

Fewest of the Few Supplement



J38 Entry Graduated December 1939

| SURNAME | INITS |
|-----------|-------|
| JONES | JSB |
| McKENZIE | JW |
| SHEPLEY | DC |
| WARREN | C |
| WILDBLOOD | TS |

172100-10000 001 0000-720 0000 001 7.0. 1939

See instructions for use of this form in K.H. and A.C.I. and notes in R.A.F. Field Service Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....Station Headquarters.....CRANWELL.....

| Place. | Date. | Time. | Summary of Events. | References to Appendices. |
|----------|---------|-------|---|----------------------------|
| CRANWELL | 1.9.39. | | Lieutenant T.A. Tindle assumes the duties of Station Defence Officer. Education Officers - members of the Royal Air Force Volunteer Reserve - recalled for duty. Aerodrome Council School closed owing to evacuation. | D.R.O. 170. D.R.O. 168. |
| | 2.9.39. | | Lighting restrictions introduced, and guards posted at entrances to the Station. | |
| | 3.9.39. | | Receipt of message stating that War has been declared on Germany by the Allied Powers. Group Captain Strugnell, MC., posted to Command (A/Cadre Post). <u>Royal Air Force College becomes a Flying Training School, and is self-controlled.</u> | A.M.P.L. 319. |



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Jones, John Sinclair Bucknall (J38 Entry, B Squadron)

Jones, of Marlborough, Wiltshire was the only son of Group Captain JHO Jones. He was educated at Canford School and entered RAF College Cranwell in January 1938 as an Honorary Kings Cadet. He was awarded the RM Groves Memorial Prize. After the outbreak of war Cranwell cadets who had not completed their courses were enlisted in the regular RAF on 7 September 1939 as Airmen u/t Pilots. Jones graduated on 1 October 1939 and was granted a permanent commission.

He joined 152 Squadron, then reforming at Acklington.

On 27 February 1940, he shared, with Pilot Officer TS Wildblood - a member of his J38 cohort at Cranwell - the destruction of an He 111, which crashed into the sea ten miles east of Coquet Island, Northumberland.

On 12 July 1940, 152 moved south to Warmwell and, on the same day, Jones destroyed an Me 109 in the Portland area.

On 11 August, he was shot down in combat with Me 109's in mid-Channel, in Spitfire R6614. He baled out but was killed. Jones was 21. His body was washed up in France and he is buried in Sainte Marie Cemetery, Le Havre, France.



McKenzie John Woffenden (J38)



McKenzie of Johannesburg, South Africa was educated at Aberdeen Grammar School, Scotland. He entered Cranwell on 1st January 1938 as a Flight Cadet.

He graduated on 30 September 1939 and the next day joined 263 Squadron, then reforming at Filton with Gladiators.

On 21 April 1940, the squadron flew to Prestwick and embarked on HMS Glorious for Norway. It flew off on the 25th and landed on Lake Lesjeskogen. McKenzie flew a defensive patrol along Romsdal Valley on the 26th, the squadron was withdrawn to Veblungsnes on the 27th and on the 28th was evacuated from Aandalsnes and then re-embarked for return to the UK.

McKenzie was posted to 111 Squadron at Wick on 10 May 1940. During a combat off Margate on 11 August, he is believed to have been shot down by Me109's. His Hurricane, P3922, crashed into the sea and he was reported Missing.

He was 20 and is commemorated on the Runnymede Memorial, panel 9.



Shepley, Douglas Clayton (J38 Entry till 1939)



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Born in July 1918 in Carlton-in-Lindrick, Nottinghamshire, Shepley moved to Woodthorpe Hall, Holmesfield, Derbyshire when he was eight years old. He joined his father's business before following his older brother George into the RAF in 1938. He entered the RAF College Cranwell as a Flight Cadet and received his commission in late 1939.

He was posted to 152 Squadron at RAF Acklington, Northumberland. The squadron received their first Spitfire Mark 1s in December of that year and were operational by early 1940. 152 Squadron flew south to RAF Warmwell in Dorset with the task of protecting the naval base at Portland.

During the Battle of Britain, Shepley claimed two confirmed victories, both Bf 109s, on the 8 and 11 of August. On the 12th, Shepley and Flight Lieutenant Latham Withall were both reported missing after a sortie off the isle of Wight. Shepley was flying Spitfire K9999 and Latham Spitfire P9456. Both pilots were reported lost at sea.

After Douglas's death - his brother had also died, a Dunkirk - his mother Emily and his widow Frances started raising money to buy a Spitfire for the RAF, as part of the Beaverbrook scheme. They both worked energetically towards their target and with the help of citizens of North Derbyshire and South Yorkshire, they organised a variety of fund raising events such as dances, concerts, jumble sales and house to collections as well as collections in public houses, theatres and cinemas. Contributions came in from the Sheffield A.R.P who gathered donations from all their local posts. After 15 weeks of hard work they had achieved their target of £5,700.

Spitfire W3649 was selected for the family, and the name 'SHEPLEY' was placed on the panel below the cockpit. Spitfire W3649 was a Mark Vb and was issued to 602 Squadron on the 16 August 1941, just over a year after the death of Douglas. The aircraft also served with 303 (Polish) Squadron before ending up with 485 (New Zealand) Squadron, and became the personal aircraft of Group Captain Victor Beamish DSO, DFC, carrying the code FV-B. Beamish was reported missing in the aircraft on 28 March 1942 over the Channel.



Warren, Charles (J38-39 Entry, C Squadron)



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Born on the 15 November 1918 at Witham, Essex, Warren was educated at St Crispin School and the Royal Grammar School, Colchester. Joining the RAF in January 1935, he attended No 1 School of Technical Training RAF Halton (31st entry). Charles Warren was awarded a Flight Cadetship to RAF College Cranwell in January 1938; he was promoted to Flight Cadet Sergeant and gained a College Blue for fencing. The course was shortened due to war being declared and Warren was transferred to the RAFVR as an airman u/t Pilot on 7 September 1939, on 5 shillings a day. He then graduated to a Permanent Commission on 1 October, being posted on the same day to 152 Squadron which was reforming at Acklington.

The squadron was declared operational on the 6 January 1940, and commenced patrols/scrambles off the north east coast. On the 12 July, the squadron was placed under 10 Group and moved to Warmwell in Dorset under the command of Wing Commander Devitt. The Battle of Britain officially commenced on the 10 July 1940 and Pilot Officer Warren, along with the other pilots of 152 Squadron, were soon in the thick of it.

During the Battle of Britain, Warren took part in over 50 'scrambles' and many patrols. He was promoted to Flying Officer on the 1st October 1940.

At the end of his tour, Warren was awarded the DFC on 19.9.43, the citation reading;

"Following an arduous operational tour during the Battle of Britain he {Warren} changed to Bomber Aircraft during which, as Flight Commander, he displayed considerable skill and courage whilst on operational sorties to some of the most heavily defended objectives. He is a cool and courageous pilot, who by his personal example has sustained the high morale and fighting spirit of the flight."

He died on 19th October 2005.



**Wildblood, Timothy Seddon
(J38-S39 Entry, B Squadron)**



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Wildblood was born in Egypt on 3 March 1920, the only son of Brigadier FH Wildblood DSO. Wildblood was educated at Colmes Rectory, Alton from 1926 to 1928, The Towers, Crowthorne from 1928 to 1933 and Wellington College from 1933 to 1937. He won a King's Cadetship to the RAF College, Cranwell and entered 'B' Squadron there on 1 January 1938.

On graduation, Wildblood joined 152 Squadron on 1 October 1939, then forming at Acklington with Gladiators.

On 27 February 1940, with Flt Off JSB Jones, Wildblood shared in the destruction of an He 111 which crashed into the sea 10 miles off Coquet Island, Northumberland. The Heinkel was a He 111H-3 from 3/KG26 operating from Schleswig, the crew being: Hptmn Hans-Joachim Helm - KIA, Uffz. Karl Lassnig - KIA, Uffz. Heinrich Buchisch - Missing, Ofw. Artur Thiele - Missing, Gef.r Walter Rixen - Missing

Wildblood claimed an Me 109 destroyed on 11 August 1940, an Me 110 on the 12th and a Ju 87 and another shared on the 18th. He failed to return from combat over the Channel on 25 August in Spitfire R6994.