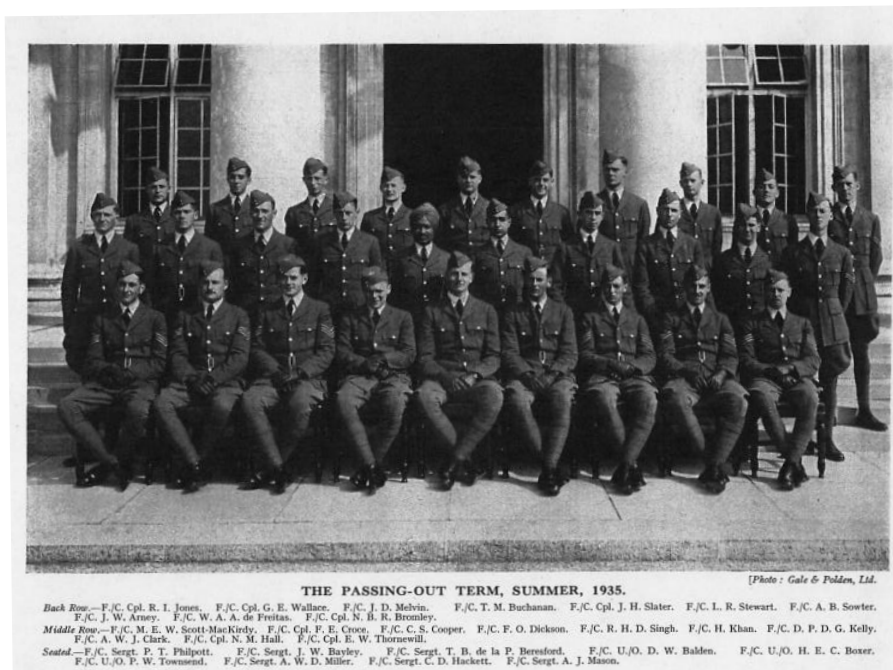


Fewest of the Few Supplement



A33 Entry Graduated July 1935

SURNAME	INITIS
HALL	NM
KELLY	DPDG
TOWNSEND	PW





Hall, Noel Mudie (S33 Entry, B Squadron)



Hall was born in Alverstoke, Hampshire on 25 December 1915, the youngest son of Admiral SS Hall of Hamble, Hampshire; he was educated at Hilton College, South Africa.

He entered the RAF College, Cranwell in September 1933 as a Flight Cadet. After graduation in July 1935, Hall was posted to 3 Squadron at Kenley.

On 2 November 1936, Hall went to the Station Flight at Mildenhall and began meteorological duties. For his work there, he was awarded the AFC (gazetted 2nd January 1939).



On 14 January 1939, Hall was posted to the Wireless Flight at RAE, Farnborough. He went to 257 Squadron at Hendon at its reformation on 4 June as a Flight Commander. On 22 July, he was recalled to RAE but managed to return to 257 on the 27th.

Hall was shot down and killed on August 8th 1940 in combat with Me 109's off St Catherine's Point, in Hurricane P2981. His body was recovered by the Germans, but buried as an unknown airman. However in 1948, his father identified his initialled cigarette case, a gold cufflink and watch as his and a correct headstone was installed. He is buried in Criel Communal Cemetery, France. Hall was 24.



Kelly, Dillon Piers Denis Gerard (S33 Entry, A Squadron)



Born on 4 August 1915, Kelly was educated at Beaumont College, Windsor, and entered the RAF College in September 1933, as a Flight Cadet.

On graduation in July 1935, he joined 4 (Army Co-operation) Squadron at Farnborough and was appointed B Flight Commander in August 1938.

At the outbreak of war, Kelly was posted to HQ British Air Forces in France. After the German Offensive in Mat 1940, Kelly attached himself to 1 Squadron with whom he flew until they withdrew from France on 18 June.

On 1 July, he went to 7 OTU Hawarden and converted to Spitfires before joining 74 Squadron at Hornchurch on 15 July 1940. He was made 'B' Flight Commander on the 23rd. He destroyed a Bf 109 on the 28th.

On 8 September, he was posted to 6 OTU, Sutton Bridge, as an instructor and became OC 'D' Flight on the 28th.

In late January 1941, he was posted to 604 Squadron, Middle Wallop and, whilst there, moved to 93 Squadron in April. In late November, he joined 125 Squadron at Fairwood Common.

In December 1941, Kelly took command of 255 Squadron at Coltishall and led the squadron to North Africa in November 1942. During the nights of 14/15 and 17/18 December, he destroyed two Ju 88s.

In late March 1943, Kelly was posted to HQ North Africa Air Forces as Officer in charge of Night Ops. He was awarded the DFC on 21 May 1943 and returned to the UK in January 1944.

After the war, Kelly was the RAF representative on the Allied Control Commission in Finland until August 1948, after which he was posted to Germany. He retired from the RAF on 7 October 1961 in the rank of Group Captain.

Kelly died on 11 February 1987.



Townsend, Peter Woodridge (S33)



Townsend joined entered Cranwell in 1933. He served in Training Command, and as a flying instructor at RAF Montrose. He was stationed at RAF Tangmere in 1937 on 43 Squadron.

The first enemy aircraft to crash on English soil during the Second World War fell victim to fighters from Acklington on 3 February 1940, when three Hurricanes of 'B' flight, 43 Squadron, shot down an He 111 of 4.G 26, near Whitby. The pilots were Flight Lieutenant Townsend, Flying Officer "Tiger" Folkes and Sergeant James Hallowes.

Townsend was awarded the Distinguished Flying Cross (DFC) in April 1940.

Two more He 111s were claimed by Townsend, on 22 February and 8 April, and a sixth share on 22 April. Enemy aircraft had been shot down in 1939 by the RAF from over Scotland's Scapa Flow shipyards during the Luftwaffe's first raid on Britain. By May 1940, Townsend was one of the most capable squadron leaders of the Battle of Britain, serving throughout the battle as commanding officer of No. 85 Squadron RAF, flying Hawker Hurricanes.

On 11 July 1940 Townsend, flying Hurricane VY-K (P2716) intercepted a Dornier Do 17 of KG 2 and severely damaged the bomber, forcing it to crash land at Arras. Return fire from the Dornier hit the Hurricane coolant system and Townsend was forced to ditch 20 miles from the English coast, being rescued by HM Trawler Cape Finisterre.

On 31 August, during combat with Bf 110s over Tonbridge, Townsend was shot down and wounded in the left foot by a cannon shell which went through the glycol tank and exploded in the cockpit. He continued to lead the unit on the ground even after this wound resulted in his big toe being amputated, and he returned to operational flying on 21 September. A Bar to his DFC was awarded in early September 1940.

Townsend oversaw the conversion of 85 Squadron to night operations at RAF Hunsdon during early 1941.

Awarded a Distinguished Service Order in April 1941, he later became commanding officer of RAF Drem in April 1942 and commanded 611 Squadron, a Spitfire unit. Townsend was later leader of 605 Squadron, a night fighter unit, and attended the staff college from October 1942. In January 1943, he was appointed commanding officer of RAF West Malling.

His wartime record was 9 aircraft claimed destroyed (and 2 shared), 2 'probables' and 4 damaged.

He was promoted group captain in 1948. In August 1950, he was made deputy Master of the Household and was moved to comptroller to the Queen Mother in 1952. He retired from the Royal Household in the next year, and was air attaché in Brussels 1953 to 1956. He died 19 June 1995.