

RAF COLLEGE CRANWELL

“December Casualties”



December Extract of the Cranwellian Roll of Honour

Version 1.1 dated 6 December 2020 IBM Steward 6GE



Bomber Command Losses - Berlin



Cranwellian names in plain text have been verified between College and IBCC database lists

Cranwellian names in *italics* are believed to be the correct matches to corresponding surnames and initials in the official IBCC database

Casualty	Decorations	Entry	Description	Date
Brill DJ		SFTS27	KIA 97 Sqn; Lancaster III JA963 OF-Q; Bourn-Berlin; night ops; lost over the target.	16/12/43
Cooper WR		SFTS44	KIA 550 Sqn; Lancaster III ND327 HW-?; Grimsby-Berlin; mid-air collision on take-off.	24/12/43
Corser EGM	DFC, MiD	1 AFU	KIA 460 Sqn; Binbrook-Berlin; crashed near Doberitz.	2/12/43
Dalton JP		SFTS45	KIA 57 Sqn; Lancaster III JB529 DX-P; East Kirkby-Berlin; shot down by night fighter.	2/12/43
Davis HP		SFTS24	KIA 101 Sqn; Ludford Magna-Berlin; night ops; crashed into high ground at Eastington.	16/12/43
Hopps FT	DFC	SFTS40	KIA 103 Sqn; Lancaster III JB401 PM-P; Elsham Wolds-Berlin; suddenly exploded Kreis Beeskow.	2/12/43
Hughes RL		SFTS45	KIA 576 Sqn; Lancaster III ED713 UL-W2; Elsham Wolds-Berlin; shot down near Hanover.	23/12/43
Ireland J		SFTS49	KIA 101 Sqn; Lancaster I DV300 SR-W; Ludford Magna-Berlin; shot up by night fighter, Lemmer.	16/12/43
Richardson A		SFTS44	KIA 9 Sqn; Lancaster III DV293 WS-Y; Bardney-Berlin; mid-air collision with Lancaster (JA867), RTB	16/12/43
Turner HA		SFTS22	KIA 432 Sqn; Lancaster II DS831 QO-N; East Moor-Berlin; one of 25 ac lost (of 498); night-fighter, Leeuwarden.	16/12/43
Widdop JK		SFTS31	KIA 9 Sqn; Lancaster III DV293 WS-Y; Bardney-Berlin; mid-air collision with a Lancaster (JA867).	16/12/43
Williams RC	DFC	SFTS35	KIA 35 Sqn; Halifax II HR986 TL-G; Graveley-Berlin; one of 20 ac lost (of 712); crashed near Döberitz.	29/12/43



Richardson A
Widdop JK



Williams RC



Dalton JP



Brill DJ



Davis HP
Ireland J



Hopps FT



Turner HA



Corser EGM



Cooper WR



Hughes RL



Lancaster I 101 Sqn



Lancaster II 432 Sqn



Lancaster III 103 Sqn



Halifax II 35 Sqn

The Battle of Berlin raged from 1942 until March 1944, when Bomber Harris conceded that his area bombing strategy, the only strategy left open to him at the time, just was not working. Where the strategy had succeeded in the Battle of the Ruhr and against Hamburg, Berlin posed to great a challenge not least because of the limited range of our own fighter support, the imprecision of the much longer range night operations to Berlin and the German air defences protecting their capital.



Bomber Command Losses - Rest of Germany



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Casualty	Decorations	Entry	Description	Date
Ash RG		SFTS9	KIA 50 Sqn; Hampden I X3117 VN-?; Lindholme-Mannheim; night; hit by flak Eifel.	12/12/40
Atkinson JC	DFM	SFTS13	KIA 50 Sqn; Lancaster W4382 VN-? Skellingthorpe-Soltau; night; lost without trace.	18/12/42
Carter A		SFTS23	KIA 106 Sqn; Hampden I AE151 ZN-F; Coningsby-Oldenburg; flak over Holland.	21/12/41
Dunn DJ		SFTS6	KIA 51 Sqn; Whitley V P5112 MH-E; Dishforth-Dusseldorf yards; lost contact after 2045.	7/12/40
Grigg GL		SFTS20	<i>KIA 35 Sqn; Halifax I L9600 TL-U; Linton-on-Ouse-Cologne; lost over Belgian coast.</i>	11/12/41
Harris WA		J35	KIA 214 Sqn; Wellington IC R3209 BU-?; Stratishall-Dusseldorf; night; presumed lost at sea.	7/12/40
Howard L		SFTS42	<i>KIA 77 Sqn; Halifax V LL121 KN-G; Elvington-Frankfurt; one of 41 ac lost (of 650); night ops.</i>	20/12/43
Hulse TMF		SFTS28	<i>KIA 149 Sqn; Stirling I BF320 OJ-H; Lakenheath-Saarbrukem; flak, crashing at Rodenhof.</i>	8/12/42
Jackson R		SFTS48	<i>KIA 227 Sqn; Balderton-Giessen; night ops; cause of loss not established.</i>	6/12/44
Jones EG		SFTS13	<i>KIA 76 Sqn; Halifax II DT570 MP-R; Linton-on-Ouse-Duisburg; night ops; crashed near Weeze.</i>	20/12/42
Kent E		SFTS22	<i>Possibly KIA 408 Sqn; Lancaster II DS758 EQ-H; Linton-on-Ouse-Frankfurt; lost over target.</i>	20/12/43
Kenyon RFH		SFTS32	<i>KIA 102 Sqn; Halifax II W7913 DY-C; Pocklington-Frankfurt; shot down, night-fighter, Rochefort.</i>	3/12/42
Matthews LRB		SFTS42	<i>KIA 576 Sqn; Lancaster III JB550 UL-T2; Elsham Wolds-Leipzig; crashed at Mochern.</i>	3/12/43
Preece MJ		SFTS9	KIA 50 Sqn; Hampden I X3004 VN-; Lindholme-Dusseldorf; missing believed killed; lost without trace.	8/12/40
Scales J		SFTS33	<i>KIA 466 Sqn; Halifax III HX236 HD-J; Leconfield-Frankfurt; one of 41 ac lost (of 650); crashed Wiesbaden.</i>	20/12/43
Stanley DG		J36	KIA 9 Sqn; Wellington IC R3220 WS-K; Honington-Dusseldorf; flak Ostend.	7/12/40
Vaughan Williams AR		J35	KIA 37 Sqn; Wellington Ia N2904 LF-B; Felwell; missing over sea; Wilhelmshaven.	18/12/39
Webber HD		SFTS14	<i>KA 106 Sqn; Hampden I AE391 ZN-; Coningsby-Gelsenkirchen; crashed Oberhausen & Osterfeld area.</i>	12/12/41
Whitmarsh AW	DFM	SFTS41	<i>KIA 10 Sqn; Halifax II HX164 ZA-K; Melbourne-Frankfurt; one of 45 ac lost (of 650); crashed near Dahlen.</i>	20/12/43



Stanley DG Whitmarsh AW Grigg GL Vaughan Williams AR Ash RG Atkinson JC Preece MJ Dunn DJ Jones EG Howard L Carter A Webber HD Kenyon RFH Hulse TMF Harris WA Jackson R Kent E Scales J Matthews LRB



Hampden I 50 Sqn Whitley V Stirling I 149 Sqn Halifax I Halifax II 10 Sqn Halifax III 466 Sqn Halifax V 77 Sqn Wellington I 9 Sqn Lancaster II 408 Sqn Lancaster I 576 Sqn



Bomber Command Losses - France & BeNeLux

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LOST OVER FRANCE

Casualty	Decorations	Entry	Description	Date
Stokes NG		SFTS23	KIA 97 Sqn; Manchester I R5795 OF-W; Coningsby-Brest; attack on Gneisenau; shot down by Me 109s.	18/12/41
Tindall A		SFTS9	KIA 115 Sqn; Wellington IC T2520 KO-A; Marham-Bordeaux; off-course RTB, flew into high gnd Tredegar.	9/12/40



Manchester I 97 Sqn



Stokes NG



Tindall A



Wellington IC 115 Sqn

Gneisenau and Scharnhorst operated together for much of the early portion of World War II, including sorties into the Atlantic to raid British merchant shipping. After a successful raid in the Atlantic in 1941, Gneisenau and her sister put in at Brest, France. They were subjected to persistent raids by Bomber Command from March 1941 until they made a partially successful break for Norway in the infamous "Channel Dash" of February 1942. Gneisenau went into dry dock and was bombed 26/27 February, never to sail again.

On 8/9 December, 44 RAF aircraft were sent to Bordeaux, including 29 Wellingtons of the 49, 115 and 149 Squadrons, and 15 Whitleys from 4 Group. The target was the city itself and more specifically the Italian submarine base at Bacalan. The bombardment lasted over 5 hours and most of the bombs fell about 2500 to 3000 meters from the base toward the centre of the city. The only RAF loss was Tindall and his crew.

LOST OVER BELGIUM

Casualty	Decorations	Entry	Description	Date
Marshall CD		SFTS33	KIA 418 (RCAF) Sqn; Boston III; intruder sortie to Namur with leaflets.	4/12/42
Murphy AM	DSO*; DFC; CdeG	S36	KIA 23 Sqn; Mosquito VI PZ456 YP-?; Little Snoring-bomber sppt ops; flak Wezep, Holland.	2/12/44



Boston III 418 (RCAF) Sqn *Marshall CD*



Murphy AM



Mosquito VI 23 Sqn

We have been unable to find specific details on the intruder sortie to Namur to drop leaflets. However, intruder sorties were generally incursions into enemy airspace to disrupt their operations. Reference to leaflets here is difficult to explain, but sometimes they were used to forewarn local inhabitants on impending raids.

In 1943, Luftwaffe night fighters were causing serious losses attacking bomber streams over Germany. 100 Group was formed and commenced operations on 8 November 1943.



Bomber Command Losses - Norway



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Casualty	Decorations	Entry	Description	Date
<i>Kaby N</i>		SFTS26	KIA 110 Sqn; Blenheim IV Z7442 VE-; Lossiemouth-support commandos Vaagso; shot down, Norway.	27/12/41
<i>Macleod JB</i>		SFTS24	KIA 110 Sqn; Blenheim IV V6429 VE-; Lossiemouth-commando ops; shot down Norway coast.	27/12/41



Kaby N
Macleod JB

Blenheim IV 110 Sqn

The raid on the Norwegian islands of Vaagso and Maaloy, codenamed Operation Archery, broke new ground for combined operations. It was the first time air support was integrated into the raiding plans from the outset.

The commando force of 570 troops was divided into five parties to:

1. Secure the area north of the town of Måløy in South Vågsøy and to engage any enemy reinforcements
2. Subdue and secure Måløy town
3. Eliminate the enemy on Måløy Island which dominated the town
4. Eliminate the enemy strongpoint at Holvik west of Måløy
5. Provide a floating reserve offshore

Central to the operation was the destruction of fish-oil production and stores which the Germans used in the manufacture of high explosives. Another intention was to cause the Germans to maintain and increase forces in Norway, which would reduce forces deployed on the Eastern Front, thereby giving a numerical advantage to Allied forces.

No Royal Navy ships were lost, but the RN suffered four men killed and four wounded. The Commandos sustained 17 killed and 53 wounded. The commander of the Norwegian Armed Forces in exile, Captain Martin Linge, was killed in an attack on the local German headquarters and eight RAF aircraft were shot down. (A Norwegian civilian was killed during the raid, possibly by shrapnel). The commandos accounted for at least 120 defenders killed and returned with 98 prisoners and a complete copy of the German Naval Code. Captain O'Flaherty was hit by sniper fire and lost an eye, later wearing an eye-patch when a brigadier. Several Quislings and over 70 loyal Norwegians were also brought back. In conjunction with this raid, Operation Anklet was mounted by No. 12 Commando on the Lofoten Islands, as a diversion. The raid was enough to persuade Adolf Hitler to divert 30,000 troops to Norway and to build more coastal and inland defences. Hitler thought that the British might invade northern Norway to put pressure on Sweden and Finland.

Eight aircraft were lost including the two Blenheim aircraft flown by SFTS trained Cranwellians.





Bomber Command Losses - SOE Support



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Casualty	Decorations	Entry	Description	Date
Butler AC		SFTS43	KIA 138 Sqn; Stirling IV LK143 NF-B; Tempsford-SOE Opn Tablejam 169/177; lost without trace Denmark.	3/12/44



Butler AC



Stirling IV LK149 138 Sqn



Stirling IV LK143 lost without trace 3/12-1944

The aircraft belonged to 138 Sqn and was coded NF-B
T/O Tempsford 00:35* OP: Tablejam 169 & 177 in Denmark

The Stirling took off on a mission to drop supplies to the Danish resistance movement at Tablejam 169 which was located 9½ km N of Kolind / 6 1/4 km S of Fjellerup and Tablejam 177 which was located 15½ km NE of Randers / 5 km N of Mellerup. The aircraft carried 12 containers and 1 package for each drop zone.

The crew were: Pilot F/O George Frederick Nichols, Flight Engineer Sgt Arthur Cecil "Taffy" Butler, F/S Joseph Albert Golding, F/S John George Harris, F/S Leslie William Poulson RAAF, Sgt Frederick Albert Walter Filer and Air Gunner F/S Charles Edward Terrell.

A report from the Danish resistance stated that the aircraft did not reach any of the dropzones and that they had no news whatsoever about it.

The aircraft was lost without trace and the crew is commemorated at the Runnymede Memorial in the United Kingdom. In German files it is recorded that Oberfeldwebel Herbert Giesecke of 3./ NJG 3 claimed a Stirling in Planquadrat MQ-19 at 04:49 hrs. The Stirling was flying at 30 meters when shot down. (It was quite normal for aircraft of 138 and 161 Squadron to drop to that height when approaching the Danish coast to avoid being picked up on radar).

Sources: NAA Kew: HS 8/146, AIR 20/8280, AIR 20/8314, AIR 20/8363 // Historisk Samling fra Besættelsestiden: Toldstrup file // BCL // TW //



Fighter Command Losses



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Casualty	Decorations	Entry	Description	Date
Fawkes SGH		SFTS12	KIA 603 Sqn; Spitfire Vb P8603; failed to return from operational flight over Le Touquet.	8/12/41
Montagu GW		J30	Ex BoB; KIA 236 Sqn; Blenheim R3878 shot down, recce mission; Pontours en Plouguin.	21/12/40
<i>Robertson WA</i>		<i>SFTS37</i>	<i>KIA 157 Sqn; Mosquito HJ656; Instep patrol, Biscay; engaged Ju88s of ZG1; hit by return fire.</i>	<i>1/12/43</i>
Smith CDS	DFC	S34	Ex BoB; KIA 79 Sqn; Hurricane IIb Z5255 collided with He 115 over Irish Sea Saltee Islands.	22/12/41



Spitfire Vb



Ju88



Fawkes SGH



Montagu GW



Robertson WA



Smith CDS



Hurricane IIb



He115



Mosquito NFII



Blenheim IV (F) R3878 236 Sqn



Coastal Command Losses



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Casualty	Decorations	Entry	Description	Date
Bilderbeck A		SFTS5	KIA 224 Sqn; Hudson I N7263; failed to return from reconnaissance mission over Norwegian Coast.	9/12/40
Masters RD		SFTS7	KA 220 Sqn; Hudson I P5135 failed to return, presumed lost over sea.	4/12/40
Mayhew JC		J34	KIA 22 Sqn; Beaufort I AW221; shot down and crashed near Nantes.	2/12/41
Rowbotham WD		SFTS22	<i>KIA 39 Sqn; Beaufort; missing believed killed; aircraft failed to return from ops over Crete.</i>	1/12/41
Smith R		SFTS11	<i>Possibly KIA 53 Sqn; Hudson AE656; failed to return from Ops over the Bay of Biscay.</i>	12/12/41
Steel AK		SFTS11	<i>KIA 53 Sqn; Blenheim IV T2395 PZ-N; recce Holland; hit barrage balloon cable, west of Ramsgate.</i>	7/12/40
Thomas C		SFTS20	<i>Likely KIA 53 Sqn; Hudson V AE656; failed to return from ops over the Bay of Biscay.</i>	12/12/41



Hudson I N7284



Mayhew JC



Rowbotham WD



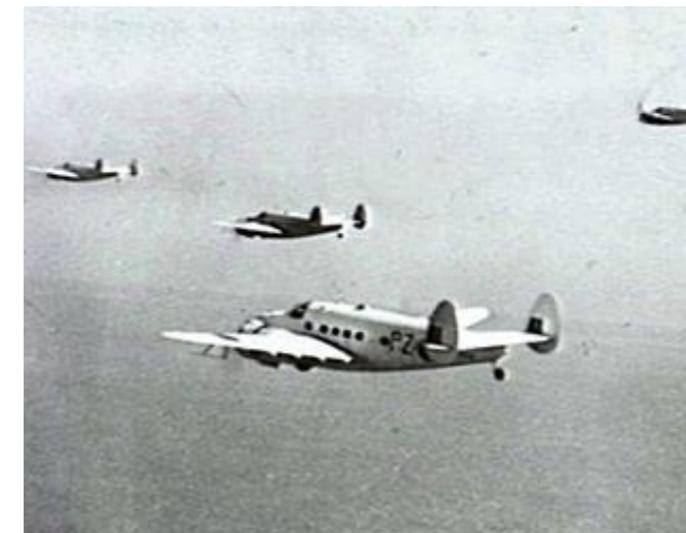
Smith R
Steel AK
Thomas C



Masters RD



Bilderbeck A



Hudson V 53 Sqn



Beaufort I 22 Sqn

The primary task of Coastal Command was to protect convoys from the German *Kriegsmarine's* U-boat force. It also protected Allied shipping from the aerial threat posed by the *Luftwaffe*. The main operations of Coastal Command were defensive, defending supplies lines in the various theatres of war, most notably the battle of the Atlantic. A limited number of detachments served in the Mediterranean, Middle East and African theatres under the Command from 1941, operating from a headquarters in Gibraltar. Coastal Command squadrons operated from bases in the UK, Iceland, Gibraltar, the Soviet Union, West Africa and North Africa. Coastal Command also served in an offensive capacity. By 1943 Coastal Command finally received the recognition it needed and its operations proved decisive in the victory over the U-boats.



Blenheim IV 53 Sqn



Overseas Commands' Losses



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Casualty	Decorations	Entry	Description	Date
Coke DA The Hon	DFC	SFTS5	ex-BoB; KIA 257 Sqn; Hurricane Z4833 enemy action near Acroma, Libya.	9/12/41
De Freitas WAA	DFC	A33	KIA 70 Sqn; Wellington Ic Z8728; aircraft force landed near Bir El Garanis, Cyrenaica, enemy action.	20/12/41
Malcolm HG	VC	J36	KIA 18 Sqn; Blenheim V BA875; shot down Chouigui airfield, Tunisia; overwhelming odds.	4/12/42
<i>Marshall A</i>		<i>SFTS32</i>	<i>KIA 40 Sqn; Wellington IC HF834 C; Luqa-Op Bizerta; failed to return from ops.</i>	<i>7/12/42</i>
Parkinson H		J37	KIA 70 Sqn; Wellington Ic T2987; shot down and crashed over Benina Aerodrome, Libya.	20/12/41



Hurricane I 257 Sqn
Flown by
Coke DA The Hon



Malcolm HG



Marshall A



De Freitas WAA
Parkinson H



Coke DA
The Hon



Blenheim V 18 Sqn
Flown by
Malcolm HG

Prior to the establishment of the Desert Air Force (DAF), several RAF formations operated in North Africa. On 3 September 1939, RAF Middle East Command –under Air Chief Marshal Sir William Mitchell, Air Officer Commanding-in-Chief Middle East - comprised four separate groups: Egypt (designated Middle East), RAF Iraq, Mediterranean at Malta, and RAF Aden (8, 203, and 94 Squadrons). Mitchell handed over to Air Vice Marshal Sir Arthur Longmore (RAF College Commandant 1929-1933) in early May 1940. When Italy declared war in June 1940, Longmore had just 29 squadrons numbering less than 300 aircraft in the four groups detailed above.

The DAF, also known chronologically as Air Headquarters Western Desert, Air Headquarters Libya, the Western Desert Air Force, and the First Tactical Air Force (1TAF), was an Allied tactical air force created from No. 204 Group RAF under RAF Middle East Command in North Africa in 1941, to provide close air support to the British Eighth Army against Axis forces. Throughout World War II, the DAF was made up of squadrons from the RAF, the South African Air Force (SAAF), the Royal Australian Air Force (RAAF), the United States Army Air Forces (USAAF) and other Allied air forces.

In October 1941, the Western DAF had 16 squadrons of aircraft (nine fighter, six medium bomber and one tactical reconnaissance) and fielded approximately 1,000 combat aircraft by late 1941. By the time of the Second Battle of El Alamein, the DAF fielded 29 squadrons (including nine South African and three USAAF units) flying Boston, Baltimore and Mitchell medium bombers; Hurricane, Kittyhawk, Tomahawk, Warhawk and Spitfire fighters and fighter-bombers. There were over 1,500 combat aircraft, more than double the number of aircraft the Axis could field.

Hugh Gordon MALCOLM VC



Born at Broughty Ferry, Dundee, Malcolm entered the Royal Air Force College Cranwell on 9 January 1936.

In January 1938 he joined 26 (Army Co-operation) squadron at Catterick. In May 1939 he suffered a serious head injury in a Westland Lysander crash. When the war started Malcolm was serving with No 17 Training Group.

On 4 March 1941 he was promoted to Flight Lieutenant and was Air Liaison officer on General Bernard Montgomery's general staff.

By the end of 1941 he had risen to the rank of Squadron Leader and joined No 18 Squadron as a flight commander, flying the Bristol Blenheim based in Suffolk, UK.



Wing Commander
Hugh Gordon MALCOLM
Officer Commanding 18 Sqn
(b. 02/05/1917 Dundee, Scotland.
d. 04/12/1942 Chougui, Tunisia.)

TUESDAY, 27 APRIL, 1943

Air Ministry, 27th April, 1943.

ROYAL AIR FORCE.

The KING has been graciously pleased to confer the VICTORIA CROSS on the under-mentioned officer in recognition of most conspicuous bravery:—

Acting Wing Commander Hugh Gordon MALCOLM (33322) (deceased), No. 18 Squadron.

This officer commanded a squadron of light bombers in North Africa. Throughout his service in that theatre his leadership, skill and daring were of the highest order.

On 17th November, 1942, he was detailed to carry out a low-level formation attack on Bizerta airfield, taking advantage of cloud cover. Twenty miles from the target the sky became clear, but Wing Commander Malcolm carried on, knowing well the danger of proceeding without a fighter escort. Despite fierce opposition, all bombs were dropped within the airfield perimeter. A Junkers 52 and a Messerschmitt 109 were shot down; many dispersed enemy aircraft were raked by machine gun fire. Weather conditions became extremely unfavourable and as a result, two of his aircraft were lost by collision; another was forced down by enemy fighters. It was due to this officer's skilful and resolute leadership that the remaining aircraft returned safely to base.

On 28th November, 1942, he again led his squadron against Bizerta airfield which was bombed from a low altitude. The airfield on this occasion was heavily defended and intense and accurate anti-aircraft fire was met. Nevertheless, after his squadron had released their bombs, Wing Commander Malcolm led them back again and again to attack the airfield with machine gun fire.

These were typical of every sortie undertaken by this gallant officer; each attack was pressed to an effective conclusion how-

ever difficult the task and however formidable the opposition.

Finally, on 4th December, 1942, Wing Commander Malcolm, having been detailed to give close support to the First Army, received an urgent request to attack an enemy fighter airfield near Chougui. Wing Commander Malcolm knew that to attack such an objective without a fighter escort—which could not be arranged in the time available—would be to court almost certain disaster; but believing the attack to be necessary for the success of the Army's operations, his duty was clear. He decided to attack. He took off with his squadron and reached the target unmolested, but when he had successfully attacked it, his squadron was intercepted by an overwhelming force of enemy fighters. Wing Commander Malcolm fought back, controlling his hard-pressed squadron and attempting to maintain formation. One by one his aircraft were shot down until only his own aircraft remained. In the end he, too, was shot down in flames.

Wing Commander Malcolm's last exploit was the finest example of the valour and unswerving devotion to duty which he constantly displayed.

Air Ministry, 27th April, 1943.

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Second Bar to Distinguished Flying Cross.

Acting Squadron Leader Lance WADE, D.F.C. (68717), Royal Air Force Volunteer Reserve, No. 145 Squadron.

This officer is the leader of a squadron which has achieved much success in recent operations. During March, 1943, the squadron destroyed 21 enemy aircraft, 4 of which were shot down by Squadron Leader Wade. By his great skill and daring, this officer has contributed materially to the high standard of operational efficiency of the squadron he commands. Squadron Leader Wade has destroyed 19 enemy aircraft.

Killed On Active Service

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Casualty	Decorations	Entry	Description	Date
Barker L		SFTS26	KOAS 15 OTU; Wellington IC Z9109; Mount Farm night flying ex; crashed in the airfield circuit.	28/12/41
Beck HD		S32	KOAS 16 OTU; Hampden I P4292; Upper Heyford, night trg; engine failed; crashed Bicester.	7/12/40
<i>Bedford F</i>		<i>SFTS49</i>	<i>College records "Killed 2/12/43"; not yet verified.</i>	<i>2/12/43</i>
Bellew RVW		SFTS28	KOAS 23 OTU; Wellington III X3336; Pershore night trg; crashed and caught fire on Carlside Fell.	16/12/42
Beloe CE		J39	KOAS 15 OTU; Wellington IC X9799; Harwell trg; collided with Tiger Moth II N6968 of 6 EFTS.	5/12/41
Bernard-Smith GCB		F20	KOAS 254 Sqn; Blenheim IV V5801; based at Dyce; aircraft accident near Forfar.	10/12/41
Carmichael GM	MBE	S36	KOAS 53 OTU; Spitfire I EN861; tail-chase exercise; lost control; crashed Nettleton Top, Lincs.	31/12/44
<i>Drew VT</i>		<i>SFTS37</i>	<i>KOAS 21 OTU; Wellington IC DV425; Moreton-in-Marsh; lost control in sudden storm; Shipton-on-Stour.</i>	<i>8/12/42</i>
<i>Hamburger SGA</i>		<i>SFTS27</i>	<i>KOAS 15 OTU; Wellington IC Z9100; Mount Farm-Trg; engine failure, Littlestoke Farm, Goring, Oxon.</i>	<i>10/12/41</i>
<i>Freeman TJ</i>		<i>SFTS25</i>	<i>KOAS 21 OTU; Wellington IC X9666; Moreton-in-Marsh-bombing practice; iced over flying in Welsh Mts.</i>	<i>31/12/43</i>
<i>Griffin EA</i>		<i>SFTS32</i>	<i>KOAS SFTS Cranwell; Oxford II T1052; mid air collision with Spitfire AD291.</i>	<i>12/12/41</i>
<i>Holmes JM</i>		<i>SFTS44</i>	<i>KOAS 18 OTU; Martinet I JN429; Bircotes-fighter affiliation ex; spun, crashed from 500 feet near Worksop.</i>	<i>30/12/43</i>
Hughes JMCM		S35	KOAS 25 Sqn; Blenheim I L1235 collided in bad viz; aircraft practising night landings; Peterborough.	7/12/40
<i>Hughes NR</i>		<i>SFTS30</i>	<i>KOAS SFTS Cranwell; Oxford R5943; died of injuries.</i>	<i>14/12/41</i>
<i>Lamb GR</i>		<i>SFTS29</i>	<i>KOAS 9 AOS; Blenheim Z6418; accident at RAF Penrhos.</i>	<i>16/12/41</i>
Pratt CVJ	DSO	S26	KOAS AAEE Boscombe Down; Lysander III T1428; aircraft accident at Preston, Cirencester.	15/12/42
<i>Quinn J</i>		<i>SFTS34</i>	<i>KOAS 1664 HCU; Halifax V EB191 ZU-C; Dishforth-night cross-country ex; crashed at Harrogate.</i>	<i>23/12/43</i>
Robertson C	DFC	J37	KOAS 25 Sqn; Mosquito II DD754; based Church Fenton; crashed West Eldmanby, Filey.	12/12/43
<i>Samuel WJV</i>		<i>SFTS32</i>	<i>KOAS (CL99); LAC WJV Samuel registered on Air Casualty Communique 99 - no details.</i>	<i>25/12/41</i>
Skinner MP		J34	KOAS 13 Sqn; Lysander II L4763; aircraft accident, Mons-en-Chausee.	6/12/39
Smith WA		A39	KOAS SFTS Cranwell; Audax I K7423.	13/12/39
Spencer RM		SFTS18	KOAS 2 SFTS Cranwell; Oxford I P9035, accident.	4/12/40
Spurgin JC		SFTS19	KOAS SFTS Cranwell; Oxford I V3215 aircraft accident at Belmont Wood, Londonthorpe, Lincolnshire.	20/12/40
Steuart-Richardson JD	DFC; MiD	J38	KOAS 53 Sqn; Blenheim IV L9043; aircraft accident.	28/12/40
Tait RN		SFTS18	KOAS SFTS Cranwell; Oxford I V3229 accident.	23/12/40
Tennant E	DFC	S35	KOAS 2 GSU; Mosquito PZ291; low flying practice on column of tanks; Stanford Battle area, Norfolk.	10/12/44
Windsor CM		J29	KOAS OC 255 Sqn; Beaufighter Ilf R2398; aircraft accident at Hevingham, Norfolk.	8/12/41
Younge JSA		SFTS30	KOAS CL93 confirmed in Forces War Records database but none other.	4/12/41