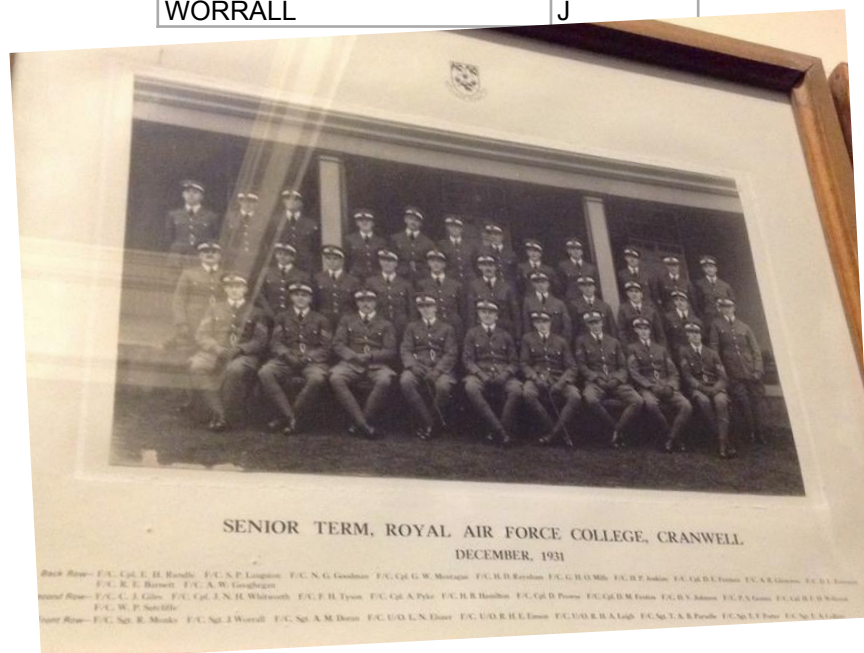


Fewest of the Few Supplement



J30 Entry Graduated December 1931

SURNAME	INITS
BARNETT	RE
LEIGH	RHA
MONTAGU	GW
TYSON	FH
WORRALL	J





Barnett, Richard Edgar (J30 Entry, B Squadron)



234

Barnett attended Cheltenham College and then went to RAF College Cranwell as a Flight Cadet in January 1930. He graduated in December 1931 and then joined 54 Squadron at Hornchurch on the 19th.

Posted overseas in September 1932, Barnett joined 6 Squadron at Ismailia on 1 November.

He went to the RAF Depot at Aboukir in July 1935.

In the Coronation Honours List Barnett was made an MBE (gazetted 11th May 1937) for operations in Palestine from April to October 1936.

After returning to the UK he went to the A&AEE at Martlesham Heath on 16 August 1938. When the OC 234 Squadron (newly-formed), he was badly injured in a car accident on 2 November 1939; he had taken command at short notice. As a result of his injuries, he did not fly very often and relinquished his command on 13 August 1940.

He resigned his commission on 11th August 1941.

After the war, Barnett worked in Kenya and died on 2nd January 1970.



Leigh, Rupert Henry Archibald (J30 Entry, A Squadron)



66

On graduation from J30 Entry at the RAF College on 18 December 1931, Leigh was posted to 57 Sqn. After commencing instruction at RAF Gosport in September 1932, he was posted to 810 (Fleet Torpedo) Squadron and supported HMS Courageous at sea.

In June 1936, he became an instructor at 1 FTS, Leuchars, and on 16 August 1937, joined the staff of the CFS at Upavon. He was a Flight Commander there until October 1939.

Before the war, he had befriended Douglas Bader and, at while at CFS, *"he was given the task of conducting Bader's test flight having been given clearance by the Central Medical Establishment. Conducting the test in a Harvard, equipped with toe brakes which Bader*

would be unable to operate with his artificial legs, Leigh operated these for him knowing that on operations Bader would be flying Spitfires or Hurricanes which were fitted with hand operated brakes."

Squadron Leader (later Air Commodore) Rupert Henry Archibald Leigh was posted to Duxford to command 66 Squadron from April to October 1940, assuming command on the 9th.

He shared the destruction of an He 111 on 12 May 1940, destroyed an He 111 on 9 September, shared the destruction of another on the 11th and damaged a Bf 109 on 13 October.

As a pre-war regular, Leigh was a skilled tactician who evinced a preference for head-on attacks from slightly below enemy formations -- where defensive fire would be weakest. He finished the war with 1.5 victories.

Leigh was posted to HQ 12 Group on 18 October, to conduct administrative duties and was appointed acting Wing Commander on 4 November, antedated retrospectively to 20 October.

He returned to Ops in May 1941 as OC 23 Squadron until December when posted.

He retired from the RAF on 7 December 1954, as a Group Captain but retaining the rank of Air Commodore. During the war he received no fewer than five Mentioned in Despatches.

He died on 1 February 1991.



Montagu, George Wroughton (J30 Entry, C Squadron)



236

Montagu was educated at King's School, Bruton in Somerset. Entering the RAF College in January 1930, he graduated on 18 December 1931 and was posted to 40 Squadron based at Abingdon.

On 7 September 1933, he was posted to 822 Squadron, on HMS Furious.

On 9 November 1936, he was posted on the staff of 10 FTS at Tern Hill, moved to 2 AACU Lee-on-Solent on 13 June 1938 and, on 8 March 1939, joined 'Z' Flight of 1 AACU.

Posted to HQ 22 Group on 22 May 1939, he moved to 5 OTU, Aston Down, on 10 August 1940 for a refresher course before taking command of 236 Squadron at St Eval, Cornwall, on the 15th. On 21 August 1939, he was detached to RAF Farnborough for a 3 day course on high altitude flying.

On 21 December 1940, he failed to return from a reconnaissance mission over Brest and he and his crew of two were reported as 'Missing'. He is buried in Bayeux War Cemetery in France.



Tyson, Frank Hastings (1-30C)



Tyson was born in Southport on 14th February 1912 and attended St. Philips School, from where he won a scholarship to King George V School. Tyson entered the College in January 1930, graduating in December 1931.

Tyson joined 29 Squadron at North Weald.

He was posted to 802 (Fleet Fighter) Squadron on 2nd March 1933 based at Hal Far, Malta and at sea on HMS Glorious.

He was supernumerary at RAF Gosport on 22 August 1935 and, on 16 December, he joined the staff at 7 FTS Peterborough. On 1 January 1937, Tyson was posted to 603 Squadron, Auxiliary Air Force at Turnhouse as flying instructor and Adjutant.

He was posted to HQ Fighter Command on 1 February 1939 for intelligence duties. On 30 October, Tyson went to Leconfield to form and command 245 Squadron. He was seriously injured in a motor accident three days later.

On recovery, Tyson joined the Administrative Staff at HQ Coastal Command on 24 February 1940. On 22 July, he arrived at 5 OTU Aston Down from HQ Coastal Command. After converting to Hurricanes, he joined 3 Squadron at Wick on 6th August as supernumerary Squadron Leader.

He took command of 312 Squadron at Duxford on its formation on 29 August. From 9 September, he shared command with Squadron Leader Ambrus. The squadron was declared operational on 2 October, being based at Speke as part of Liverpool's defences. Tyson left the squadron in April 1941, when it became an all-Czech unit.

He was awarded the Czech Military Cross (gazetted 14th April 1942). In September 1942 Tyson was Deputy Station Commander at Luqa, Malta. His subsequent service is currently undocumented until he retired from the RAF on 14th February 1962 as a Group Captain.

Tyson died on 30th December 1979.



Worrall John (J30 Entry, A Squadron)



Worrall entered the RAF College in January 1930 and graduated on 19 December 1931. He represented the RAF College at Hockey.

Worrall initially joined 1 Squadron, and then transferred to 208 Squadron on 28 February 1933. In 1936, he went to China, where he attended the School of Oriental Studies at Peking University.

At the outbreak of the Second World War, Worrall was recalled and posted to 32 Squadron in May 1940. While based at Biggin Hill and Hawkinge, Worrall participated in the Battle of Britain, taking command of 32 Squadron on 6 May. Under his leadership, by the end of August 1940, his Squadron had claimed 71 enemy aircraft. By the end of the Battle, 32 Squadron had destroyed 102 enemy aircraft. In early August 1940, Worrall was awarded the Distinguished Flying Cross (DFC). Soon afterwards Worrall became a Fighter Controller at Biggin Hill's control room.

Worrall's personal score included a damaged Hs 126 on 20 May, a probable Bf 109 on 19 July, three damaged Ju 87s on 20 July, and a half share Bf 110 on 15 August 1940. He was shot down only once on 20 July 1940, obliging him to make a forced landing near Hawkinge in Hurricane Mk. I, N2532, with a damaged engine and gravity tank which resulted in the aircraft burning out.

In March 1944, Wing Commander C Worrall became the SASO for HQ 216 Group.

In July 1945, Worrall became the Senior Personnel Staff Officer at HQ Transport Command. He continued to serve in the RAF after the war, eventually rising to the rank of Air Vice-Marshal. He was made a CB in the NYOL and retired on 1 January 1963.

Following retirement from the RAF, Worrall became Managing Director of The Advertising Agency Poster Bureau Ltd in 1964.