth: 27th February 1920 (baptism date)
- Date of death: 11th August 1944
- Regiment: 147 Regiment Royal Armoured Corps 1st Derbyshire Yeomanry
- Cemetery: Bayeux War Cemetery
- Country where buried: France

Family Information

Son of Major C.H. Kirby-Smith M.B.E and Edith Florence Kirby-Smith of Balton Bouraoughs Somerset, England,



"REQUIESCAT IN PACE"



Military Cross

Kenneth Kirby Smith
died at the age
of 24 on Friday
11th August 1914.

Place and date
Service
of birth: 1898-11

Bayeux War
Cemetery.

Graves



Kenneth
Kirby
Smith
MC

Father = Maj. C.H. Kirby
Smith, M.B.E.

Mother = Edith Florence

Kirby Smith of Baltonsborough,
Somerset

The town of Bayeux, in Normandy, lies 30 kilometres north-west of Caen. Bayeux War Cemetery is situated in the south-western outskirts of the town on the by-pass (D5), which is named Boulevard Fabian Ware. On the opposite side of the road stands the Bayeux Memorial.



Map

The Derbyshire Yeomanry was a yeomanry regiment of the British army, first raised in 1794, which served as a cavalry regiment and dismounted infantry in the First World War and provided a reconnaissance regiments in the Second World War before being amalgamated with the Leicestershire Yeomanry to form the 1957 Leicestershire and Derbyshire Yeomanry in 1957.

By
Gianma Chewing

Kenneth Kirby-Smith

Early Life:

He was born on February 1920. His parents were Charles and Edith Kirby-Smith. He had 3 siblings: They all lived in Sidcup at no 3 St John rd. His father was a bank clerk.

D-DAY NORMANDY INVASION:

6th June 1944 is known as D-Day, the beginning of the end of World War II. The Normandy Invasion took the Germans by surprise. Allied soldiers bravely fought to liberate France.

Role of Kenneth Kirby-Smith:

Kenneth Kirby-Smith fought bravely in the Normandy Invasion some of his details are as follows:

Rank: Lieutenant

Service no: 189811

Regiment: 147 Royal Armoured Corps.

Unit: 1 Derbyshire Yeomanry.

Award: Military Cross.

Died on: Friday 11th August 1944. Age 24.

Buried: Bayeux War Cemetery, Colliadas, France.

Grave reference: XXIII. E.2

Lieutenant Kenneth Kirby-Smith

Royal Armoured Corps
1st Derbyshire Yeomanry



Commemorated at Bayeux War Cemetery, France

*By Anushree Kominek
(S3P)*




Lt. K Kirby Smith




147 Regiment - Royal Armoured Corps 1st

Derbyshire Yeomanry



Died aged 24 in 1944






Summary:




Lieutenant (Lt.) Kenneth Kirby - Smith (service number 189811) was a member of the Royal Armoured Corps, 1st Derbyshire Yeomanry during World War Two. He was born in 1920 to Major Charles H. Kirby - Smith, M. B. E., and Edith Florence Kirby - Smith of Somerset.





Lt. Kirby - Smith was awarded the Military Cross for his bravery during the war. He sadly died (aged 24 years old) on 11 August 1944, and is commemorated at Bayeux War Cemetery XXIII. E. 2, Bayeux, Calvados, Basse - Normandie, France.




Parents:




Lt. Kirby - Smith's father was Major Charles Holdaway Kirby - Smith, Territorial Army Reserve of Officers, late Officer Commanding, 2nd Cavalry Divisional Royal Army Ordnance Corps, Territorial Army. His father was a Member of the Order of the British Empire (1938 Birthday Honours). His mother, Edith Florence Kirby Smith, came from Battonsborough, Somerset.



Military Cross:



The Military Cross is granted in recognition of acts of exemplary gallantry during active operations against the enemy on land. Lt. Kenneth Kirby -





Lt. K Kirby Smith

147 Regiment - Royal Armoured Corps 1st

Derbyshire Yeomanry

Died aged 24 in 1944

Smith (189811), Royal Armoured Corps (Sidcup) was awarded the Military Cross in 1944.

Military Campaign:

The 1st Derbyshire Yeomanry landed in Tunisia in late 1942 as the reconnaissance regiment of the 6th Armoured Division, fighting at Medjez el Bab. During the race to the Tunisian coast, it fought at the Kasserine Pass and Faidouk, finally reaching Tunis in March 1943.

The 1st Derbyshire then moved to Italy with the 6th Armoured Division, where it saw heavy fighting during May 1944, including action at the Battle of Monte Cassino.

Through July and August, it fought in the advance to Florence, and in April 1945, saw action at the Argente Gap and Fossa Cembalina.



Sidcup War Memorial: List of WW2 dead



*Sidcup Cage Bird Association Show: Possible father/uncle of Lt. Kirby-Smith
 Club officials, front row, left to right: Mrs Thornton, Mr A Goodwin (Judge), Mr F C Jones
 (Chairman), Mr Ephgrave (Judge), Mr Kirby Smith (Secretary)
 Standing, left to right: Mr B Proudfoot, Mr E Watkins, Mr S Rice, Mr S Cayless, Mr J Slade 1937*



In Memory Of

Lieutenant

KENNETH KIRBY-SMITH

Military Cross

Service Number: 189811

1st Derbyshire Yeomanry, Royal Armoured Corps who died on 11 August 1944 Age 24

Son of Maj. C. H. Kirby-Smith, M.B.E., and Edith Florence Kirby-Smith, of Baltonsborough, Somerset.

REQUIESCAT IN PACE

Remembered with Honour

BAYEUX WAR CEMETERY

XXIII. E. 2.



|||||
COMMONWEALTH
WAR GRAVES
|||||

COMMEMORATED IN PERPETUITY BY THE COMMONWEALTH
WAR GRAVES COMMISSION

Sources:

<https://www.cwgc.org/find-records/find-war-dead/casualty-details/2327030/kenneth-kirby-smith/>

<https://ww2talk.com/index.php?threads/1st-derbyshire-yeomanry-roll-of-honour.18678/>

<https://www.thegazette.co.uk/London/issue/36753/supplement/4786/data.pdf>

<https://www.wartimememoriesproject.com/ww2/allied/regiment.php?pid=914>

<https://www.wartimememoriesproject.com/ww2/allied/battalion.php?pid=1485>

<https://www.findagrave.com/memorial/56275764/kenneth-kirby-smith#view-photo=99690355>

<https://www.cwgc.org/visit-us/find-cemeteries-memorials/cemetery-details/2033300/bayeux-war-cemetery/>

https://www.findagrave.com/memorial/18604690/kenneth_kirby-smith/photo#view-photo=208570459

<https://www.alamy.com/sidcup-cage-bird-association-show-club-officials-front-row-left-to-right-mrs-thornton-mr-a-goodwin-judge-mr-f-c-jones-chairman-mr-ephgrave-judge-mr-kirby-smith-secretary-standing-left-to-right-mr-b-proudfoot-mr-e-watkins-mr-s-rice-mr-s-cayless-mr-j-slade-1937-image359766010.html>



FLYING OFFICER WALTER RONALD PRICE KNIGHT MASON

Walter was the son of Alfred and Lilian Mason.

Our Headmaster Mr. Price was able to trace our 'Lost Boy' three times as Walter was mentioned in the London Gazette a string of times. On 09.04.1929 he gained his probationary commission as a flying officer with the reserve of Air Force Officers. Just over a year on, Walter received commission in full, as a flying officer. Then finally, we can see his name in ink another time as he is transferred as a flying officer from the Royal Air Force Reserve to a flying officer with the Royal Air Force Volunteer Reserve. Serving with 113 squadron, Walter was killed in action; his aircraft was destroyed beyond repair, he was 31 years old. Here is what we know of his story...

113 squadron was reformed at Upper Heyford on 18.05.1937 as a light, day bomber unit. In April of 1938, it embarked for the Middle East, converting to the Bristol Blenheim aircraft, in June of 1939. After Italy joined the war in June of 1940, the squadron carried out bombing raids on Italian bases in Libya, before later moving on to Greece in March 1941.

By 1940, Walter was a very experienced pilot.

It was Saturday morning, at dawn, on 29.06.1940, and our 'Lost Boy' Walter was flying in a Bristol Blenheim MK aircraft. The chill of the autumnal air at that height must have been biting as his hands tightly gripped to steer the aircraft and engage in his mission. Walter, like every aircraft flyer, knew that their feet touching the ground before they took off could very well be the very last time. They took off from Maaten Bagush to attack El Gubbi airfield. We have found a translated Italian account used in a digital archive piece, detailing what apparently happened that day seems to be the missing piece, as to what happened to Walter. Having bombed the airfields of Tobruk T2, three CR.32s of 93a Squadriglia, 8 Gruppo, 2 Stormo C.T. and three CR.42s of 77a Squadriglia, 13 Gruppo, 2 Stormo C.T. scrambled under the falling bombs to intercept them. Three of the six Blenheims were shot down (Failed To Return) – L8436, L8447, and L8522.

A sunrise as the opening of the recollection helps us realise despite their side of the enemy line, these were just young boys watching the same sun rise before the most frightening moments of their young lives. It describes a dog fight in the sky, involving enemy Blenheims attacking their intended protected territory, the airfield of Tobruk. The author of the account describes them '*scrambling*' under the '*falling bombs*' as they tried to intercept them. The account describes the '*last Blenheim*,' which after '*three strafes*,' burst into flames, and plummeted to the ground. This could well have been Walter inside, as the piece goes on to describe him by name and perishing in his aircraft that was consumed by flames.

We do know that Tenente Giulio Torresi reached the bombers at 6 o'clock along with Sottotenente Gian Mario Zuccarini and Sergente Maggiore Fausti claimed responsibility for the three 'kills'. Three of the crew members that went up that morning according to the official Air Ministry file dictating the incident, died with Walter. Cross-checking with Henk Welting's database, we know Walter died with his comrades, Sergeant James George Juggins who was 28 years old and Sergeant George Kenneth Biggins, who was 21.

There was never a trace of Blenheim L8447 or the crew of three were ever found; they are commemorated on the El Alamein Memorial in Egypt.

Son of Alfred William Mason and Lillian Harriet Mason, their son's body was never found. Walter is

commemorated on the segment which forms the entrance to Alamein War Cemetery. The Land Forces panels commemorate more than 8,500 soldiers of the Commonwealth who died in the campaigns in Egypt and Libya and in the operations of the Eighth Army in Tunisia up until 19.02.1943, all of whom, have no known grave, their bodies, lost.

Walter Ronald Price Knight Mason

Flying Officer. RAFVR 113 Sqn. (Bristol Blenheims).

KIA: 29/06/40. Age 31. Tobruk.

Alamein Memorial.

At dawn on 29th June, 1940, the light bombers of 113 Squadron attacked the Italian airfield of Tobruk T2.

Unfortunately they were "bounced", over the airfield, by a standing patrol which attacked them, thus disrupting their attack and allowing a number of the other Italian aircraft time to become airborne and join in. F/O Mason's aeroplane was seen to be attacked by several of the Italian biplanes and was sent plunging to the ground in flames. None of the crew survived.

Flying Officer Walter Ronald Price Knight Mason
Service Number 70450
K.I.A Saturday 29/06/1940 (Aged 31)
113 Squadron - RAFVR
Commemorated / Buried at Alamein Memorial
Reburied N/A

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/1810794/mason,-walter-ronald-price-knight/>

Mentioned in the London Gazette on a few occasions:

- 1) His commission (transfer) as a Flying Officer from the Royal Air Force Reserve to a Flying Officer with the Royal Air Force Volunteer Reserve - 1st February 1938
- 2) 9th April 1929, gaining his probationary commission as a Flying Officer with the Reserve of Air Force Officers - 26th April 1929
- 3) 11th April 1930, confirmation of his commission in full as a Flying Officer with the Reserve of Air Force Officers - 3 June 1930

Source: <https://www.thegazette.co.uk/London/issue/34478/data.pdf>

Source: <https://www.thegazette.co.uk/London/issue/33489/data.pdf>

Source: <https://www.thegazette.co.uk/London/issue/33612/data.pdf>

113 Squadron History:

No. 113 reformed at Upper Heyford on 18 May 1937 as a day bomber unit with Hinds. In April 1938 it left for the Middle East, converting to Blenheims in June 1939. After Italy joined the war in June 1940, the Squadron carried out bombing raids on Italian bases in Libya before moving to Greece in March 1941. There it was overtaken by the German invasion and lost all its aircraft, the Squadrons personnel being evacuated to Crete and Egypt. Bombing operations began in June 1941 but the after the outbreak of war in the Far East the Squadron was moved to Burma where it attacked Japanese columns until it was evacuated to Calcutta in March 1942. From their main base in Asansol the majority of the strikes were made against targets in the Arakan and over into Southern Central Burma. The Squadrons anti shipping role was a very large effort (for the Burma theatre) and is worthy of note as it resulted in a large number of a/c and crews lost. The 113 continued to bomb Japanese communications and airfields until it converted to Hurricanes in March 1943. These were used for ground-attack duties being replaced by Thunderbolts in April 1945 which were flown until the Squadron was disbanded on 15 October 1945.

Source / Further Reading: http://113squadron.com/113_squadron_history.htm

Action which saw Mason and his crew-mates killed:

F/O Walter Ronald Price Knight Mason, (70450) KIA Age 31. 29/06/1940 FTR from bombing raid to El Gubbi. L8447, Blenheim Mk 1, flown by 31-year-old Flying Officer Walter R. P. K Mason was shot down in flames by fighters. Two other Blenheims, L8522 and L8436 were also lost on this raid. F/O Walter R.P.K. Mason KIA. Commemorated Alamein Libya.

Crew: Sgt James Juggins and Sgt George K Biggins also killed in action.

Source / Further Reading: <http://113squadron.com/id27.htm>

THE FOLLOWING IS AN EXCERPT GIVING THE ITALIAN PERSPECTIVE:At sunrise on 29 June nine Blenheims bombed the airfield of Tobruk T2. Three CR.32s of 93a Squadriglia, 8o Gruppo, 2o Stormo C.T. and three CR.42s of 77a Squadriglia, 13o Gruppo, 2o Stormo C.T. scrambled under the falling bombs to intercept them. Tenente Giulio Torresi of 77a Squadriglia reached the bombers at six-o'-clock and attacked the last Blenheim which, after three strafes, caught fire and fell. Then, avoiding defensive fire, he attacked another bomber and shot it down. Sottotenente Gian Mario Zuccarini of 93 Squadriglia and Sergente Maggiore Fausti shared a third Blenheim and then, following the formation out over the open sea, they claimed another two, one each. Another Blenheim was shared by the other pilots, which damaged two more. It seems that they have been involved in combat with Blenheims from 113 Squadron, which lost three aircraft. L8436 flown by Pilot Officer Pike was damaged by flak and ditched. L8447 flown by 31-year-old Flying Officer Walter Ronald Price Knight Mason (RAF no. 70450) was shot down in flames by fighters and at least the pilot was killed. L8522 flown by 27-year-old Flight Sergeant Ralph Harry Knott (RAF no. 590277) was also shot down in flames by enemy fighters and at least the pilot was killed.

Source / Further Reading: <http://113squadron.com/id21.htm>

Crew mates information on CWGC -

Sgt James George Juggins
Service No. 562162 (Aged 28)

Source: <https://www.cwgc.org/find-war-dead/casualty/1810411/juggins,-james-george/>

Sgt. George Kenneth Biggins
Service No. 550227 (Aged 21)

Source: <https://www.cwgc.org/find-war-dead/casualty/1535923/biggins,-george-kenneth/>

National Archive Documents -

AIR 81/2331 - Flying Officer W R P K Mason, Sergeant J G Juggins, Sergeant G K Biggins: missing believed killed; shot down, enemy action, Tobruk, Libya, Blenheim L8447, 113 Squadron, 29 June 1940 [NOT DIGITISED]

AIR 27/878/3 - 113 Summary of Events Jan 1938 - Oct 31 1940 [DIGITAL]

AIR 27/878/6 - Summary of Events 1937 May 01 - 1940 May 31 [DIGITAL]

AIR 27/880 - 113 Squadron, RAF: operations 1937-1945 [DIGITAL]



PRIVATE BRIAN HELFORD NORLEDGE

Son of Reverend Arthur Charles Norledge and Gladys Emily Norledge of All Saints Vicarage New Eltham, Brian was educated at St John's, Leatherhead after Merton Court and was in their OTC. We know he was a chorister at his father's church so this must have been a way for him and his father to bond and practice religion together. Reverend Norledge and his church would have been a focal point in their Greenwich community and Brian's voice was one of many that touched so many parishioners. Brian went on after education to work for Lloyd's Underwriters.

Before joining up, Brian was in the Home Guard. Brian then enlisted in the Royal Armoured Corps, and volunteered for airborne forces (before this, he was in the Home Guard). After completing his glider training, he was posted to 7th (airborne) battalion of the King's Own Scottish Borderers (KOSB). The KOSB had a rich historic story, as a regiment going back to 1689, formed under the Edinburgh regiment. The outbreak of World War Two called for reorganisation of the Territorial Army and up until then the 7th KOSB battalion had been scattered about its home area in no fewer than 19 separate billets.

The KOSB were moved to Orkney, (Northern Isles) in July of 1943 a place always humming with British and American warships. Here, there was little in the way of German interference, apart from reconnaissance flights above them. Although it may have been predominantly safe from the enemy, for Brian, always being in the presence of intimidating warships, the constant presence and ominous threat of war would have encircled him. In the November they received word that D Company would be converted to a principally airborne role. Moving to Woodhall Spa in Lincolnshire, home of the 1st Airlanding Brigade, where they forged a strong unit. The conversion process went smoothly, and all men began training with gliders. Strict medical tests were imposed on all men and any who failed to reach the standard were replaced by men from the regiment or other Scottish units.

By September 1944, they were flown into the landing zone west of the village of Wolfheze, near Arnhem. By the 19th September, they took off on Operation Market Garden and landed in Holland as a ferocious battle against superior in number German units ensued.

When the order to retreat was given on 25th September, what had gone in as a 740 strong Battalion had been reduced to 4 Officers and 72 men. The KOSB's losses at Arnhem, 90% killed and taken prisoner, were the third highest of any battalion engaged. One of those losses was our 'Lost Boy' Brian Helford Norledge.

In the weeks following D-Day, German troops began retreating en masse, as Allied forces advanced across France, Belgium, Luxembourg and the Netherlands. By September 1944, however, the overstretched Allies were approaching formidable German defences along the Siegfried Line, which had held strong since World War II began. So the allies launched an audacious airborne operation to secure the river Rhine crossings with the idea to advance into northern Germany and to shorten the war. If successful, it would have liberated the Netherlands, and outflanked Germany's frontier defences and make possible an armoured drive into Ruhr, Germany's industrial heartland. The determination shown by airborne soldiers has meant the battle has survived the test of time as one of the most famous battles of The Second World War despite the operation failing its objectives and a slaughter of the men who fought. Codenamed 'Market-Garden', this plan involved seizure of key bridges in the Netherlands by the 101st and 82nd US airborne divisions and the 1st Airborne division, who Brian was stationed with, to land by parachute and glider. Then, the British 30 Corps could, in theory, advance over the bridges and cross the Rhine river and tributaries. The bridges were at Eindhoven (around 13 miles from the start line of the operation), Nijmegen (53 miles in), and Arnhem, (62 miles), as well as two smaller bridges at Veghel and Grave, situated in-between Eindhoven and Nijmegen.

On the morning of September 17th, three divisions of the first allied airborne army (the U.S) 101st and 82nd airborne, and the British 1st Airborne (Brian's detachment) began flying from bases in England across the North Sea to the Netherlands. The 101st airborne was tasked with capturing the first bridge, at Eindhoven as well as several bridges over the canals and rivers north of that town. Whilst the 82nd airborne was ordered to capture territory around Nijmegen, including a key bridge over the river Waal. Of the 1st Airborne, they were tasked with capturing and holding the northernmost bridge, over the lower Rhine river trail at Arnhem. German anti-aircraft defences around Arnhem, logically, were strong and so there was the feeling a landing party should have directly landed onto the bridge itself but the result was troops being dropped around 8 miles away. Only a single battalion of the 1st Airborne managed to reach Arnhem bridge. We wonder if Brian was one of them.

There was a shortage of transport aircraft to start with, which meant troops were flown into the Netherlands in three lifts, rather than simultaneously in bulk. So, catastrophically, the element of surprise and brute force bombardment weakened, giving the enemy time to strengthen its defences. They essentially warned them with this 'staggered drop' approach. There were delays with dropping in the Parachute Brigade and the remainder of the glider troops didn't arrive until the following day. Nonetheless, nearly all the bridges were captured but progress failed quickly because of 30 Corps' inability to reach the last bridge at Arnhem before German forces overwhelmed the British defenders. Allied intelligence apparently knew of the presence of German tanks and two SS Panzer divisions but military command decided to push through with the attack but this proved deadly. Arnhem turned out to be 'a bridge too far!' In addition to this, Arnhem's wooded landscape, severely restricted the range of wireless communication sets so their radios were not working which was crucial as the British battalions were separated. This dangerously compromised the coordination of the attack on Arnhem. There was also a dense fog in England on the second day of the operation, as well as thick, low clouds over the operation site in the Netherlands which hampered the transport of troops and vital supplies for the hopeful hold of Arnhem bridge. On top of this, the road toward Arnhem was narrow and could only accommodate two driving vehicles and the infamous German Panzers wiped out nine British tanks right at the start of the advance. By the end of the first day, ground troops managed to advance only 7 miles.

On the second day of Operation Market Garden, progress on the ground had improved and 20 miles had been gained. The 101st Airborne has managed to liberate Eindhoven from German control. Though they got through Waal by September 20th, they were still 8 miles away from relieving their frantic comrades at Arnhem. Unable to get to them, there was slaughter at Arnhem and by the fifth day of the battle, the Allies started to withdraw.

Historians have argued that if Operation Market Garden had accomplished, The Second World War may have ended in Europe before Christmas of 1944. Instead, the conflict carried on for five more months and thousands of people died. All we know is Brian was killed in action on 18th September 1944, we do not know how exactly Brian lost his life and the school and our Headmaster welcome contributions that can reveal it.

Although our school archive does not know when precisely Brian was offered a commission, what we find remarkable about him is his refusal. Brian evidently preferred to remain in the lower ranks to his offer to rise in status, and whilst we will never know his sentiment behind that decision it certainly captures our curiosity and admiration, whatever his reasoning.

Brian was given a field burial behind a house on Amsterdamseweg in the La Cabine pumping station, Oosterbeek. Brian's body was exhumed and reinterred in Arnhem Oosterbeek War Cemetery on 3rd December 1945.

Brian is commemorated in Arnhem Oosterbeek War Cemetery, he was just 21 years old when he died. *'Thy son liveth'* is engraved on Arthur and Gladys' 'beloved' son's headstone. No doubt influenced by John 4:50 in the bible, they wanted their son to *'go on living.'* The school archive has a newspaper clipping of a roll of honour detailed the news of Brian being initially reported missing to his parents. The cutting goes on to say his parents were suffering with anxiety about this, but it was *'tempered with the hope that he is a prisoner of war,'* and that this feeling was shared by many of their friends in the parish.

Major General Robert Urquhart apparently said two days before the operation commenced in the Netherlands it would be a *'suicide mission.'*

ROLL OF HONOUR.

KILLED IN ACTION.

Sergeant J. O. Booker.

News has now been received by his mother, Mrs. Wash, of 16, Birkbeck-road, Sidcup, that her son, Sergeant (Wireless Operator) John Owen Booker, R.A.F., was killed when the bomber, of the crew of which he was a member, crashed during an operational flight in Germany in June.



Sergeant Booker, who had endeared himself to his family and friends by his bright and happy disposition, was born at Swanley Junction 21 years ago, and when his mother came to Sidcup he attended Sidcup Central School and was afterwards employed at the Home and Colonial Stores, High-street, Sidcup. He was keen on flying and as soon as he reached the age of 18 he volunteered for the R.A.F. Now, with the other members of the crew (all of whom had visited Mrs. Wash) he has given his life and the country is the poorer by their loss.

Much sympathy is felt with Mrs. Wash, who, seven days after John crashed, had heard of the death from malaria in India of her eldest son, Private Charles George Thomas Booker.

Private Arthur Patching.

Arthur Patching, only son of Mr. and Mrs. Charles Patching,

Private B. H. Norledge.

The Rev. A. C. Norledge, R.D., Vicar of All Saints', New Eltham, and Mrs. Norledge, have received



official news that their only son, Private Brian H. Norledge, K.O.S.B. (1st Airborne Section) is missing. He took part in the Arnhem landing.

Anxiety of the parents is tempered with the hope that he is a

prisoner of war, and this is shared by their many friends in the parish and elsewhere.

Brian is 21 years of age, and joined up on April 21, 1942, just before he was 19, volunteering for the Tank Corps, in which he served for 18 months. He was subsequently transferred into the Airborne Section of the King's Own Scottish Borderers, and this was his first time in action overseas. Although recommended to take a commission, he preferred to remain in the ranks.

Brian was just two years of age when he came to Eltham from Battersea, where he was born, and was educated at Pope Street, Merton Court School, Sidcup, and St. John's, Leatherhead, Surrey. He joined the staff of Lloyd's, Underwriters, Leadenhall-street, E.C. At school he was in the O.T.C., and before joining up was in the Home Guard. He was also a chorister at his father's church.

Source / Further Reading: <https://www.paradata.org.uk/unit/7th-battalion-kings-own-scottish-borderers-kosb>

In depth breakdown of 7 KOSB role with 1st Airlanding Brigade in Holland - Source / Further Reading: <http://www.pegasusarchive.org/arnhem/frames.htm>

National Archive Documents -

WO 361/627 - Airborne operations, North West Europe, Arnhem: 7th Battalion King's Own Scottish Borderers, 1st Airborne Division; includes aircraft 145 (Oct 44 - Dec 45)

WO 171/1323 - 7 King's Own Scottish Borderers - Jan-Dec 1944

WO 171/589 - 1 Airlanding Brigade HQ Airborne Element 1944 Jan-Dec

WO 171/590 - 1 Airlanding Brigade HQ Seaborne Element 1944 Aug-Dec

WO 361/639 - Airborne operations, North West Europe, Arnhem: HQ 1st Air Landing Brigade; includes glider 210 - 1944 Dec 01 - 1945 Aug 31

King's Own Scottish Borderers Regimental Museum -

KOSB K1/2 - Op Market - Short Diary of Activities of 7KOSB 17-26th Sept 44 (7 pages)

Casualty Details

Name: NORLEDGE, BRIAN HELFORD

Initials: B H

Nationality: United Kingdom

Rank: Private

Regiment/Service: King's Own Scottish Borderers

Unit Text: 7th (Airborne) Bn. *(Galbally) Bn.*

Age: 21

Date of Death: 18/09/1944

Service No: 7952766

Additional information: Son of the Revd. Arthur Charles Norledge, and Gladys Emily Norledge, of All Saints Vicarage, New Eltham, London.

Casualty Type: Commonwealth War Dead

Grave/Memorial Reference: 31. A. 8.

Cemetery: ARNHEM OOSTERBEEK WAR CEMETERY

*Arnhem / Nijmegen / Remagen
(2nd day of Arnhem)*

KOSB Museum,

*The Barracks,
The Parade,*

Worth a try?

BERWICK ON TWEED.

TD 13 IDG.

Private Brian Helgord Norledge; A man to Remember.

Born in 1923 in Wandsworth, Private Brian Norledge Service Number 795 2766, Died 18/09/1944 Age 21. The Son of the Revd Arthur Charles and Gladys Emily, of AMS Unit Vicar, New Eltham, London. On the 12th May 7th Bn of 574 moved to Wiltshire then relocated to Byfleet, 25 miles from London. The men began training with gliders, nobody in the Battalion had ever seen a glider before but were all delighted at the prospect. At Arnhem this battalion was landed in 56 gliders between 17th and 25th September and involved heavy fighting defending a dropping zone at Ginkel Heath and the 'Whitehouse' at Oosterbeek until forced to withdraw across the Rhine on the morning of the 26th; Sadly, Norledge was killed on the 18th. The battalion suffered such a high loss at Arnhem it was suspended until 1949. He is listed in Roll of Honour also in the Pumphrey and Galloway Aviation museum kept in the Aerodrome Control Tower.

This is the real grave stone of Brian Norledge.
Buried at Arnhem Oosterbeek war cemetery, G. Edwardland,
Netherlands, Memorial ref: 31, A. 8.
7th Battalion Kings own Scottish Borderers. (Airborne)



Private Brian Helford Norledge
Service Number 7952766
K.I.A Monday 18/09/1944 (Aged 21)
7th Airborne Battalion - King's Own Scottish Borderers
Commemorated / Buried at Arnhem Oosterbeek War Cemetery (31.A.8.)
Reburied 03/12/45

Originally buried Oosterbeek, Isolated, Holland Sh.6NW. 695814. Behind house Amsterdamweg.

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/2661332/norledge,-brian-helford/>

No mention in the London Gazette.

Overview of Brian's Career:

Brian Helford Norledge was the son of Reverend Arthur and Gladys Norledge, of London. He enlisted in the Royal Armoured Corps and volunteered for airborne forces.

Private Norledge successfully completed his glider training and was posted to 7th (Airborne) Battalion, King's Own Scottish Borderers, and took part in Operation Market Garden (Arnhem).

Pte Norledge was killed in action on 18 September 1944, aged 21, and was given a field burial behind a house on Amsterdamseweg, in the La Cabine pumping station area, Oosterbeek and was re-interred to Arnhem Oosterbeek War Cemetery on 3 December 1945.

Source / Further Reading: <https://www.paradata.org.uk/people/brian-h-norledge>

Brief Overview of 7th KOSB -

In July 1943 the 7th Battalion, K.O.S.B. were moved to Orkney, a more pleasant place. In spite of the presence of the large naval base in Scapa Flow, always busy with British and American warships, there was little in the way of German interference with the exception of reconnaissance flights. In November Captain George Gourley, Second-in-Command of 'D' Company, attended a two-week course in Edinburgh and during his stay he was informed by a good friend that his Battalion was shortly to be converted to the Airborne role. Official confirmation followed and that month saw the move to Woodhall Spa in Lincolnshire, home of the 1st Airlanding Brigade. Though it was probable that no one in the Battalion had even seen a glider before this time, all were delighted at the prospect after their long four year tour of the British Isles.

The conversion process went well and the men began training with gliders to become accustomed to their new role. Any men who failed the medical tests to determine their suitability for the glider-borne lifestyle were replaced by men from the Regiment, or from other Scottish units. Unfortunately a disaster befell the Battalion in the early hours of the 4th April 1944, during an exercise codenamed 'Dreme', when a Stirling towing a Horsa carrying No.3 Platoon hit a tree on high ground and crashed, killing all aboard. 26 Borderers were killed, together with 6 RAF personnel and 2 glider pilots.

On the 17 September 1944 the battalion took off on Operation Market-Garden, and landed in Holland, where they fought a ferocious battle against superior numbers of German units, before being forced to withdraw back across the Lower Rhine on the night of the 25th/26th September.

Sidcup Station 1939. Father says
goodbye to his son.



Matt K Minch
The Vicar Of Sidcup, Reverend J E Coates,
Sees Off His Son, A Volunteer In The
Artists Rifles, On The Day That War Was
Declared. 3 rd September 1939. He
survived. Have looked this up before,
picture was taken by John Topham from
the book stall on Sidcup station that he
used to frequent. William John Coates
b1879, his son James Alan Coates b1908
in Poole. Shown as a tea blender at Belton
Road in 1939. Artists Rifles, as far as I can
see was a training regiment in WW2. The
reverse image search that I copied and
pasted the first description from says 'J E
Coates', but his fathers name was actually
William John Coates.



Roxane Care

The son of the vicar of New Eltham did not
make it home. Brian Norledge died 18th
September 1944 at Arnhem. Aged 21.

Private

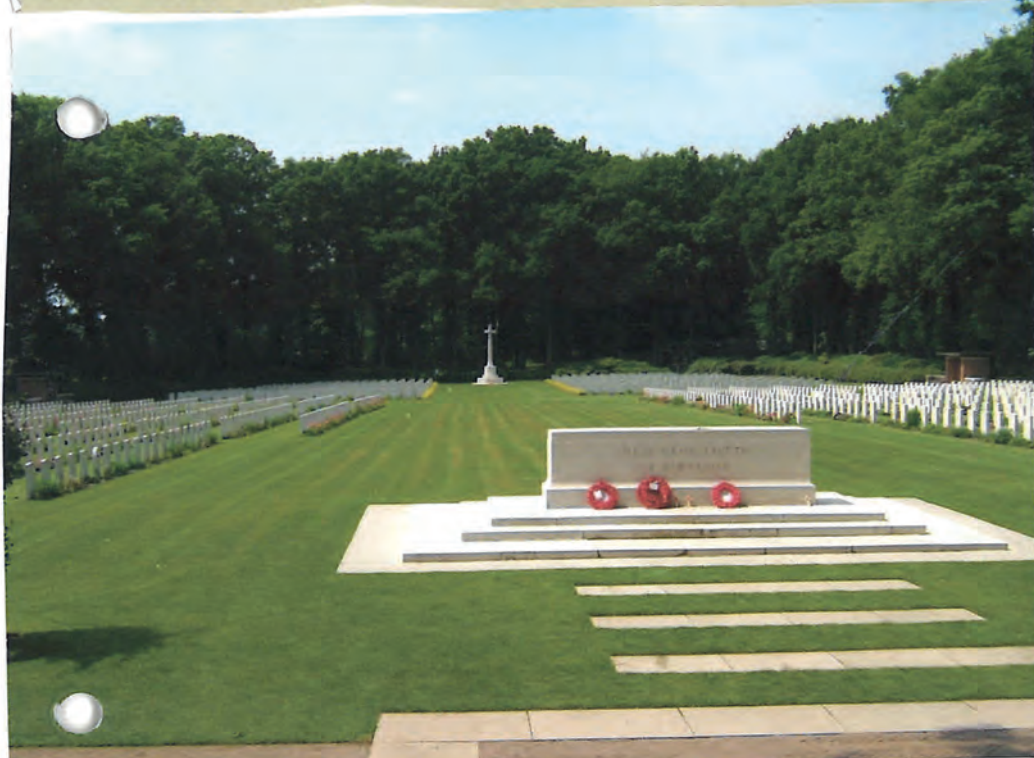
Brian Helford Norledge

Date of Birth: 1923

Date of Death: 18 September 1944 (WW2) 21 Years old

Service Number 7952766

NORLEDGE, Pte. BRIAN HELFORD, 7952766. 7th (Airborne) Bn. The King's Own Scottish Borderers. 18th September, 1944. Age 21. Son of the Revd. Arthur Charles Norledge, and Gladys Emily Norledge, of All Saints Vicarage, New Eltham, London. 31. A. 8.



Son of the Revd. Arthur Charles Norledge, and Gladys Emily Norledge, of All Saints Vicarage, New Eltham, London.

Location: Gelderland, Netherlands

Number of casualties: 1526

Cemetery/memorial reference: 31. A. 8.

Buried at ARNHEM OOSTERBEEK WAR CEMETERY

Inscription
Beloved Son of Rev. AND MRS. NORLEDGE, New ELTHAM, London (Thy Son Live THU)

0,000 4/55 JC&S Gp669

Graves Registration Report Form.

ORIGINAL

HOLLAND

REPORT No.:

SCHEDULE No.:

BURIAL:

ARNHEM OOSTERBEEK WAR CEMETERY

to

Certified complete and correct.

are buried here:—

Signature

Date

10

Rank	Initials, Name & Honours	Unit	Date of Death
66 Pte.	B.H. NORLEDGE	7th Bn. King's Own Scottish Borderers (Airborne)	18. 9.44.

Alexandros Kapatras

Private Brian Helford Norledge



Above: Brian's Gravestone
at Oosterbeek.

Private Brian H. Norledge
was born in 1923, in Wansworth.
He took part in World War 2
and was killed on Monday,
18th September 1944, at 21.
His parents were Reverend
Arthur and Gladys Norledge.
After that he was buried on
3rd December 1945. Norledge
Lived in New Eltham.

Army Form W.3372

GRAVES REGISTRATION REPORT FORM.

Report No. *HOLLAND 250^a-113.* Schedule No.

Place of Burial *ARMHEM. BRIT. COM.* Commune Map Reference

The following are buried here :-

Regiment.	Army No.	Name and Initials.	Rank.	Date of Death.	Cross erected or G.R.U'd.	Plot, Row and Grave.
<i>R.O.S.B.</i>	<i>7952766</i>	<i>NORLEDGE B.H.</i>	<i>PIE</i>	<i>18.9.44</i>	<i>62856</i>	<i>AA1-A-2</i>

Above: Registration
for location of grave,
he was buried in Oosterbeek,
Gelderland, Netherlands



Left: Pin-point on map exact location
on where he was buried.



World War II

Facts on Brian Norledge

Born in 1923

Date of death 18/9/1944

Burial Amhem War Cemetery

Service number 7952766



Brian Norledge was son of Reverend Arthur and Gladys Norledge. Brian enlisted in the Royal Armoured Corps and volunteered for airborne forces. Norledge completed his glider training and was posted to 7th Airborne Battalion, King's Own Scottish Borderers and took part in operation Market Garden (Amhem).

Brian Norledge was killed in action on 18th September 1944 age 21.

By Bella-Poppy Kay and

The King's Own



Scottish Borderers



SERGEANT FRANK KENT PHILLIPS

Frank was born on 31st January 1917. He was the son of Frank and Mabel Phillips of Strawberry Hill Road in Twickenham. He had two brothers and two sisters.

We know from our archive that Frank went on to Wellington School, after Merton Court in 1931.

From the Commonwealth War Grave's Commission database, we know that Frank served with 226 squadron of the Royal Air Force and died 7th September 1941. According to a Royal Air Force Commands digital archive, taken from the private files of Henk Welling, we are brought closer to what may have happened to Frank. Henk was a prolific member of the RAF Commands Forum with a mission to document the causes of death of as many of the unaccounted death of The Second World War, as he could. His posts on unaccounted-for air service personnel had a marked effect on the site and his work is continued as part of the Commonwealth War Graves Commission 'unaccounted for' airmen database. Hanks' data has been augmented with data from the Coastal Command forum and with Air Britain Crash logs.

According to Hank's research it states Frank, along with a Sergeant J D Fieldman and Sergeant G H Carr, went missing believed killed all on 7th September. The archive states aircraft failed to return from an operational flight. Apparently, charged with an anti-shipping patrol, Frank was an observer in a Bristol Blenheim IV Z7306 aircraft that took off on September 7th at 11:30am from Wattisham Airfield in England and was shot down by a Flak gun crashing into the sea off Scheveningen, Holland. Frank's final moments would have been terrifying, probably painful, as he crashed into the sea after being struck by the enemy.

Frank is buried in Hook of Holland General Cemetery. During the war, casualties washed ashore on the neighbouring beaches and airmen brought down in the neighbourhood were buried in this cemetery. There once were American, Canadian and French servicemen among them but these have since been moved to other cemeteries. The cemetery now contains a plot of 69 commonwealth burials of The Second World War, nine of them unidentified. There are also five Polish war graves. We don't know if Frank's body was washed up ashore after crashing into the sea, but it is a real, sorrowful possibility.

Realising Frank's gravestone inscription is so evocative it paints a picture in our minds of the tears falling down Mabel and Frank's cheeks...

'How can we forget when everything makes us remember.'

Frank's name was added to our original School memorial some time during the 1960s/70s; a poignant reminder of how friends and family found solace in the commemoration of the person they loved, in a place that he loved.

Frank Kent Phillips

Sergeant. RAF. 226 Squadron (Bristol Blenheims)

KIA: 07/09/41. North Sea/Hook of Holland. Age 24.

Hook of Holland General Cemetery. Holland. (RowF. No.32).

The Bomber Command website states that 226 Squadron gained an excellent reputation for its anti shipping patrols" which were carried out from bases in Suffolk and covered a large part of the North Sea. The CWGC website states that Hook of Holland General Cemetery has a number of bodies of airmen whose bodies were either found nearby or were washed up. We must presume that this is how Sergeant Phillips came to be laid at rest here.

② AIR 8/18882
doc? missing believed killed

T.N.A
① of event by:
Squadron number 226 record
ref: AIR 27/1406/38
Series ref: 11M/E 226/1 and 37

Sgt (Observer) Frank Kent Phillips
Service Number 932831
K.I.A Sunday 07/09/1941 (Aged 24)
226 Squadron - RAFVR
Commemorated / Buried at Hook of Holland General Cemetery
Reburied N/A

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/2635089/phillips,-frank-kent/>

No mention in the London Gazette.

No. 226 RAF Squadron - most likely flying Blenheim's during this fateful operation:

The squadron reformed from 'B' Flight of No 57 Squadron on 15 March 1937 at Upper Heyford, equipped with Audaxes. These were replaced by Battles in October, which were taken to France just before the outbreak of war as part of the Advanced Air Striking Force. Its attempts to halt the German advance proved futile and on 16 June 1940 the squadron was evacuated to Britain.

Almost immediately it was sent to Sydenham near Belfast, where it began re-equipping with Blenheims in February 1941, which it took to Wattisham in May 1941, joining No 2 Group. It was now involved in daylight attacks against coastal targets and enemy shipping, which proved to a very hazardous activity in Blenheims. However, New equipment arrived in November in the form of the Douglas Boston. These were used successfully until May 1943 when another American type arrived, the Mitchell.

By now No 2 Group had been transferred from Bomber Command to 2nd Tactical Air Force and the squadrons targets were enemy airfields and lines of communication, both inside and outside the immediate invasion area. Following the invasion it moved onto the continent and continued to support the advancing Allied armies for the remainder of the war, disbanding at Gilze-Rijen on 20 September 1945.

Source / Further Reading: <http://www.rafweb.org/Squadrons/Sqn226-230.htm>

I am wondering if he was the Observer / Gunner, where the Pilot is buried - or whether he managed to bail out and was taken as a POW.

Interesting account looking at the Squadron's Role during the Battle for France when they operated Fairey Battle aircraft -

Source: http://www.epibreren.com/ww2/raf/226_squadron.html

National Archive Documents -

- AIR 27/1406 - 226 Squadron Record of Events [DIGITAL]**
- AIR 27/1408 - 226 Squadron Record Appendices [DIGITAL]**



Sgt. F K Phillips

226 Squadron Royal Air Force
Volunteer Reserve. Died aged 24 in 1941

Frank Kent Phillips

Born: 31/01/1917

Lived: 11 Strawberry Hill road, Twickenham.

Died: 07/09/1941 (k.I.A) [age 24]

Buried: Row F, Grave 32 - Hoek van Holland

Frank lived with his parents two brothers and two sisters.

He was an observer in a Bristol Blenheim IV. The plane was hit by glak and crashed off Scherpeningen, Holland while on a Anti-shiping patrol.



Annabel O'Keeffe

Casualty Details

Name: PHILLIPS, FRANK KENT

Initials: F K

Nationality: United Kingdom

Rank: Sergeant (Obs)

Regiment/Service: Royal Air Force Volunteer Reserve

Unit Text: 226 Sqdn.

Age: 24

Date of Death: 07/09/1941

Service No: 932831

Additional information: Son of Frank and Mabel Phillips, of Twickenham, Middlesex.

Casualty Type: Commonwealth War Dead

Grave/Memorial Reference: Row F. Grave 32.

Cemetery: [HOOK OF HOLLAND GENERAL CEMETERY](#)



PILOT OFFICER DAVID EVAN FRANK POWELL

David was born on 5th December 1920. He died aged just 20 on 10th April 1941. Born in Winchester, he had two brothers and two sisters and was the son of Wing Commander FJB Powell MBE. David was mentioned in the London Gazette on 22nd October 1940 edition, having his Pilot Officer appointment fully confirmed. 50 squadron Royal Air Force.

David was serving with 50 squadron RAF when he died. We can see that David was at first buried in the Venlo British military cemetery. His body was exhumed and reinterred in Jonkerbos Cemetery in Holland on 20th August 1947. The graves concentration report form alludes that there are multiple crew members buried side-by-side in Jonkerbos Cemetery from 50 squadron that died on the same day, presumably on the same operation: Sergeant John Ratcliffe, Sergeant Richard Albert Royal and Sergeant Sidney Reginald Cassey. Royal Air Force Commands digital archive reveals that when David was killed and his comrades Sergeant J A Davis, Sergeant R E Drake and Sergeant F C Snook bailed out over Ulestraten, Holland, after being shot down, were taken as Prisoners of War. Davis is thought to have been severely injured and was hospitalised but was too a Prisoner of War until being repatriated in February of 1945.

David was the Pilot flying the Handley Page Hampdens (50 Squadron), twin-engine medium bomber I AD828. The night bombing mission over Dussledorth started when nine aircraft departed base around 19:30pm on the night of the 10th April 1941. Around half of the aircrafts dropped bombs with varying success; due to hazy conditions, only one made target and there is a story about bomb doors frozen shut and other aircrafts returning to base. Two aircrafts never returned to base, one of those was of course David in I AD828. Investigations into David's aircraft after the war have found that he was shot down by a night fighter flown by Obfw Herzog of of Nachtjagdgeschwader 1 (3/NJG 1) German Luftwaffe night-fighter wing. Crashing at Schietcoven Ulestraten, around 6km north of Maastricht, Limburg, (Holland), at around 22.55pm. David told his crew to bail out, but he died trying to land the damaged aircraft. Fl Sgt RE Drake, Fl Sgt FC Snook and Fl Sgt JA Davis became 'POWs' for the remainder of the war.

According to a submission on an Aviation Forum for WWII aircraft, there is a piece submitted from what appears to be the nephew of Sergeant Sidney Reginald Cassey. Whilst the legitimacy of these forums can be questioned this could be the missing information about the final moments of David's death. Whilst we cannot be sure, it is certainly worth considering. The nephew describes the last night of his uncle's life in that aircraft, on April 10th, and it is terrifying. He explains how his uncle flew over the North Sea towards the target of Dusseldorf and would have seen the 'bomber's moon' characteristic on night missions. Suddenly, a blast of freezing air struck through the aircraft as a chunk of the body had been torn away and a crew member would have screamed out *'the pilot has bailed out.'* To their horror they saw the pilot shooting away from the aircraft as his parachute inflated. One of the remaining crew clambered into the pilot's seat to try and steer the controls. The aircraft, amongst the terror and adrenaline, ended up crashing into another aircraft in the sky. Everyone in Sidney's aircraft, including him, died. Whilst this story is not about our 'Lost Boy' the experience would have been very similar.

David's headstone is a cross without an inscription. He was 21 years old when he died. David's father, Frank Powell, MBE, was a renowned airman who served in the RFC in WW1 and continued his service in WW2 gaining his MBE. We wonder what this meant to him after his son died following in his footsteps. David's name was added to our original Memorial in the Junior Playground in 2014. It is touching that his family felt it right and proper to commemorate him at his old Prep School, where he had obviously felt at home.

Plt. Off. D E F Powell
50 Squadron - Royal Air Force

Died aged 21 in 1941

David Evan Frank Powell

Born 05.12.1920

Born in Winchester, Hampshire.

Died 10.04.1941 (KIA) [age 20]

Buried Jonkerbos war cemetery - Nijmegen, the Netherlands.

David had two brothers and two sisters, he was the son of w/cdr. F.J.B Powell, MBE.

A Pilot in 50 Squadron RAF he was shot down by a night fighter on a raid to Dusseldorf in Germany, crashed at ~~the~~ Weststraten.



Pilot Officer David Evan Frank Powell
Service Number 42880
K.I.A Thursday 10/04/1941 (Unknown)
50 Squadron - RAF
Commemorated / Buried at Jonkerbos War Cemetery
Reburied 20/08/1947

CWGC Entry: <https://www.cwgc.org/find-war-dead/casualty/2646731/powell,-david-evan-frank/>

It appears that there are multiple crews buried side-by-side in Jonkerbos from 50 Squadron. Shot down and killed on the same operation on 10th April 1941.

Sgt (Pilot) John Ratcliffe (748372)
Sgt (Wireless Operator / Air Gunner) Richard Albert Royal (652894)
P/O D.E.F. Powell...
Sgt (Wireless Operator / Air Gunner) Sidney Reginald Cassey (747984)

Looks like 106 Squadron were also flying as part of this Operation alongside 50 Squadron from what I can make out on the original grave concentration, as there are at least 7 killed on 10.4.41.

106 Squadron casualties...

Sgt (Pilot) John Spencer (745618) Aged 20
Sgt (Wireless Op / Air Gunner) Eric James Butler (759258) Aged 23
Sgt (Wireless Op / Air Gunner) John Thompson Wright (759258) Aged 21

London Gazette -

Mentioned in the London Gazette on 7th November 1939 Edition, from 23rd October 1939 being granted a short service commission as an Acting Pilot Officer on probation for four years on the active list with the RAF.

Source: <https://www.thegazette.co.uk/London/issue/34727/data.pdf>

Mentioned in the London Gazette on 9th July 1940 Edition, from 20th April 1940 being upgraded as a Pilot Officer on probation with the RAF.

Source: <https://www.thegazette.co.uk/London/issue/34892/data.pdf>

Mentioned in the London Gazette on 22nd October 1940 Edition, having his Pilot Officer appointment fully confirmed - no longer probationary as of 14th August 1940.

Source: <https://www.thegazette.co.uk/London/issue/34976/data.pdf>

RAF No. 50 Squadron:

No. 50 Squadron reformed at RAF Waddington on 3 May 1937, equipped with Hawker Hind biplane light bombers. It started to convert to the Handley Page Hampden monoplane medium bomber in December 1938, discarding its last Hinds in January 1939. It was still equipped with Hampdens when the Second World War broke out, forming part of 5 Group, Bomber Command. It flew its first bombing raid on 19 March 1940 against the seaplane base at Hörnum on the island of Sylt. On 12 April 1940, in attempt to attack German warships off Kristiansand returning from the

German invasion of Norway, 50 Squadron took part in what was the largest British air raid of the war so far, with a total of 83 RAF bombers attempting to attack the German fleet. When 12 Hampdens of 50 and 44 Squadron spotted a German warship and attempted to attack, they lost 6 of their number to beam attacks by German fighters, with 13 officers and men from 50 Squadron dead or missing. After these losses, daylight attacks with Hampdens were abandoned. 50 Squadron continued operations by night, taking part in the RAF's strategic bombing offensive against the Germans through the remainder of 1940 and 1941. It re-equipped with Avro Manchesters from April 1942. The Manchester was disappointing, however, with unreliable engines and had a lower ceiling than the Hampden it replaced. Despite these problems, 50 Squadron continued in operations, contributing 17 Manchesters to Operation Millenium the "1,000 aircraft" raid against Cologne on 30/31 May 1942. It lost two aircraft that night, one of which piloted by Flying Officer Leslie Thomas Manser who was posthumously awarded the Victoria Cross for pressing on with the attack after his aircraft was heavily damaged, and when a crash became inevitable, sacrificing his own life by remaining at the controls to allow the rest of his crew to parachute to safety.

The Squadron soon re-equipped with the four-engined Avro Lancaster, which it used for the rest of the war against German targets, flying its last mission of the war against an Oil Refinery at Vallø in Norway on 25/26 April 1945. The squadron flew 7,135 sorties during the war with a loss of 176 aircraft. It replaced its Lancasters with Avro Lincolns in 1946, disbanding at Waddington on 31 January 1951.

Source / Further Reading: <http://www.no-50-and-no-61-squadrons-association.co.uk/history-of-no-50-squadron/>

Hampden AD828 - Pilot Officer David Evan Frank Powell -

10/11 April 1941-

NIGHT BOMBING, DUSSELDORF

Nine aircraft departed base around 19:30 hours for Dusseldorf. Four aircraft bombed with varying success, due to haze, one made the target, only to find the bomb doors frozen solid, and two more turned back. Two 50 Squadron aircraft failed to return from this mission - AD789 and AD828

Hampden AD828 was lost on this mission to Dusseldorf; the Pilot 42880 P/O David Evan-Frank Powell RAF being killed. Sgt. Raymond Edward Drake 648987 survived, becoming a POW (POW 596), as did Sgt. F. C. Snook, POW 612. Sgt. J. A. Davis is thought to have been severely injured and was hospitalised/made POW until being repatriated in February 1945.

Post war investigations established that AD828 was shot down by a night fighter of 3/NJG 1 flown by Obfw. Herzog, the aircraft crashing at Schietcoven Ulestraten, 6 km north of Maastricht, Limburg, in Holland (and almost on the then-occupied airfield at Maastricht- Aachen) at around 22.55hrs (indicating it was hit prior to reaching the target and incidentally at the exact same time that AD789 was shot down).

Source / Further Reading: <https://aviation-safety.net/wikibase/wiki.php?id=53601> (see sources within)

Hampden AD789 - Also lost on 10/11 April 1941 -

Two aircraft failed to return from this mission: Hampdens AD789 and AD828 were lost AD789 was shot down by a night-fighter (Lt Reese I/NGJ1) and crashed at 22:54 hours at Sterrebos Neer, some 4 km North-North-East of Roermond, Holland. Three of the four crew were killed.

Crew

*Pilot: Pilot Officer G.J. Cornish RAF -Survived, captured, taken as POW
Observer: Sgt. John Ratcliffe RAF (Service Number 748372)
WOp/Air Gunner: Sgt. Sidney Reginald Cassey RAF (Service Number 747984)
Air Gunner: Flight Sgt. Richard Albert Royal RAF (Service Number 652894)*

All that were killed were buried at JONKERBOS WAR CEMETERY, GELDERLAND, Nijmegen, the Netherlands, in graves 16.F.7, 16.F.4 and 16.F.5 respectively. The fourth crew member, Pilot Officer Geoffrey James CORNISH RAAF survived and was taken POW, being incarcerated in Stalag Luft 3. The three crew that were killed were believed to have been found in the wreckage.

Source: <https://aviation-safety.net/wikibase/wiki.php?id=53602>

Further Reading: <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york40/14150.html>

Book Suggestions:

- Chorley W.R. Bomber Command Losses 1941 (page 40)

National Archive Documents -

AIR 81/5797 - Pilot Officer D E F Powell: killed; Sergeant J A Davis, Sergeant R E Drake, Sergeant F C Snook: prisoners of war; shot down, baled out over Ulestraten, Holland, Hampden AD828, 50 Squadron, 10 April 1941 [NOT DIGITAL]

AIR 81/5795 - Sergeant J Ratcliffe, Flight Sergeant R A Royal, Sergeant S R Cassey: killed; Pilot Officer G J Cornish: prisoner of war; aircraft shot down and crashed near Eindhoven, Holland, 10 April 1941, Hampden AD789, 50 Squadron, 10 April 1941 [NOT DIGITAL]

AIR 27/486 - No 50 Squadron Op Record Book - Jan-Dec 1941 [DIGITAL]

AIR 27/485 - No. 50 Squadron Op Record Book - May 1937 - Dec 1940 [DIGITAL]

