

# Fewest of the Few Supplement



## J39 Entry Graduated December 1939

SURNAME	INITS
HUMPHREY	AH
LUMSDEN	DTM
VIGORS	TA

17000-10000 101 0000-224 1121 211 T.S. 118

See instructions for use of this form in K.I. 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/Cdre Post). <u>Royal Air Force College becomes a Flying Training School, and is self-controlled.</u>	A.M.P.L. 319.



**Humphrey, Andrew Henry (J39 Entry, B Squadron)**



The son of John Humphrey CBE and his wife, Agnes Florence Humphrey (née Beatson-Bell), Humphrey was educated at Belhaven preparatory school in Dunbar and Bradfield College. He joined Cranwell in January 1939, but his two year officer training course was abruptly ended by the outbreak of war. He transferred to the newly formed Service Flying Training School (SFTS) at Cranwell, as an AC1, for flying training on SFTS Course No 5 and, on completion, was granted a permanent commission as a pilot officer on 30 April 1940.

Following the SFTS flying training, he was posted to 266 Squadron at Wittering in September 1940 and found himself flying spitfires in the Battle of Britain.

In March 1941, he was involved in an incident when his engine failed and his spitfire crashed in flames, but he survived. He was promoted to the war substantive rank of Flying Officer on 1 May 1941. On a single night in May 1941, he shot down one bomber and two other enemy aircraft near the Dutch coast; he was awarded the Distinguished Flying Cross for these exploits on 30 May 1941.

Humphrey transferred to 452 Squadron, flying spitfires from RAF Kenley, in July 1941 before becoming an instructor at 58 Operational Training Unit at Grangemouth in August 1941. He became a Flight Commander on 175 Squadron, flying Hurricanes from Warmwell in March 1942 and was promoted to the war substantive rank of Flight Lieutenant on 1 May 1942, before returning to Grangemouth in July 1942.

Awarded the Air Force Cross on 1 January 1943, he attended the Low Attack Instructor's School at Milfield in early 1943.

He became a Flight Commander with 6 Squadron, flying Hurricanes in North Africa in July 1943 and was promoted to Flight Lieutenant on a permanent basis on 7 September 1943.

He became an instructor at No. 5 Middle East Training School at RAF Shallufa in Egypt in January 1944, before being posted to the staff at RAF Nicosia in Cyprus in June 1944 and then to the staff at RAF Ranchi in India in November 1944.

He was awarded a Bar to the Air Force Cross on 1 January 1945, and promoted to the war substantive rank of Squadron Leader on 20 February 1945.

Humphrey was appointed Air Aide-de-Camp to the Queen on 31 March 1974 and Chief of the Air Staff on 1 April 1974. As Chief of the Air Staff, he advised the new Labour Government on the implementation of their latest Defence Review. Following promotion to Marshal of the Royal Air Force on 6 August 1976, Humphrey was appointed Chief of the Defence Staff on 24 October 1976. However, he only served in that role for three months before catching pneumonia following a visit to British forces in Norway during a particularly cold Winter. He died in the RAF Hospital at Halton on 24 January 1977.



**Lumsden, Dugald Thomas Moore  
(J39 Entry, B Squadron)**



**236**

Lumsden was born on 27 June 1920 and educated at Deytheur Grammar School. He entered Cranwell in January 1939. The course was shortened because of the war and, after being commissioned in December 1939, Lumsden joined the recently-reformed 236 Squadron at Martlesham Heath on 4 January 1940.

After operating with Fighter Command in July 1940, the squadron moved to St. Eval in early August and rejoined Coastal Command.

On 9 November 1940, Heinkel He 111H-4 1T + FH 6951 of 1./KGr. 126 was attacked by Lumsden, flying with Sgt CM Gibbons and Sgt EE Miles. It jettisoned its torpedo, but then crashed into the sea off Brest. Flgr. O Skusa was killed, Fw. P Hermsen missing, Fw. W von Livonius and Oblt. H. Lorenz both rescued by Seenotdienst. The body of Skusa was later washed ashore in Brittany.

In July 1941, Lumsden was posted to 2 (Coastal) OTU at Catfoss, as an instructor. Whilst there, he converted to Beaufighters and in late May 1942 returned to operations, joining 248 Squadron at Dyce.

On 11th July 1942 Lumsden was shot down by Me109's off Trondheim and captured. At some time he was held in Stalag Luft III. Liberated in May 1945, Lumsden joined 254 Squadron in September, flying Beaufighters.

He stayed on in the RAF, was made an MBE (gazetted 1st June 1953) and retired on 16 May 1964 as a Wing Commander.

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**Vigors, Timothy Ashmead (J39 Entry)**



266

222

Vogors was born in Hatfield on 22 March 1921, brought up in Leicester and educated at Eton. After leaving, he did six months cramming and passed the entrance exam for the RAF College, entering in January 1939. After the outbreak of war, some Cranwell cadets who had not completed their courses were enlisted in the RAF on 7 September 1939 as Airmen u/t Pilots and each given an airman number. Vigors (581778) graduated on 23 December 1939 and was granted a permanent commission.

He joined 266 Squadron at Sutton Bridge on 6 January 1940. He was posted to the 12 Group pool at Aston Down on 17 January and, after converting to Blenheims, he joined 222 Squadron at Duxford on 24 February. The squadron re-equipped with Spitfires in March 1940.

Over Dunkirk on 31 May, Vigors probably destroyed an He 111 and on 1 June a Bf 110.

During the night of 19/20 June, an aircraft was reported and Vigors, in dressing gown and pyjamas, was sent to investigate. He lost his bearings, sighted a bomber and fell in with it, in the hope that it would lead to an airfield. The aircraft was an He 111 and it opened fire, scoring hits on Vigors' aircraft. He shot it down near Sunk Island, Yorkshire, and then landed at Barkston Heath airfield, from where he had carried out night flying training from Cranwell.

On 25 July, Vigors damaged two He 111s, on 30 August probably destroyed a Bf 110, on 31 August destroyed a Bf 109 and probably two more, and then made a crash-landing himself at Hornchurch, when his undercarriage locked up.

On 1 September, Vigors destroyed a Bf 109, on the 3rd destroyed a Bf 110 and damaged another, on the 6th damaged Bf 109, on the 7th probably destroyed Do 17, on the 9th he shot down a Bf 109 in flames and was then shot down himself and made a crash-landing at allotments near Dartford, with the left aileron and tailplane shot away and the glycol tank punctured.

Vigors spent the night in London. Leaving Liverpool Street Station the next morning, escorted by two policemen, he was attacked by a crowd, who thought he was German. After realising their mistake, they cheered him.

Back with his Squadron, Vigors probably destroyed two Bf 109s on 30 October and damaged a Bf 109 on 2 November. He was awarded the DFC (gazetted 1 October 1940). On 27 December, he was posted to Singapore, where he joined the reforming 243 Squadron on 12 March 1941 as a Flight Commander.

During the rest of the war, Vigors:

- Took command of 453 Squadron, which had been reformed for service in Malta to defend the RN fleet, on 21 November 1941.

- Was in action, with Sergeant O'Mara on 14 November, against a large force of Japanese fighters. He baled out of his burning aircraft and was attacked five times, avoiding fire by climbing his parachute cords, was injured in the thigh, rescued by two local inhabitants on the Penang Mountain and handed over to the British.
- After some weeks in hospital and various attempts to repatriate, on 1 September 1942 he went to Air HQ Delhi in charge of the training section.
- From November 1943 to December 1944, commanded RAF Yellahanka, converting from frontline Hurricane to Thunderbolts and Blenheim squadrons to Mosquitos.
- In early 1945, returned to the UK and was posted to command RAF Castle Camps and took part in the first Battle of Britain flypast on 15 September 1945.

He retired from the RAF on 8 November 1946 as a Squadron Leader, retaining the rank of Wing Commander. Vigors later became a well known figure in international horse racing circles and, for a time, ran a firm specialising in private and executive air travel.

He died on 14 November 2003.

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