Fewest of the Few Supplement



SFTS Course 6 Graduated April 1940

SURNAME	INITS		
BACON	CH		
BEAZLEY	HJS		
MAYHEW	PF		
PAGE	AG		

	the state of	The same of		STATE OF THE PARTY NAMED IN
(Facus)—1864	WE 0000-750 8,000	A)1 T.S. 118		
See instructions for and notes in R	e use of this form in A.P. Field Service	K.R. and A ce Pocket L	OPERATIONS RECORD BOOK Of (Unit or Formation)Station Headquarters,CRANWALL.	R.A.F. Form 540 d for day
Place.	Date.	Time.	Summary of Events.	References to Appendices.
RANWELL.	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. Aerodrame Council School closed owing to evacuation.	D.R.O. 170.
	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). Royal Air Force College becomes a Flying Training School, and is self-controlled.	A.M.P.L. 31



Bacon, Charles Harvey (SFTS Course 6, Squadron 1)

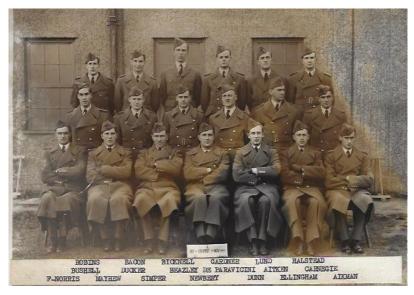


A Demi (HAlf Fellow) of Magdalen College, Oxford, Bacon was born on 15 January 1919. He

joined Oxford UAS and transferred to the RAFVR in June 1939, as an Airman u/t Pilot (754287). He was called up on 1 September.

Commissioned on 26 September 1939, Bacon was on No 6 Course SFTS, Cranwell from 6 November 1939 to 9 May 1940.

Bacon arrived at 10 B&GS, Warmwell, with the Advanced Training Squadron from SFTS on 26 April. With the course completed, he joined 98 Squadron in France in early 1940, flying Battles. It was withdrawn to England in early June.



The Squadron reassembled at Gatwick on the 15th and in July it was preparing for a move to Iceland for coastal patrol duties. When 98 Squadron departed, Bacon stayed at RAF Gatwick, as a supernumerary. He joined 4(C) Ferry Pilot Pool on 1 August.

Along with other pilots with Merlin engine experience, he went to 7 OTU, Harwarden, on 3 September. After converting to Spitfires, he joined 610 Squadron at Acklington on the 16th.

On the 30th, Bacon was killed when his Spitfire crashed on Alnmouth beach. He is buried in an extension to St Mary's churchyard, Windermere.

SFTS 6 Page 2 of 8



Beazley, Hugh John Sherard (SFTS Course 6, Squadron 1)



249

Beazley was born on 18 July 1916 and was educated at Cheltenham College and Pembroke College, Oxford. He was a member of the UAS and transferred to the RAFVR in December 1937 (731134).

Beazley was called up on 25 September 1939 and commissioned. He attended the SFTS Course 6 on 6 November.

Beazley made a forced-landing, en route from Cranwell to 10 B&GS, Warmwell, on 26 April



Beazley later served with 89 Squadron, as a Flight Commander, and was awarded the DFC (gazetted 7 March 1944). He was released from the RAF in 1946, as a Wing Commander. He worked for the family shipping business, spent 10 years in Nigeria with the Colonial Office, then became a Chartered Accountant. He was Treasurer and late a Life Vice-President of the Battle of Britain Memorial Trust. Beazley hayat the National Memorial to the Few at Capel-le-Ferne is named after him.

Beazley died on 13 June 2011.



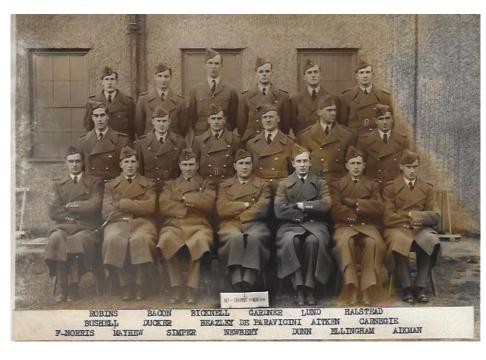
"Pan-Group" Squ 544 562 79 248

Mayhew, of Felthorpe in Norfolk, was educated at Haileybury College and then Christ Church, Oxford, where he read Modern Greats. He was a member of the UAS in 1939 and in June he joined the RAFVR, as an Airman u/y Pilot (754284).

Called to full-time service in September, he was commissioned on the 26th and sent to No 1 ITW, Cambridge. In mid-November, Mayhew was posted to the SFTS at Cranwell to attend Course No 6, which ran from 6 November 1939 to 9 May 1940. He was awarded

his flying badge in February 1940 and with t h e was Advanced Training Squadron of his course when it arrived a t 10 B&GS. Warmwell, on 26 April. With the course completed, he went to No 1 School of Army Co-operation, Old Sarum on 9 May.

Mayhew was posted to 5 OTU, Aston Down on 23 June 1940. After converting to Spitfires, he was posted to 32



Squadron at Biggin Hill on 6 July, to fly Hurricanes. He moved to 79 Squadron at Sealand on 11 July. On 15 August, he damaged a Bf 110.

On 27 August, the squadron went south to Biggin Hill and next day Mayhew shared in the destruction of an He 59. His Hurricane was damaged in combat on 29th. He shot down an He 111 on the 30th and on 1 September a Do 17. The squadron moved to Pembrey on 8 September.

Mathew was one of a section which intercepted eight He 111s over the Irish Sea in the evening of 29 September. He chased them but found himself alone when he caught them up, about 15 miles off the Irish coast. In the face of intense cross-fire, Mayhew made some attacks, resulting in the Heinkels jettisoning their bombs and heading for home.

At this time, other 79 Squadron Hurricanes arrived and pressed home their attacks. One He 111 was hit and began to fall back, with one engine smoking. Mayhew made a further

attack on this aircraft, which went down and was later confirmed destroyed. The other Hurricanes turned for home but Mayhew continued to chase the surviving Heinkels.

Some time later, he found himself over the Atlantic ocean about 70 miles south-west of Wexford. He turned for home and with darkness approaching fast and very low on fuel, he made a wheels-up landing in a stubble field at Enniscorthy, Co Wexford.

Mayhew was interned by the Irish authorities and held at Curragh Camp, Dublin. His Hurricane, P5178, was impounded. In December, he obtained permission from Air Ministry to give his parole to travel to Dublin each day from the Curragh to study for an Honours Degree under tutorship from Dublin University.

Later in December, he was joined by other internees, On 20 January 1941, he and three others broke out of their compound in heavy snow. He was recaptured when nine miles from Dublin.

In the early hours of 26 June, Mayhew led a well prepared escape, with nine other internees. He and five others managed to reach Northern Ireland. Back in England, Mayhew returned to 79 Squadron, then at Fairwood Common.

In late 1941, he was made a Flight Commander and in December the squadron moved to Bagington, to prepare for a possible move overseas.

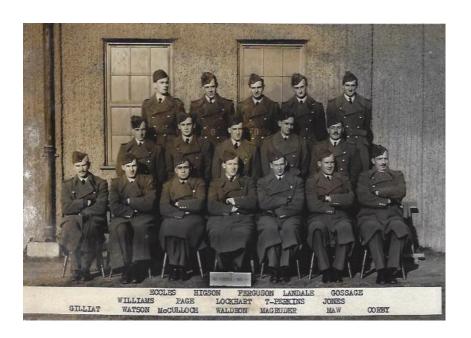
Defensive patrols were still being flown in February 1942 and on the 19th, Mayhw led his flight on an uneventful one. On his return to Bagington, he ordered his pilots to land but he stayed airborne. Soon afterwards he flew across the aerodrome, but, on turning, his engine stalled and he was too low to recover height and crashed.

Mayhew was severely injured, did not recover consciousness and died five minutes after reaching hospital.

He was 22 and was cremated at Perry Bar Crematorium, Birmingham.

SFTS 6 Page 6 of 8









Beamish



HF B



After a further spell in East Grinstead, he was posted to 122 Squadron as a Flight Commander. In January 1944, Page assumed command of 132 Squadron at Detling. On 26 April, he shared a Ju W34 and on the 29th shot down a Bf 110.

In June, Page took 132 Squadron to France. On the 18th, he damaged an Fw 190. On the same day, he was promoted to Acting Wing Commander and appointed Wing Leader of 125 Wing.

On 12 July 1944, he shared a Bf 109, on the 14th destroyed an FW 190 and damaged another on 20 July and on 26 September he shot down Bf 109s. Page was awarded a Bar to the DFC (gazetted on 22 August 1944).

At the end of September, Page crashed on landing, injured his face on his gunsight and fractured his back. He was flown back to England and taken to the Queen Victoria Hospital at East Grinstead. He was awarded the DSO (gazetted 29 December 1944), credited with 15 enemy aircraft destroyed.

In January 1945, Page was sent on a lecture tour to the USA. He returned to the UK in April and went into hospital to have a piece of cannon shell removed from his leg that had been there since August 1940. Fit again, Page was attached to Vickers-Armstrong at Weybrdge, as a test pilot.

Granted a permanent commission in 1946, Page was selected for a course at the Empire Test Pilots' School. It was postponed and after a Senior Officers' Administration Course, he was posted as PA to the senior RAF Officer on the Military Staff Commission at the UN in New York.

Page retired from the RAF on 1 December 1948, as a Squadron Leader, and joined Vickers-Armstrong as a sales executive.

He received the Order of Orange Nassau. Page founded the Battle of Britain Memorial Trust with the intention of creating a National Memorial to "The Few". The memorial took the form of a seated airman, with no indication of rank, nationality of aircrew trade visible and was unveiled at Caple-le-Ferne on the cliffs between Folkstone and Dover on 9 July 1993 by Her Majesty Queen Elizabeth the Queen Mother. Page received the OBE in 1995 and died on 3 August 2000.