Ceremony to mark the restoration of the headstones of R.F.C. / R.A.F. officers killed while flying in World War One

Lieutenant **John Bernard Brophy**
"KILLED WHILE FLYING ON DUTY
AT KIRTON LINDSEY"
December 24th 1916
Aged 23

Lieutenant **James Arthur Menzies**
"KILLED IN ACTION DURING AIR RAID"
September 24th 1917
Aged 21

2nd Lieutenant **Carey Pinnock**
"WHO WAS KILLED WHILE FLYING"
30th November 1917
Aged 20

Lieutenant **Frank Allyn Benitz**
"KILLED IN ACTION DURING AIR RAID"
August 5th 1918
Aged 25

Members of 33 Squadron were tasked with defence against Zeppelin raids.

Introduction—Peter Bradshaw, Assistant Principal, Trent Valley Academy

Information about the officers—Jack Senescall—Year 11 student Trent Valley Academy and officers from present day 33 Squadron.

Reading—Wendy Carrick, Principal, Trent Valley Academy

Councillor Harry Clarke, Mayor of Gainsborough

Blessing—Revd. Gill Barrow, Gainsborough and Morton Team Parish

The Exhortation—Mr Richardson / Mr Wragg - Royal British Legion

They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.

The Last Post—Flying Officer Nathan Wilks, R.A.F. Volunteer Reserve.

The Last Post will be followed by one minute's silence.

Reveille

THE ROYAL BRITISH LEGION

Lincolnshire Co-op Co-operative

Friends of Gainsborough Cemetery Chapel

TRENT VALLEY ACADEMY TVA

Above—summer 2011 before restoration

Lieutenant John Bernard Brophy

R.F.C. 33 Squadron

"Don" Brophy learned to fly in Canada on flying boats. He served on the Western Front and wrote a diary detailing his experiences.

He was injured when he crashed on landing in France in August 1916 and on Sept. 16th was Mentioned in Despatches.

After serving in France he was transferred to home defence duties in England and was killed in a flying accident at Hibaldstow, near to Kirton-in-Lindsey, on 24th December 1916. He is the first of the R.F.C. officers to be buried here.

Aged 23.

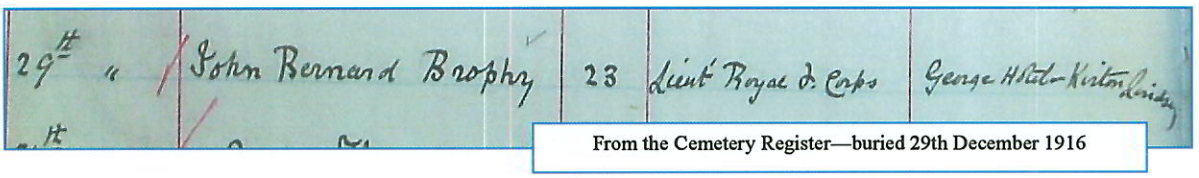
Above—March 2012 the final stage—cleaning the stone.

Left —March 2012 the lettering is restored, before cleaning.

"Another Canadian who paid for his own training was John Bernard "Don" Brophy, of Ottawa. Don joined the R.F.C. after graduating from the school at Toronto Island and departed for England on 8 December 1915. At the time Don reached the front, the life expectancy for a pilot was three weeks, but Don lasted an incredible five months. During this time, he suffered with most of the problems of the day: engine, airframe and propeller failures were common. In addition, during this time, air fighting was in its infancy: rifles and pistols were being carried in cockpits and bombs were strapped to the side of the aircraft. However, after surviving duty at the front and while serving on the Home Front, Don died on Christmas Eve 1916 when the airframe of his BE12 failed and he spiralled into the ground."

From *"A History of the Air Services in Canada"* by Don Nicks

George Hotel
Kirton Lindsey


29th " | John Bernard Brophy | 23 | Lieut Royal Corps | George Hotel Kirton Lindsey

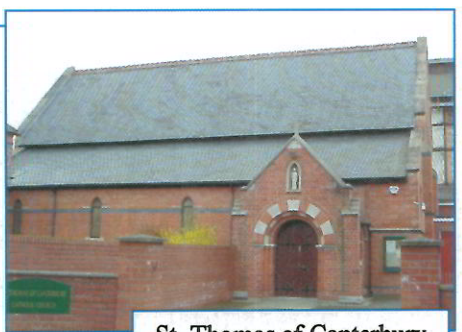
From the Cemetery Register—buried 29th December 1916

"Some of best men in the Flying corps have been brought back and engaged as Zep chasers, so I feel proud of myself at times."

"If I ever get close to a Zep you can bet that I won't fumble it."

From one of his last letters home, written on 21st December 1916.

MILITARY FUNERAL – The funeral of Lieut. John B. Brophy, who was killed a few days ago as a result of an accident, took place on Friday, the Rev. Father Crowther officiating at the preliminary service at S. Thomas's, and at the graveside. Captain Richardson, Lieut. Mackey, 2nd Lieut. Hatfield, 2nd Lieut. Fulton, Lieut. Wilcox, and Lieut. Jull were the bearers, and other officers were present including Major Thomson, Capt. Johnson, Capt. Bowers, Capt. Clifton, Lieut. Chrystall, Lieut. Hingston, Lieut. Fenwick. Full military honours were given the deceased, and a firing party of the Staffords, in command of Lieut. Over, fired the customary three volleys after the "Last Post" had been sounded. There were many beautiful floral tributes from Lieut. Brophy's fellow officers, and also from other friends. Lieut. Brophy was a Canadian, and there were no relatives present at the funeral.



St. Thomas of Canterbury
Catholic Church
Cross Street

"...there were no relatives present at the funeral."

"Gainsborough News"—2nd January 1917.

Extracts from Lt. John Bernard Brophy's diary *"A Rattle of Pebbles, Diary of Two Canadian Airmen"*
With permission of the Government of Canada. Crown Copyright.

Don Brophy left Ottawa on December 8th 1915 after saying goodbye to his family and making his will.

"I wondered how long it would be before I should get back.... Entered the war zone this afternoon... the boat began to zig-zag... they closed the water-tight doors... hung out all the lifeboats... a destroyer appeared and stayed with us... " He passed the place where *Lusitania* had been sunk a few months earlier.

"Everything in Liverpool struck me as being extremely funny. The two-decked street cars, narrow streets.... English trains ... were very comfortable and went very fast."

In London, *"It was so dark I could hardly see anything. All the lamps on the streets are darkened ... All blinds must be kept shut if the light is on inside... Dozens of searchlights sweep the sky every night for possible Zeppelins."*

He met two fellow Canadians who had been serving with the artillery in France, *"Neither of them want to ever go back. They've had enough."* One of them *"saw them bury Lex Helmer... They got together what they could in a blanket... he was the best officer in the brigade, bar none."* [This was Lieutenant A.H. Helmer, of Ottawa; his death inspired his friend Major John McCrae to write the famous poem *"In Flanders Fields."*]

"Women are taking quite a few men's jobs here to let men go the front." He bought *"a huge pair of fur gauntlets for 12/6... tore around town to buy 'Canada' badges for my shoulder straps."*

"English people when in doubt drink tea. They also drink tea when happy, sad, surprised or annoyed. They drink tea on the slightest provocation, and expect us to do the same."

While stationed at Netheravon (near Salisbury) on Sunday 5th March... *"Got a telegram that a Zeppelin was sighted near Grimsby, heading west. I hadn't the slightest idea where Grimsby was so I had all the lights put out in the camp and told the guard to come and wake me if a Zep appeared.... The Zep's didn't turn up... at least not in this part of England. Three of them were over, north east of here and killed thirteen... "*

At the end of March he mentions that 33 Squadron was moving out to go to York. He complains that when they left *"33 Squadron took our blankets."* [He did not know it then but at the end of the year he was to be transferred to 33 Squadron, by that time they had moved to Lincolnshire with their HQ in Gainsborough].

By the end of April 1916 he had completed his training and was told that he was to fly to St. Omer. After flying to Dover he turned to fly across the Channel. *"There were heaps of boats on the Channel, so I knew I was O.K. if we had to flop in. I could see destroyers and cruisers all over the place."* He had one fright when his engine stopped when he was close to Calais, *"I ...found my main tank was empty, so I turned on another emergency tank and the engine started again."*

He was to be based at an aerodrome at Hesdin with 21 Squadron. During his service in France he carried out many reconnaissance and bombing flights. He described how on two successive Sundays he crashed but he broke the jinx on the third Sunday when he *"landed without mishap."* He mentions fellow pilots who did not come back from their flights and others that had to be sent back to England suffering from *"nerves"*.

"Over Albert... I recognised two huge mine craters that had been sprung July 1st."

"Cooper was flying just ahead of me. The huns dived past us, firing as they went. Cooper turned sharply and dived under me, and he went down. His machine broke to pieces at about 4,000 feet. Oliver-Jones was his observer." [Both were killed]

He had been on six consecutive bomb-raids because of a shortage of pilots. His next diary entry mentions that another pilot had been sent back home, *"the fifth to go with nerves since I came out."* By 25th July he had done ten bombing raids, *"I've been across the lines on more raids than anyone else in the squadron. If it were up to strength, I ought only to be on six out of eighteen, instead of six in six.... I'm glad I don't develop nerves."*

26th July, *"We got news that we are to move in a day or two, back presumably near to St. Omer for a month's rest. It certainly is due to us, too, before the whole squadron develops nerves. The sixth pilot went back to England today, as a result of the nervous strain."*

Photograph taken at Hesdin in 1916. Don Brophy is probably second from the right. *Courtesy of www.airwar1.org.uk*

After a brief leave to London at the end of July he returned to France and was injured in a crash on 8th August. His plane hit a lorry after he landed. *"I had a nice room in the hospital, and the Doc said he would check me over in the morning. I didn't sleep all night, as I was too sore."*

Sunday 12th August, *"Got up today and dressed and went outside and sat in the garden."*... *"The Major is keeping my place open for me in the squadron, and sent word that I'm to go on a week's leave, if I'm all right. That suggests a week in England."*

By August 18th he was back in London. After a week, *"I could have had a medical board and got some more leave, but if I did, I would probably not get back to 21 Squadron, so I let it pass."*
Friday 25th August he returned to his Squadron in France. By this time they had moved to Bertangles, near Amiens. Another pilot from his squadron had been killed, *"colliding with another machine at 9,000 feet."*

He was soon back on bombing raids. By mid-September 1916, from the air, he saw the introduction of a new weapon. *"Our army was using armoured cars called 'Tanks' today, which have huge caterpillar belts right round them and guns inside."*

Saturday 16th September, *"Saw a lonely hun come up to the clouds. Fired about seventy rounds at him, and he turned over and dived through. This was out in the Royal Flying Corps Communiqué, as a 'believed brought down' (my first appearance in Communiqué)."*

A few days later, *" We were attacked by huns from all directions. Higgins was set on fire, and jumped out, and fell in the French lines. The rest of us got back alright... "*

By October was hoping for leave but wrote, *"Another youth is being put in for "special leave" ahead of Watkins and me"* on account of his nerves. *"Have done over twenty tours this week over the lines, which is the most in the squadron, and still the leave is nix."*

From 2nd October he got a few days rest when flying was impossible because of heavy rain. But this did not last long. On October 12th he wrote, *"Will I never get any sleep? Was up at 5, before daylight, to do an early patrol... "* By October 18th he had orders that he had to practice night landings so that he could carry out bombing missions at night. *"It's an odd feeling tearing along at 90 m.p.h. and not seeing a thing. They had the flares out on the aerodrome and I landed all right and went up again and did another. I have yet to hear of a more nerve-racking process than night work... "*

"Latest news of Creery is that he fell in a hun front line trench which we captured later. His body was recovered and he was buried today... He had been shot through the head and the heart."

His last diary entry is on November 12th 1916, *"Expect to go on leave in a couple of days. Dud again today and there is nothing doing. Came to the mess at eleven to do some writing."*

After his leave in London he received his orders to join 33 Squadron in Lincolnshire. Shortly after he was killed in a flying accident on 24th December 1916.

Above—a new base was prepared for the headstone. The Co-op masons recommended that the headstone should be moved back slightly so that it was not on the edge of the slope. This was approved by the Commonwealth War Graves Commission and the Menzies family. It was moved back by about 15 cm (6 inches) and is now in line with Lt. Brophy's headstone.

Left and right—the base and headstone are drilled and pinned securely.

LIEU^{T}. J.A. MENZIES
76TH BATT. ATT'D R.F.C.
OTTAWA, CANADA

KILLED IN ACTION DURING AIR RAID.
SEP^{T}. 24TH 1917

IF I TAKE THE WINGS OF THE MORNING,
AND DWELL IN THE UTTERMOST PARTS OF THE SEA
EVEN THERE SHALL THY HAND LEAD ME,
ANY THY RIGHT HAND SHALL HOLD ME

The completed headstone.
March 2012

This is FE2d A12—the plane in which 2nd Lieutenant Carey Pinnock and Lieutenant Menzies was flying in when it crashed into trees in a wood near Elsham at 3.30 a.m. on 24th/25th September 1917. 2nd Lt. Pinnock survived but Lt. Menzies was killed.

Photo above courtesy of Mark Parker, Australia.

After his death, Percy, the brother of Lt. Menzies, writes home to his parents:-

"The two chief instances of his gallantry however, are the two Zepp raids. The first raid was just after he returned from sick leave in August and he was not supposed to fly for some time, moreover he had been up for only one night landing and he had only flown the machine available only once. However he volunteered to pilot the machine and Lieut. Smith was going as his passenger. They stood to for some time and it was only the fact that a more experienced pilot turned up unexpectedly that prevented him from going up. However, he had shown what was in him."

Lieutenant James Arthur Menzies

Lt. Menzies himself mentions this in a letter he wrote home dated August 21st 1917: -

"At nine o'clock this evening we were ordered to stand by and prepare for a Zepp raid – seven of them. We got everything ready in a short time, and waited until just now before the machines got away. I was going up but just at the last moment the O.C. changed his mind and wouldn't let me go. I've been hanging around all this time in flying kit, and am as tired as can be..."

Percy goes on to mention the circumstances on the night James Arthur was killed:-

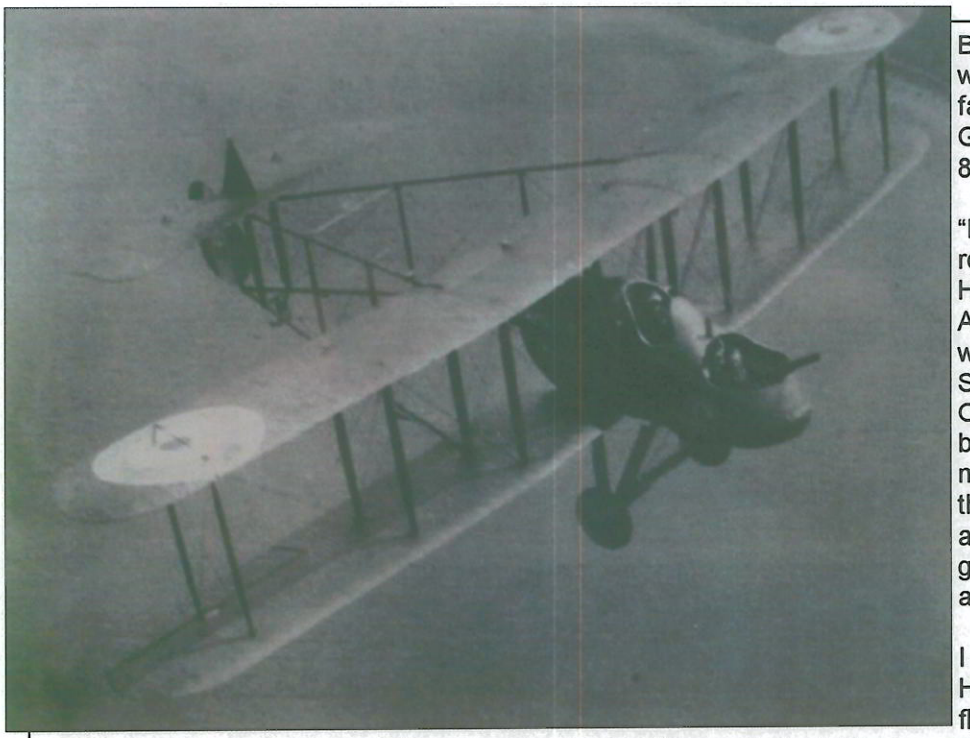
"On the last raid his conduct was "extraordinarily gallant" as the Major[1] put it. It was not at all necessary for him to go up but three times he asked to go. He first asked to go up with the Major, with whom he usually went up at night, but the Major was flying a specially rigged one seater and there was no room for Arthur. He then asked twice to go up with the machine from the flight at Elsham and the Major consented. The Major said that his reason was that it might be only an odd chance which could provide an encounter with a Zepp and if it occurred then he wanted men there who would make the most of it. He knew that he could depend on Arthur in any circumstances and that Arthur was more keen and gallant than most of the pilots he was getting now. Then after the returns from the patrol and bombs were reported from Hull, the two immediately asked permission to go up again.

1. This is Major A.A.B. Thomson who was in command of 33 Squadron. His HQ was "The Lawn" on Summer Hill, Gainsborough.

Arthur was keen and gallant to the last and I am sure that if he had been able to spend some time at the Front he would have made an excellent name for himself. However, that doesn't make so much difference for he had already shown what was in him."

Letters kindly supplied by the Menzies family.

Photographs kindly supplied by Peter Menzies. Above the funeral cortège of Lt. Menzies, Saturday 29th September 1917. Probably taken at "The Lawn" or the General Cemetery. Below Lt. Menzies flying in a FE2b plane.



Below—from a letter written home to his family in Canada from Gainsborough on July 8th 1917.

"I've been having a fine rest here at Headquarters. The Adjutant told me that I was going to be Squadron Machine Gun Officer. Seeing I had been to Turnberry for two months they evidently thought that I knew an awful lot about machine guns. However, I'm it anyway.

I am attached to Headquarters Flight for flying. We are taught night flying here. At least I should say we teach ourselves to fly at night. I haven't done any flying at night as yet. ... I had to go and 'crash' the night before last. It wasn't a bad one, but it broke four very important spars. ...The rest of the fellows kidded the life out of me for a day or so.

Gainsboro is a quiet place. The people generally congregate on the edge of the Aerodrome, in the evening, and watch the flying. The Aerodrome is right beside the Trent River and there is a walk along one side. On the other side is the town. The River here has what is called the Aegar; I would call it a tidal bore. It comes up with a change of the tide. When the tide first starts to come in it comes in with a rush of water about three feet high. It is rather exciting to watch the small boats breasting this Aegar." Arthur

John and Percy, two brothers of Lt. James Arthur Menzies, were able to attend his funeral, held on Saturday 29th September. Below are extracts from a letter written by Percy to his parents in Canada telling them about the funeral.

I am ... writing to you about Saturday morning, when we laid Arthur to rest.

First, the weather was simply perfect, at dawn it seemed to be raining but it soon cleared up beautifully – a perfect autumn day with a temperature like summer....

The funeral was set for eleven a.m. Arthur's accident occurred at Elsham... he was left resting there until the day of the funeral. In the morning early, he was brought to Gainsboro, and placed in Headquarters building ...a great old mansion standing back amongst trees through which a roadway winds, and overlooking Gainsboro in the hollow. When John & I arrived there about 10.30, Arthur was lying in state in the large hall, a black cloth covered all and over it lay the Union Jack. Upon these the flowers were banked and at the corners four sentries stood.

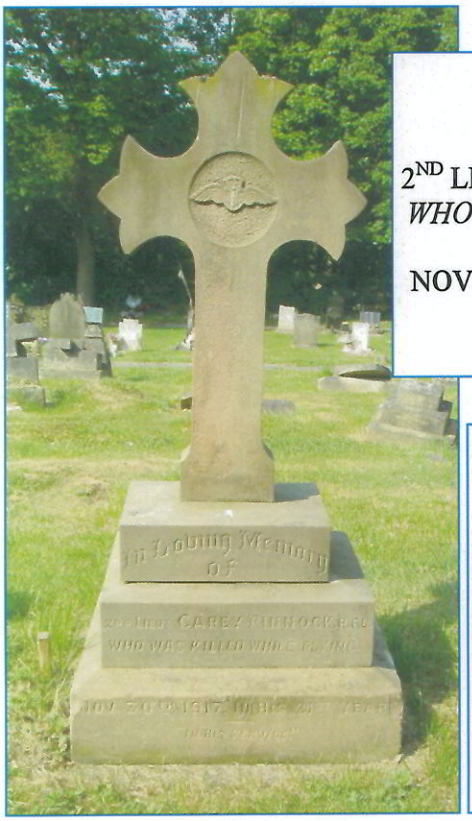
The funeral did not start until 11.15 ... the procession moved off. First the firing party marched – about 30 of the Battalion Lincoln brought all the way from Grimsby. Then came the gun carriage drawn by six fine black horses. ...Arthur was placed over the gun carriage covered by the Union Jack. On top was placed a sword and Arthur's cap, also a wreath and our spray of lilies. A big wreath was also hung on the muzzle of the gun. Beside the gun carriage marched the pall bearers, then came John & I directly behind... Behind came about sixty air mechanics, and then the officers, all marching in two lines...

We marched at a slow pace for about 300 yards, and then at a quick march thro' the town, until about 600 yards from the church, when the order for slow march was again given. The Congregational Church is a brick building ...and surrounded by a fine churchyard. The weight of the lead lined coffin made it difficult to get into the church, but finally it was put in front... The service in the Church was very brief and simple ...

The cemetery is also set up on the hill... Arthur is buried beside Don Brophy from Ottawa, who was killed in this squadron on Dec 24th last. Beside it stands a fine tree and it seemed to me, that the tree seemed to caress the spot, with its dancing sunlight....

The procession formed up around the grave and then the minister read the usual service for the grave. The firing party were drawn up to the side and as the service ended three volleys were fired. Then the last post rang out while everyone saluted. Then the RFC passed in turn around the foot of the grave for a last farewell. The officers followed, and each one stepped to the head of the grave and saluted. As the officers marched off the great crowd of civilians closed in....

James Arthur (back centre) with his brother John (left), sister Marybelle and brother Percy (right).



In Loving Memory
of

2ND LIEUT CAREY PINNOCK R.F.C
WHO WAS KILLED WHILE FLYING

NOV 30TH 1917, IN HIS 21ST YEAR
"IN HIS SERVICE"

Left—the headstone before restoration—summer 2011

Right—March 2012—the headstone after it had been pinned and secured. The black lettering has also been completed. Before it was cleaned

Photograph—top left, the completed headstone.

Carey Pinnock originally enlisted with the 201st battalion of the Canadian army.

2nd Lieutenant Carey Pinnock

Aged 20

33 HD Squadron RFC

Flying F.E.2d A6416

"Who was killed while flying"

November 30th 1917

Photos of Carey Pinnock courtesy of his niece, Shirley Johnson, Toronto.

LIEUT. C. PINNOCK KILLED.

Toronto Aviator Meets Death In England—Had Narrow Escape During German Raid.

Flight-Lieut. Carey Pinnock of the Royal Flying Corps, who is reported killed while flying at Elsham, England, was the younger son of Rev. S. G. and Mrs. Pinnock. Lieut. Pinnock was the very first man to enlist in the battalion of High school boys which Col. Hagarty recruited. When it was broken up, Lieut. Pinnock, then a private, transferred to a Toronto (University) battery, and later secured another transfer to the Flying Corps, going to England for his training. He gained his pilot's certificate in remarkably short time and was put in home defence service, doing further training in night flying with the object of going to France for night work. During a recent German night raid on England Lieut. Pinnock had the misfortune to crash into a forest on the way down killing his observer. He fortunately escaped without injuries. Death came, however, on Friday last. He was a particularly fine type of young man, 20 years of age, a member of Jarvis Street Baptist Church and of the Galahad Bible Class of that church, as is also his only brother, Harold, a McMaster student, a signaller with the 1st Canadian Machine Gun Co., who has been in France nearly two years, fortunately escaping thus far without a wound.

Mr. and Mrs. Pinnock, the parents, spent 26 years in Nigeria, Africa, as missionaries under the Baptist Board of the Southern States, and are at present doing work for that board in the South, their headquarters being at Richmond, Virginia. They, too, are members of Jarvis Street Baptist Church. Mr. Pinnock until a few months ago was preaching in the Maitland Street Baptist Church, London, Ont., and prior to that in Simcoe.

"Toronto Daily Star" Tuesday December 4th 1917

"During a recent German night raid... Lieut. Pinnock had the misfortune to crash into a forest... killing his observer. He fortunately escaped without injuries.
Death came, however, on Friday last"

This was fellow Canadian Lt. Menzies who is buried close by.

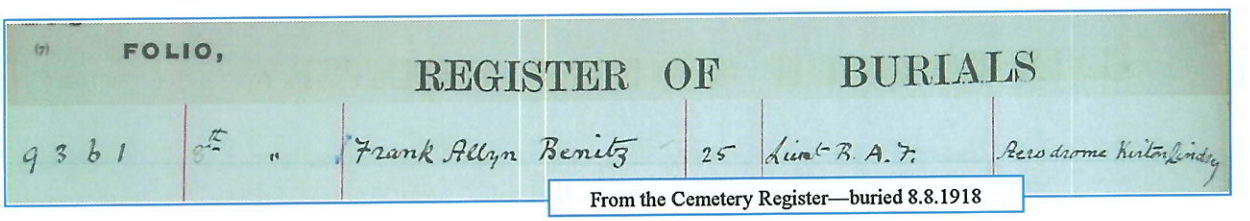
His Casualty Card states that he graduated as a Flying Officer on 30.5.17.
The Court of Inquiry said, *"The court are of opinion that the cause of the accident was due to an error of judgement on the part of the pilot in turning close to the ground and losing flying speed.*

The pilot took the machine up for the purpose of testing his operations machine."

In Loving
Memory of
L^{T}. FRANK ALLYN BENITZ
ROYAL AIR FORCE
OF LA CALIFORNIA
ARGENTINE REPUBLIC
KILLED IN ACTION DURING AIR RAID
AUGUST 5TH 1918
AGED 25 YEARS

The Benitz family photographed at "La California" before the war. Frank is seated on the right

The headstone before renovation—August 2011



(7) FOLIO,

REGISTER OF BURIALS

9361	8th	"	Frank Allyn Benitz	25	Lieut. R. A. F.	Aerodrome Kirton Lindsey

From the Cemetery Register—buried 8.8.1918

Lieutenant Frank Allyn Benitz
Photo courtesy of Peter Benitz

From "No. 33 (H.D.) Squadron" National Archives

"The last German airship raid on Great Britain occurred on the 5th August 1918. Five airships arrived off the Norfolk coast between 8.30 and 9.30 in the evening, four of which dropped bombs harmlessly into the sea. These bombs were heard at Bedford (ninety-five miles away), and Weedon (115 miles away). Weedon reported these bombs as 16 miles away, which caused alarm to be given in central England. The same bombs would appear to have been heard at Langwith near Sheffield (about 120 miles), but were reported as north-east of the post, either owing to some acoustic trick of the atmosphere, or owing to a mistake for south east in transmission.

The Officer Commanding No.33 Squadron received the warning just after half-past nine, but owing to adverse weather conditions, (a pilot who tested the conditions in the air at Kirton-in-Lindsey reported clouds at 800 feet, and although he climbed to 3,000 feet failed to get through), and the absence of reliable information, he decided to wait until the weather was clearer before taking action.

The first aeroplane was despatched from Elsham at 10.30 p.m. and patrolled over Hull and Hedon until 12.30 a.m. Lieutenant F.A. Benitz, observer Second Lieutenant H.L. Williams, took off from Scampton in a Bristol Fighter at about the same time but descended at Atwick twenty minutes later with engine trouble. This was rectified and a second ascent was made at ten minutes past eleven and a patrol lasting one hour and three-quarters was carried out between Scampton and Waddington. On landing at Atwick the aeroplane crashed and Lieutenant Benitz was killed and his observer seriously injured.

In all two machines ascended from Elsham, one from Scampton and three from Kirton-in-Lindsey. On this occasion the raiding airships did not reach the line of the Squadron's patrol. It was during this raid that the L.70 was brought down in flames, in the sea, about eight miles north of Wells-next-the-sea at 10.15 p.m. by Major E. Cadbury, D.S.O., observer Captain R. Lockie, D.S.O., from the Yarmouth Air Station.

The duties of the squadron from now onwards consisted for the most part in the training of night-flying pilots and observers."

By the time that Lt. Benitz was killed the FE2b, FE2d planes had been replaced by Bristol Fighters. By October 1918 the RAF had over 1,500 in service. Marshall's at Gainsborough made about 150 of them. This photo shows women munitions workers, at the Carr House Works on Lea Road, (where B&Q is today) proudly posing in front of one of their completed machines.

Lieutenant John Augustus Harman.
From London
17.11.17
Age 24

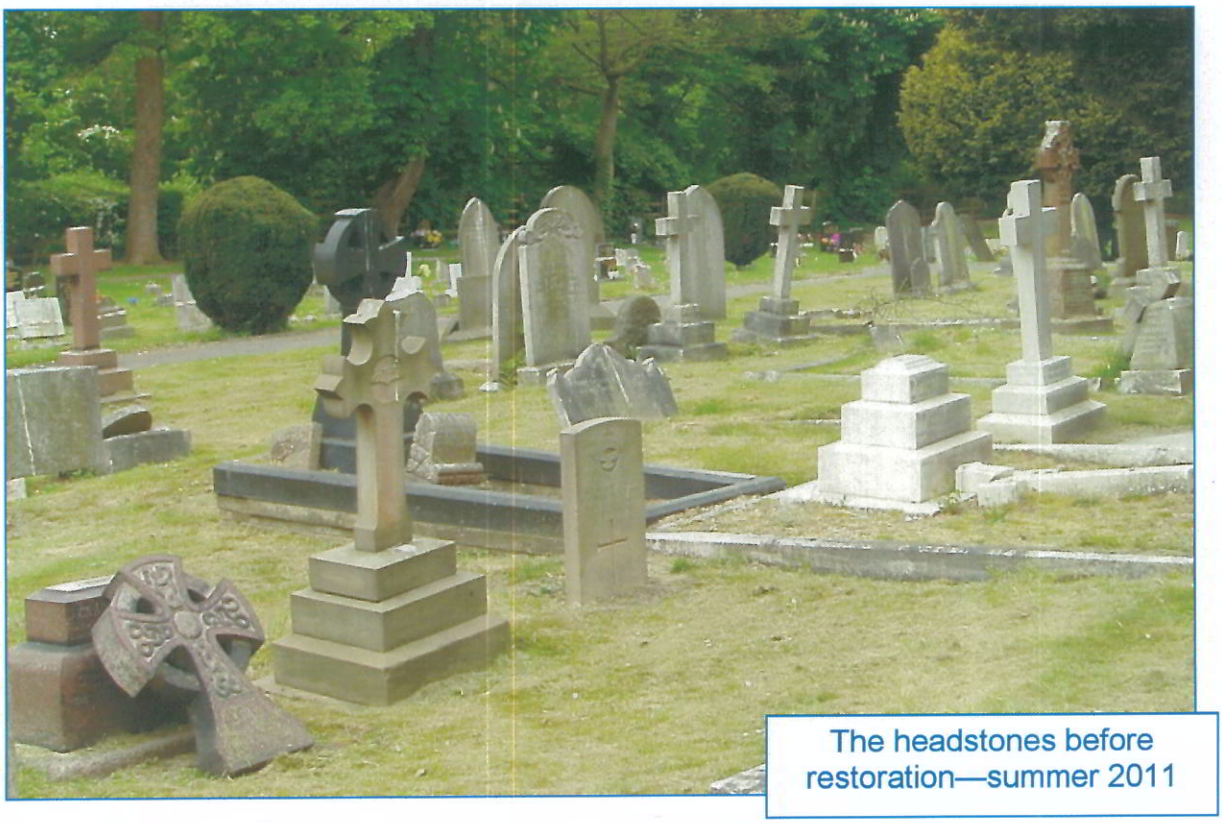
2nd Lieutenant Carey Pinnock
Born in England—family moved to Canada
30.11.17
Age 20

2nd Lieutenant Frederick James Livingstone
From New Zealand
12.1.18
Age 25

2nd Lieutenant Laurens Jacoates Van Staden
From South Africa
26.4.18 Age 24
Married local woman Emmeline Beilby 3 months before he was killed.

Lieutenant Frank Allyn Benitz
From Argentina.
5.8.18
Age 25

Above—the headstones after renovation—March 2012. The headstones of Lt. Harman and Van Staden were restored in Nov. 2011



The headstones before restoration—summer 2011

2nd Lieutenant Hubert Philip "Bert" Solomon
From New Zealand.
Crashed at the landing ground at Gainsborough
20.10.17
Age 29.

2nd Lt. Solomon

Lieutenant John Bernard "Don" Brophy
From Canada.
24.12.16
Age 22.
The first officer from 33 Squadron to be buried here.

Lieutenant James Arthur Menzies
From Canada
25.9.17
The second officer buried here.

During the research into the RFC officers the service records of Second Lieutenant Hubert P. Solomon were obtained from New Zealand. These state that he was Jewish. At the time that he crashed a R.F.C. mechanic stated that a Jewish officer had been killed. The cemetery records state that a Rabbi conducted the funeral service. The Rabbi travelled from Grimsby Synagogue to conduct the service and Aaron Rabinovich, perhaps the only Jewish resident of Gainsborough at the time, attended the funeral.

However, there is no reference to his Jewish faith on his headstone.

By a remarkable coincidence it was discovered that Martin Sugarman, archivist at the Jewish Museum in London, was trying to provide evidence to the Commonwealth War Graves Commission to prove that Lt. Solomon was Jewish and that the Star of David should be added to his headstone.

In January 2012 Martin Sugarman forwarded our additional information to the C.W.G.C. and they have agreed that they now have sufficient evidence to show that his headstone should include the Star of David. The headstone will be changed.

AUSTRALIAN JEWRY
BOOK OF HONOUR
The Great War 1914-1918

Six other members of 33 Squadron died in flying accidents while their Headquarters were at Gainsborough. They are not buried in Gainsborough but were taken back to their home towns in England and Scotland for burial. They are:-

Lieutanant Thomas Harold Coupe—killed 26.7.17. Age 27. Crashed at Scampton. Buried in Mellor, near Blackburn (photo right)

THE LATE LIEUT. ROWLANDS.

Lieutenant Arthur William Rowlands, killed 18.8.17 . Age 22. Crashed into a house at New Holland. Buried in Anfield, Liverpool (photo left)

Lieutenant Harold Sanders Marshall and **Flight Sergeant Frederick Bradshaw** killed in the same plane, 31.1.18. Crashed at Hibaldstow. Marshall buried in Burton-on-Trent, age 24. Bradshaw buried in Boothstown, near Manchester, age 19.

Lieut. H. S. MARSHALL, North Staffs, attd. R.F.C.

S. Pilot F. BRADSHAW.

Lieutenant James Wilson Ross and **2nd Lieut. James Lawrence Browne** crashed in the same plane, 26.3.18. Ross (photo right) died in the crash and Browne (no known photo) died three days later in Grimsby Military Hospital. Ross buried in Edinburgh, aged 25, Browne buried in Salford, aged 23.

Lieut. J. Ross, R.F.C. Killed through flying accident. Mrs Ross resides at Glebe Knowe, Selkirk.

This is believed to be FE2b A5654. This is the plane that Lt. Coupe crashed in on 26.7.17

Photo courtesy of Mark, Parker, Australia

Trent Valley Academy & the Friends of the Cemetery Chapel would like to thank the families of all the officers and to numerous local people for their support and help with the restoration.

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