

Fewest of the Few Supplement



S36 Entry Graduated July 1938

SURNAME	INITS
HANSON	DHW
MILEY	MJ



VI TERM, SUMMER, 1938.

[Photo: Gale & Polden Ltd., Alder]

 F./C. S. N. Goyal, F./C. R. B. Wright, F./C. A. C. Triptree, F./C. R. A. Cruickshank, F./C. P. H. Cribb,

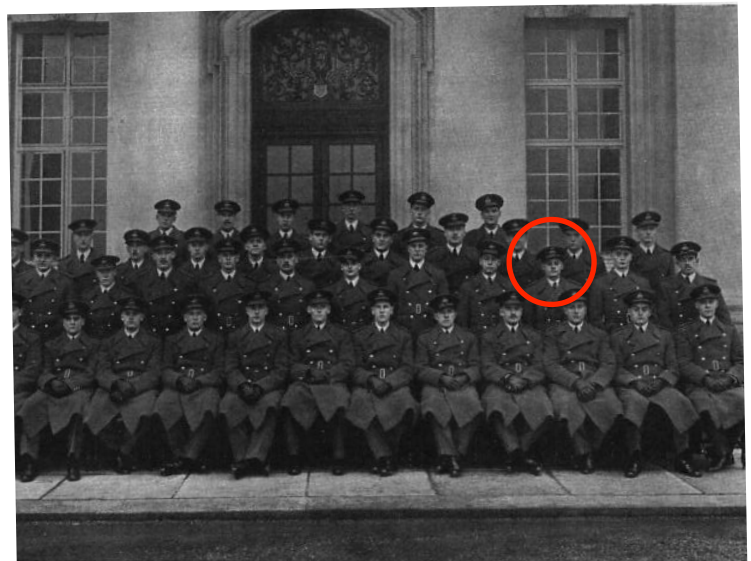
 F./C. C. D. V. Willis, F./C. D. G. Heaton Nicholls, F./C. E. O. Porter, F./C. R. J. Sansom, F./C. R. C. Cobble, F./C. R. F. Halliwell,

 F./C. P. C. Lambert, F./C. Cpl. C. B. F. Kingcome, F./C. Cpl. J. H. Iremonger, F./C. Cpl. G. O. Lings, F./C. Cpl. C. W. M. Newman,

 F./C. Cpl. M. J. Miley, F./C. W. Pitt-Drewson,

 F./C. Sgt. G. W. Petre, F./C. Sgt. R. C. Rotherham, F./C. U/O. J. E. T. Haile, F./C. U/O. B. P. Young, F./C. U/O. A. M.

 H. M. Pirie, F./C. Cpl. D. R. S. Bevan-John, F./C. Cpl. M. Savage.



VI TERM, DECEMBER, 1938.

[Photo: Gale & Polden,]

 Cpl. E. A. Johnston, F./C. Cpl. S. B. Grant, F./C. Sergt. J. R. Armitstead, F./C. Sergt. N. A. Van Someren, F./C. Sergt. D. Salway,

 S. D. Hallifax, F./C. U/O. H. F. D. Breeze, F./C. U/O. J. E. K. Hayter, F./C. Sergt. J. A. Holmes, F./C. Sergt. H. A. E. Porteous,

 D. H. W. Hanson, F./C. Cpl. L. M. Hodges, F./Cpl. Cpl. A. J. Pryn,

 H. Finkinson, F./C. Cpl. I. L. B. Aikens, F./C. Cpl. K. P. Macdonald, F./C. C. Robertson, F./C. T. S. Murray, F./C. H. J. Winch,

 M. Macdonald, F./C. B. O. C. Stevens, F./C. M. G. Homer, F./C. I. S. Henderson, F./C. P. A. Major, F./C. C. F. M. Chapman,

 I. L. G. Henderson, F./C. M. W. Waddington, F./C. H. D. Clark, F./C. W. D. B. Ruth, F./C. T. Hurst, F./C. A. R. Gully, F./C. P. W. O. Mould,

 Candall, F./C. H. D. Garbett, F./C. H. V. Matthews, F./C. F. A. Flinton,

 R. S. Filleul, F./C. H. I. R. Dunn, F./C. Hon. P. G. A. St. Clair Erskine, F./C. B. H. Way, F./C. P. R. W. Wickham, F./C. D. G. Marshall.

Hanson and Miley joined the same Entry, S36, but Miley graduated in July and Hanson in December 1938.



Hanson, David Harry Welstead
(S36 Entry, B Squadron)



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David Harry Welstead Hanson was the elder son of the late Lieutenant Colonel Harry Ernest Hanson DSO, and Ivy Alice Hanson (née Wellsted), of Rolston, Hornsea. Hanson entered Winchester College from Bramcote in January 1931. He was always eager to join the RAF, and in July 1936 went to Cranwell, where he represented the College at rugby football, boxing and cross-country running. He graduated as a Pilot Officer on 17 December 1938, and served as a pilot in 17 Squadron.

On 25 May 1940, flying as 'Red 2' in 'A' Flight, Hanson was on patrol near Calais with Squadron Leader Emms ('Red 1') and Pilot Officer Manger ('Red 3'). At around 1105, six miles south of Calais and at a height of around four thousand feet, the section spotted an enemy Dornier 17 bomber. Hanson's combat report reads as follows:

"Opened fire 350 yards; bursts of two seconds as range closed. Made my attack and broke away. Red Leader went after another enemy aircraft. Red 3 continued attack. Noticed enemy aircraft top rear gun firing, but this stopped after my second attack. Enemy aircraft flying very low over trees and skidding evasive actions. As I made my third attack, noticed grey spray from port engine and a lot of bullet holes. Enemy aircraft then made a crash-landing five miles NE of Ardres. Two occupants ran away from it and machine started burning. Weather clear and fine". (National Archives, AIR 50/9)

Hanson could not claim a whole victory, two other pilots having fired at the aircraft, but this was a confirmed kill. The following day, 26 May 1940, Hanson saw combat again, also near Calais. This time flying as 'Red 3', he was at between one and two thousand feet just west of Calais when, at 0550, his section of three aircraft was 'bounced' by at least three – possibly more than six – Me109s:

"Returning from patrol of Lille-Arras area when, near Calais, the section was attacked without any warning. Felt a sharp bang in the tail and turned very sharp right, climbing as well. Saw Me109 diving near another Hurricane. Attacked from behind. Enemy aircraft did steep climb to right (a semi stall-turn). Fired several bursts, holding him in sights with very slight deflection. Enemy aircraft went into vertical dive but pulled out with grey fumes coming from his port side, climbed to right gently, and seemed to fall away, but I was unable to follow him further as another enemy aircraft was attracting my attention". (National Archives, AIR 50/9)

This Hanson claimed as an 'unconfirmed' kill; it was probably rated a 'possible' or 'damaged'. On 8 June 1940, 17 Squadron (along with 242 Squadron) moved to Le Mans in Brittany as the remnants of BEF and RAF units in France were evacuated.

The squadron retired to the Channel Islands two days before returning to England.

17 Squadron flew over southern England throughout the Battle of Britain. On 12 July 1940, he claimed another "probable" kill off Orford Ness when, after an attack by Hanson, a Dornier 17 was seen to be in difficulties.

He was promoted to Flying Officer some time in July 1940. On 11 August, he ran into 13 Me109s and Me110s and claimed a probable kill of one Me110. Hanson's Hurricane sustained some damage. He claimed another probable Me109 off Portland Bill on 25 August.

Hanson was killed in action on Tuesday 3 September 1940 at the age of twenty-two.

The Germans were making attacks on RAF airfields in the south-east, their main targets being Debden (to which 17 Squadron had moved the previous day), Hornchurch and North Weald. At 0930, 17 Squadron was scrambled to protect the airfields when German intentions became clear. North Weald was very badly hit with over 150 bombs falling, but the other attacks were beaten off with less damage. Both sides lost sixteen aircraft.

Hanson was involved in this melée. He was seen to attack a Dornier which he hit – but was himself hit and he tried to bale out of his Hurricane I (serial P3673). He struggled to get out of his aircraft, and, when he finally managed to do so, he was too low (100ft) and his parachute failed to deploy. He hit the ground on Foulness Island from around a hundred feet and was killed instantly.

He is buried in All Saints' Churchyard, Mappleton, Yorkshire, where there is also a memorial to him.



**Miley, Miles John
(S36 Entry, C Squadron)**



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John Miles Miley was the elder son of Group Captain AJ Miley OBE, Air Attache in Buenos Aires in September 1940. He was born in 1918 and educated at Sherborne School. He entered RAF College, Cranwell, in September 1936 as a Flight Cadet. On graduation in July 1938, he joined 25 Squadron at Hawkinge.

Miley was still with the squadron in early July 1940. He was attached to the Air Fighting Development Unit at Northolt on 15 August.

In the early evening of 15 September, Miley was flying as a passenger in Beaufighter R2067 from North Weald, with Flying Officer HMS Lambert as pilot and LAC JP Wyatt as crew. The aircraft crashed near Kenley aerodrome at 6.20 pm and all three men on board were killed.

It has never been established whether the crash was an accident or the result of enemy action. On that day, Feldwebel Neuhoff of JG53 claimed a Blenheim destroyed, but none was reported lost on the 15th. It is possible that he may have mistaken the Beaufighter - the aircraft was new and only just entering Service - for a Blenheim, if indeed he did shoot it down.

Miley was 22. He is buried in St Andrew's churchyard, North Weald, Essex.

