

**CASUALTIES OF  
WORLD WAR II  
-MILITARY AND CIVILIAN-**



buried in St. Mark's Churchyard,  
Worsley

## C.W.G.C. Headstones

### MILITARY

Norman George Jenkins	RNR	24 yrs.	d.4/12/1939	Sub-Lt.
James Howell	RA	30 yrs.	d.15/12/1940	Gunner 1465093
John Rowson	RAOC	20 yrs.	d.3/6/1941	Pte. 925722
John Walter Ronald Griffiths	RAF	20 yrs.	d.11/9/1941	Fl.Sgt. 650725
James Kee	RAF	24 yrs.	d.28/10/1941	Fg.Off. 42713
Geoffrey Topham	RAF	20 yrs.	d.3/12/1941	Cpl. 572127
James Eric Allen	RAF.VR	28 yrs.	d.7/12/1941	Fg.Off. 106109
William Gordon Dale	RAF.VR	20 yrs.	d.15/10/1942	Sgt. 1124729
John Buckley Patrick	RAF.VR	29 yrs.	d.28/1/1943	LAC 1081463
Norman Gorick	RAF.VR	21 yrs.	d.31/1/1943	Fg.Off. 124505
Albert Edward Frost	RASC	26 yrs.	d.14/5/1943	Off.Cdt. S/151416
Thomas Faulkner	E. Lancs. Rgt.	50 yrs.	d.8/10/1943	Captain 92661
John Paul McDougall	RAF.VR	20 yrs.	d.30/5/1944	Fl.Sgt. 1795225
Reginald West	RAF.VR	23 yrs.	d.23/6/1944	Fl.Off. 151264
Leonard Hardman	RE	28 yrs.	d. 13/5/1945	Sapper 1649041

(15)

### FAMILY GRAVES

Keith Barnet Files	RAF	27 yrs.	d.11/1/1941	Sgt. 523740
Norman Arthur Lingard	RAF.VR	27 yrs.	d.28/3/1942	Sgt. 1059599
Kenneth Rushton Hickling	RAF.VR	22 yrs.	d.8/10/1942	LAC 657400

(3) = CWGC supported graves

### IN MEMORIAM

William Temperley Atherton	RMC	19 yrs.	d.2/7/1944	PLY/X111533
William Brimelow Smith	RAF.VR	21 yrs.	d.18/6/1942	Sgt. 1113712
Dennis Higham Harrison	RAF.VR	29 yrs.	d.21/6/1941	Sgt. 975057

### CIVILIANS

Edward D'Arcy McCrea	The Cottage, Worsley	bur. 31/12/1940	aged 45
Edith Florence McCrae		bur. 31/12/1940	aged 44
Patrick Phillip Willock McCrae		bur. 31/12/1940	aged 12
Marjorie Gillian Willock McCrae		bur. 13/1/1941	aged 9

Brian Walter Ainsbury                      20 Woodlands Road, Worsley bur. 28/12/1944    aged 5

There is a total of 18 graves in the churchyard, each of which holds the body of a serviceman who died during World War II. Of these, 15 have the traditional headstone of the Commonwealth Graves Commission. The other 3 servicemen were buried in the family graves and the inscription on each gravestone bears the name of those men. The parish receives a small amount from the CWGC each year for the maintenance of their supported graves. The CWGC makes an annual visit to the churchyard to inspect the condition of the headstones and, if required, it would carry out repairs.

## SERVICEMEN IN GRAVES

NORMAN GORICK Fg.Off.      RAF.VR      d. 31 January 1943      aged 21      124505

RAF Dishforth opened in September 1936 and at the start of World War 2 it became part of 4 Group, Bomber Command. The base was primarily used for recruit training.

At 0212 hrs. on 31 January 1943, a Vickers Wellington Mark X, serial number HE173, took off from Dishforth on a night training exercise. At that period, Dishforth was home to Royal Canadian Air Force squadrons, a part of RAF Bomber Command. There was a crew of four on the Wellington - pilot F/O Norman Gorick, aged 21; navigator F/O George Wood (26), RCAF, of Canada, Fl/Sgt. William Mossop, aged 24, air gunner who was also the wireless operator; and Sgt. J. Welsh, an air gunner. Within one minute of take-off, the aircraft caught fire and crashed just one mile to the NW of the airfield, near Lingham Lane Farm. The only survivor was Sgt. J. Welsh, who was the rear gunner. This accident was the first loss of an aircraft from 428 squadron since its formation,

428 squadron had been formed on 7 November 1942 and later acquired the nickname the "Ghost" squadron, since none of the original squadron members survived.

NORMAN GORICK was the son of William and Edith Rachel Gorick, of 449 Worsley Road, Winton. He had attended Eccles Grammar School as a pupil, and was a keen sportsman, playing football for the school team and cricket at Winton Cricket Club. After leaving school he started work with the Prudential Assurance Co. Ltd. At the outbreak of the war, he joined the Home Guard and was in No.5 Platoon of "A" Company of the 42nd Lancaster Battalion. Soon after, in June 1941, he enlisted in the RAF.VR. He went to California, USA, to train as a pilot. Whilst at the flying school, he was awarded the Gold Star Merit Award and was awarded his wings in April 1942. He received his commission as a Pilot Officer in the RAF.VR on 1 May 1942. He returned to the UK in June 1942 and it is reported that he began operational duties immediately. On 1 November 1942, he was promoted to Flying Officer.

Norman Gorick is commemorated on the Worsley Methodist Church War Memorial, a church he had attended. When that church closed in 2011, the memorial board was transferred to the parish Church of St.Mark, Worsley, where it is now affixed to the inside of the south wall.



In the course of World War 2, over 200 airmen lost their lives as a result of air accidents over the North Yorks. Moors. Their names are included on a Roll of Honour posted on the [yorkshire-aircraft.co.uk](http://yorkshire-aircraft.co.uk) website which carries a great deal of information about these incidents.

KEITH BARNET FILES is one of those named. He was born on 5 September 1913 to James and Ethel Files (née Fogg) of Astley House, Boothstown, and baptised at St.Mark's one month later, on 5 October, by John H. Mason, the curate. In the baptism register, his father, James, was a colliery manager in the area. On 11 January 1941, a Lockheed Hudson, serial number N7298, took off from RAF Leuchars, but sadly did not return. The crew on board this flight was P/O Basil Lincoln Fox (aged 26 - pilot); Sgt. Keith Barnet Files (aged 27 - pilot/navigator); W/O/Air Gunner Sgt. William Robert Martin (aged 25); and P/O John McDonald Scott Wylie (aged 21 - Air Gunner).

Keith Barnet Files is buried in the churchyard together with both his parents. Although his name and grave appear on the Commonwealth War Graves Commission 's website, he is therefore not to be found with the traditional war memorial stone above the grave. His mother died on 25 April 1933, aged 51, and his father in 1965, ages 86. On the 72nd anniversary of the fatal crash, in 2013, a memorial stone and plaque was dedicated to the lost airmen, close to the scene of the crash. It reads:

In Remembrance

When returning from a North Sea night time patrol, Hudson aircraft N7298 of 224 Sqn., Command, RAF Leuchars, crashed half a mile north of this point in the early hours of 11 January 1941. There was no fire and the crew of four, although injured, survived the crash. Tragically, they had died of exposure before discovery two days later.

Pilot: P/O B. L. Fox - New South Wales, Australia aged 26

Navigator/Pilot: Sgt. K. B. Files - UK aged 27

WirelessOp/AG: W. R. Martin - UK aged 25

Airgunner: P/O J. Macdonald Scott Wylie - UK aged 21

They died in the cause of freedom



**Baptism:** 5 Oct 1913 St Mark,  
Worsley, Lancs.

Keith Barnet Files - [Child] of  
James Files & Ethel

Born: 5 Sep 1913

Abode: Astley House

Boothstown

Occupation: Colliery Manager



The story surrounding this flight has been recorded in great detail by the [yorkshire-aircraft.co.uk](http://yorkshire-aircraft.co.uk) website and its manager, and the details below are taken from that website. The photo of Keith Barnet Files above was supplied to the website by his cousin Mr. Keith Files.

*The winter of 1940-41 was a very severe winter in the North of England with deep snow in the hills for many weeks. On this flight Hudson N7298 took off from Leuchars, Scotland at 01.17hrs on 11th January 1941 and flew in a south-easterly direction out into the North Sea to undertake a night time operational flight. The precise details of the flight are not fully known, as the RAF's crash card for the incident refers to the operation as being a "special task" and what this task was has not yet been learnt. One suggestion is that the crew had flown some fifty miles out into the North Sea from Leuchars looking for vessels trying to cut through minefields. What exactly happened then is not recorded, but the aircraft probably flew too far south. The crash investigation initially thought that during the flight the wireless equipment and direction finding equipment might have failed. The crew probably were unsure of their position and possibly flew a rough westerly course to make landfall in order to try and work out where they were, but then they should have headed along the coast. Instead of this, the aircraft drifted over land and struck high ground. The aircraft struck the top of the area of high ground on Warren Moor, above Kildale, in the early hours of the morning, but did not catch fire. The exact time for the crash is not known. This webpage and other accounts of the incident suggested that Warren Moor was covered in snow at the time of the accident but in 2013 a witness to the incident stated at the memorial service that there was in fact no snow present at the time but that the night was a stormy one and that the crew were flying in poor visibility.*

*All four of the crew survived the crash and, although injured, they managed to scramble clear of the plane but probably later returned to it after the danger of fire had passed, to shelter from the weather. Sadly, all four men had died before they could be rescued. They had all died probably through a combination of their injuries and of exposure before being found at 16.30hrs on 12th January 1941. Their bodies were found under a wing of the Hudson huddled together. Local recollection recounts that the owners of nearby "Park Farm" thought that they heard voices on that night but as the weather was so bad they did not venture out to investigate. The crew must surely have all been seriously injured. Had they been able to explore their surroundings, they would have found the Kildale to Baysdale track (a few yards away) or farms just down from the moor top. I have been contacted by a local man, Mr Bell, whose father was farm manager at Baysdale Abbey during the War and he recalls his father telling him of seeing something odd on the moor the next morning which was noticed whilst he was tending to sheep in the valley bottom. Upon exploring, it became clear that it was an aircraft on the moor. He recalls his father being one of the first to the crash site and that a good clean up job was done by the RAF in the weeks after the accident. This story probably relates to the Hudson accident.*

*The operations logbook lists all the flights made by other 224 Squadron aircraft and crews in the search for the missing Hudson, with six Hudsons undertaking flights - four in the late morning and two in the afternoon, with only one of these later aircraft carrying out a search as far south as was needed. This aircraft searched the coast around Scarborough and Flamborough Head and upon landing the crew reported that the weather was too bad to go inland on their search so returned to base.*

The death of Sgt. Keith Barnet Files is also recorded in the Roll of Honour in the scouts records, in which it is stated that he belonged to the 1st Manchester Grammar School Group and that he died whilst on active service. On 3 June 1927, he was one of a small number of boys from Manchester Grammar School who boarded the 'Mooltan' (P&O) in London for Gibraltar, with two school masters. Then, on 17 June, he arrived back in London with the school party on the 'Maloja' (P&O) which had originated from Sydney. His name also appears as a member of the Royal Aero Club. This record shows that Keith was living at "The Hurst" on Leigh Road and that he was an engineer. He received his certificate on 24 August 1937 at the Northern School of Aviation at Barton, flying a Hillson Praga (manufactured by F. Hills and Sons).



JOHN WALTER RONALD GRIFFITHS F/Sgt. RAF d.11 September 1941 aged 20 650725

JOHN WALTER RONALD GRIFFITHS was the son of George Griffiths and of Eva Griffiths (née Upton), of Boothstown. His parents were married at Leigh in 1916 and John was born towards the end of 1920, the eldest of four children. At the start of World War II, he was posted to 102 squadron which was based at RAF Topcliffe in North Yorkshire, near to RAF Linton-on-Ouse. Topcliffe was opened in September 1940 as a bomber station within Bomber Command. From there, 102 Sqn flew the Armstrong Whitworth Whitley heavy bomber, a twin-engined aircraft which was at the forefront of the early bombing raids over Germany.

On 15th August 1941, one of the Whitley bombers (serial number Z6746) overshot the runway at Topcliffe on return from operational duties to Hanover at 05.01hrs while landing in poor visibility. The undercarriage collapsed when the aircraft swung out of control and it sustained damage considered serious enough that it had to be written off. All five members of the crew escaped serious injury. It included Sgt. Griffiths who was a Wireless Operator/Air Gunner.

A month later, on 11th September 1941, another Whitley bomber Mark V (serial number Z6870) crashed at 22.50hrs within Topcliffe airfield boundary while the crew were practicing overshooting during a dual-instruction part of a night flying exercise. Three of the crew were killed and two others injured. Whitley Z6870 was taken by 102 Squadron at Topcliffe in July 1941 and remained with them until the accident on 11th September 1941. The aircraft was written off by the Air Ministry as suitable only for scrap as a result of a flying accident (officially Cat.E2/FA).

The names of the crew were:

Pilot - S/Ldr. Joseph Damien Reardon DFC RAF (43042), aged 26, of Prince Edward Island, Canada.

Pilot - Sgt. Harold Edwin Moore RCAF (R/70734), aged 23, of Lawson, Saskatchewan, Canada. Wireless

Operator / Air Gunner - F/Sgt. John Walter Ronald Griffiths RAF (650725), aged 20, of Boothstown.

Two other crew members, whose names are unknown, were injured.



JOHN PAUL McDOUGALL F/Sgt.

RAF.VR

d. 30 May 1944

aged 20

1795225

JOHN PAUL McDOUGALL was the eldest son of Capt. J. P. McDougall and Ethel May (née Cowburn), of Inglewood, 8 Egerton Road, Monton, (married in Barton district, first quarter of 1923). As a young boy, he attended Monton Green Council School, from where he won a scholarship to Manchester Grammar School. There he played for both the school's football and cricket first teams, and also became a member of Monton Cricket Club. He joined the RAF in October 1941 and under the University short course scheme attended Belfast University.

He was a member of No. 13 OTU (Operational Training Unit), formed in April 1940 as part of No. 6 Group RAF Bomber Command at RAF Bicester, originally to train aircrew for the Bristol Blenheim light day bomber. He died while on active service. Trained as a navigator, he had completed his training in Rhodesia.

He was onboard a de Havilland Mosquito Mk.IV, reg. HX984, when an engine cut forced it to crashland at Ford Hall, Birkenhead, Wirral on 30 May 1944. The aircraft was heard broadcasting a mayday by ground stations at Valley and Woodvale. This is the entry from Valley's ORB: May 30th 1944, "During the afternoon a Mosquito from Bicester was heard calling "Mayday" on Command Guard. Unfortunately it was impossible to get a bearing on the aircraft and despite the assistance of Woodvale the aircraft crashed near Birkenhead, one of the crew being killed and the other injured." The crew was F/O (160640) Frank Edwin LEES (pilot) RAFVR, injured, and F/Sgt (1795225 ) John Paul McDOUGALL (nav.) RAFVR, killed.

His name is recorded in the Roll of Honour of the Scouts, having been a member of the 1st Manchester Grammar School Scout group. His name is on the Memorial Board at the Monton Methodist Church. In his will, he left his effects to his father.



Robert Kee was Vicar of St.John's, Mosley Common, from 1936 to 1962, and he officiated at several events at St.Mark's during the war years. JAMES KEE was his only son and was born to Janet on 21 July 1917 in Belfast, Co. Antrim, Ireland. After school, he went to Cambridge University where he was admitted as Pensioner at Trinity College on 1 October. There he gained his B.A. Hons. in 1939.

Robert (born 1885) died in 1962 and his wife Janet died in 1968. Both are buried in the graveyard at St. Mark's, together with their son, James, in whose memory a special Commonwealth Graves headstone stands before the family monument.

On 18 September 1939, he received his commission into the RAF (General Duties Branch) and joined 101 Squadron on a short service commission as a pilot. On 20 April 1941, he was promoted to Flying Officer. 101 sqn., (originally disbanded in 1919), was reformed in 1938 at RAF Bircham Newton (Norfolk) as a bomber squadron, flying the Bristol Blenheim. In 1941, the squadron was equipped with the Vickers Wellington, and the following year with the Avro Lancaster. 219 Squadron was reformed at RAF Catterick in October 1939 and soon became a night fighter unit when it became fully operational. By October 1940, it relocated to RAF Redhill (Surrey), and from there to RAF Tangmere, and converted to the Bristol Beaufighter. By this time James Kee had been redeployed to the squadron and the Beaufighter, which was used initially as a night fighter and in a ground attack role. It had a crew of two - pilot, and a navigator/radio operator. On 28 October 1941, James Kee and T. G. F. Dixon took off in their Beaufighter, possibly from Tangmere, on a dusk patrol. Soon after take-off, the plane crashed about four miles west of Merston (Sussex) in the evening. Both F/O J. Kee and Sgt. T.G.F. Dixon were killed.





Curiously, the gravestone in the churchyard gives his name as John Busby Patrick, although the burial records give his name as John Bushby Patrick.

It has so far proven very difficult to track down any meaningful information about this serviceman, either in his personal life or during the Second World War. Most servicemen's records are still held by the Ministry of Defence, before their release to the National Archives. Sadly, the CWGC records give no information about his parents, so the following details can only be conjecture.

In the church's burial records, his home address was given as Atherton House, Appley Bridge, near Wigan. Interestingly, on 18 August 1943, a Lillian Patrick, aged 80, was buried in the churchyard. Her abode was also given as Atherton House. According to her will, she died a spinster. In the 1881 census, she was living at Grange Farm, Boothstown, with her family, which included William Johnston Patrick, her brother. He too was buried in the churchyard, on 6 March 1945, aged 69. William married Annie Tait Coulter in 1905 and she too is buried at St.Mark's (2 August 1942). Her abode at that time was Atherton House!! The supposition has to be that Lillian was a great-aunt to John Buckley, and that she was living with her brother and his family at Atherton House. The presumption has to be that William J. and Annie Tait could well have been the parents of John Buckley. And yet, curiously, there is no birth record for him!

There is a death record for a John B. Patrick, who was 29, for the first quarter (Jan - Mar) of 1943. Both the age and date are consistent. Furthermore, the death was registered at Aylesbury, not far from RAF Halton, where the Princess Mary's Hospital was based. The hospital housed a Plastic Surgery and Burns Centre during the war and great demands upon the unit meant a huge increase in the number of beds. By the end of the war, more than 20,000 casualties had been treated there.

John Buckley Patrick's name can be found on the website [internationalbombercommandcentre.com](http://internationalbombercommandcentre.com) as a member of 26 OTU Squadron. His date of death, age, service number and the graveyard at St.Mark's are all given. No. 26 OTU was formed in January 1942 at RAF Wing as part of No. 7 Group RAF Bomber Command to train night bomber crews using the Vickers Wellington. It was disbanded in March 1946. RAF Wing was situated to the west of the village of Wing, near Aylesbury, Bucks.

The marriage certificate confirms that he married Florence Hughes at Leigh register office on 15 April 1933. It also shows that his middle name was Bushby, and that he was a general dealer, aged 19. Florence was 21. John's home address was Rixton Old Hall, Rixton with Glazebrook, and his father was William Johnson Patrick. He was buried here on 1 February 1943, and in the burial register his abode was given as Aylesbury, and then Atherton House, Appley Bridge, near Wigan. The reference to Aylesbury is consistent with the details above.



WILLIAM GORDON DALE Sgt. RAF.VR d. 15 October 1942 aged 20 1124729

WILLIAM GORDON DALE was the only son of Charles Richard Dale (33), an Accounts Clerk, who married Lucy Sykes (28) at St.Paul's, Walkden, on 15 November 1919. William Gordon was born on 4 June 1922 and was baptised at the same church on 9 July 1922. The family was living at that time at 41 Memorial Road, Walkden.

William Gordon Dale was the Wireless Operator/Air Gunner on an Avro Anson Mk 1 (serial number L7968) which was returning to Cranage, mistaking a navigation beacon. Instead of flying towards the airfield, the aircraft flew away from it towards high ground around Buxton. Before they were able to correct this error, the aircraft struck the hillside and crashed at Moss House Farm, Moss Ridge, Long Hill, NW of Buxton, Derbyshire. Sadly, if the aircraft had been a little higher it would have cleared the hill. The aircraft was officially written off as damaged beyond repair. There was a crew of four on board. They were:

Pilot: Sgt 1312846 Paul Joseph Woodcock, 20  
Pilot-UT: Sgt R/121913 James Munro Matheson, 22 RCAF  
Pilot-UT: Sgt R/113428 Richard James Reay 20, RCAF  
WOp/AG: Sgt 1124729 William Gordon Dale, 20

The two Canadians on the aircraft were qualified pilots, but were onboard as navigators under-training. RAF Cranage was situated just to the north of Middlewich, Cheshire, and was opened in August 1939. The first flying unit was No. 2 School of Air Navigation RAF, which was formed on 21 October 1940. It operated the Avro Anson for training navigators. The aim of the navigation school (renamed the Central Navigation School in 1942) was to raise the standard of practical air navigation and to train navigation specialists. By the end of the war, accuracy had improved five-fold. The airfield remained operational only for the duration of the war.



JAMES ERIC ALLEN was the son of William Henry and Sarah Agnes Allen (née Aston), his second wife, of Monton Green. He was born on 14 March 1913. As a school boy, he attended Eccles Grammar School. He married Vera Margaret Gaskell in the early part of 1940 (Barton district).

On 14 April 1941, R.A.F. Wellesbourne Mountford opened, 4 miles east of Stratford-upon-Avon, which became home to No. 22 Operational Training Unit RAF, flying Vickers Wellingtons and Avro Ansons for RAF Bomber Command. It was part of R.A.F. No.6 Group Bomber Command and remained an O.T.U. over the next four years, its purpose being to train British and Commonwealth aircrews, (pilots, navigators, bomb aimers, wireless operators and air gunners) day and night, and have them ready to move on to operational squadrons. As 22 O.T.U. grew in size, sadly the loss of aircraft and personnel rose accordingly. In total, some 90 aircraft were destroyed, with 80 airmen injured and 299 killed. Of these, 244 were Canadians.

James Eric Allen came to Wellesbourne as a member of No.12 course, training to be a pilot on Wellingtons. Each course taught the basic skills over an eight-week period. Because of the intensity of the course, accidents started to occur more frequently. One such accident, typical of dozens that were to befall Wellesbourne, occurred on 7th December 1941. It was a Sunday evening and the Midlands was suddenly engulfed in severe snowstorms. Two aircraft were carrying out circuits and landings. At 1830 hours, Wellington T2566 of 'B' Flight was on finals, approaching runway 24 when the pupil pilot, P/O J. Lynas, aged nineteen, completely lost visual sight of the runway lights. He dramatically lost height and hit a row of trees in line with the flarepath. The aircraft burnt out in the ensuing crash by Heath Spinney on the Newbold road, killing P/O Lynas, P/Instructor Turner and WO/AG Sgt. Chancellor, and badly burning P/O Jackson and AG Sgt. Lane. Five minutes later, Wellington X9625 of 'A' Flight was unable to line up with the runway due to the snow and, in trying to overshoot, caught the trees on Loxley Hill, finally crashing into the top of Red Hill, near Woodfield farm, quite close to the station wireless building. All four of the crew initially survived the crash, but sadly P/O J. E. Allen and W/O A. D. Cuthbert RCAF died later of their injuries. The other crew members were Sgt. J. H. Cox and AG Sgt. Allen.

The death of James Eric was recorded in Stratford-upon-Avon in December 1941. His will, which was proved on 2 February 1942, shows that he lived at 'Berwyn', 1 Larch Avenue, Swinton. He had died on 7 December 1941 at Ettingley Farm, Loxley, Warwickshire. His estate was left to his wife, Vera Margaret. His name appears on the War Memorial Board from Eccles Grammar School which was re-dedicated in its new home in St. Paul's Church, Monton, at 10.45 on Remembrance Sunday, 13th November 2005.



NORMAN ARTHUR LINGARD was born in the first quarter of 1915. He was the son of Arthur and Betsy Lingard (née Beckett), of Worsley, who married in the middle of 1912. A memorial in the United Reformed Church on Worsley Road bears his name, together with five others who died in World War II. He was buried at St.Mark's on 1 April 1942.

Norman Arthur Lingard was flying a Lancaster (serial number R5501, coded EM-G) when it collided with a Miles Master (DK973) during a daylight cross-country exercise. Both aircraft crashed at 1320 hrs on Canwick Hill, just to the east of Bracebridge Heath, 2 miles South of Lincoln. The crew of four, all members of 207 Squadron, were all killed: Sgt. N. A. Lingard; Sgt. D. A. Wood; Sgt. R. W. Cox; and Sgt. T. C. Massey. The pilot of the Miles Master, Lt. J. D. Linaker was also killed.

The following account of the incident is recorded in chapter 5 of the book *On the Wings of the Morning* by Vincent Holyoak. This is a copy of the relevant chapter.

*For six weeks that it was stood down, 207 was busily engaged in converting on to the Lancaster. By the end of April, it could boast sixteen of the new type on strength with as many trained crews. In the meantime, the seemingly interminable circuits, night landings and cross-countries were not without their drama, with two aircraft being destroyed. The first and most tragic loss was that of 27-year-old Mancunian Sergeant Norman Lingard and his crew in Lancaster R5501 EM-G. Just after lunch on March 28, they were engaged in a daylight cross-country exercise south of Lincoln when Cranwell based Miles Master DK793 flown by a pupil pilot, Lieutenant Linaker, began to carry out a series of unauthorized feint attacks. Unauthorized aerobatics of any kind were expressly forbidden. Many a trainee had been killed showing off, and on one pass witnesses on the ground saw the Master slice into R5501's tail section, both aircraft spinning out of control to crash on the Bracebridge Road. Lingard and fellow Sergeants Wood, Cox and Massey, along with the Master pilot were all killed instantly. Norman Lingard had already survived many operations as a second pilot and to die in such a way was particularly sad.*



REGINALD WEST Fg.Off.

RAF.VR

d. 23 June 1944

aged 23

151264

REGINALD WEST was the son of William West and Blanche (née Holdsworth), of Worsley. His parents were married in the Bucklow area in the third quarter of 1919, possibly at St.Mary's, Ashton upon Mersey. Reginald was born on 28 December 1920.

On 19 February 1943, he was commissioned into the RAFVR (General Duties Branch) on an emergency commission. On 23 June 1944, he was posted as a navigator/wireless operator to 236 Squadron, RAF. According to his will, proven on 1 November, his estate was granted to William West, commercial traveller, presumably his father. He lived at 147 Old Clough Lane and the burial records show that he died at Minster, near Manston, Kent.

Reginald joined the Metro-Vickers Company as a Clerk in March 1939 and was employed in the Cost Department. He joined the RAF in October 1940 and was commissioned as a Pilot Officer and later promoted to the rank of Flying Officer (19 August 1943). He was killed whilst on air operations in June 1944. This may have been near Thanet, Kent.

236 Squadron had originally been formed in the First World War as an anti-submarine force, but was disbanded in May 1919. It reformed in October 1939 as a fighter squadron and moved to various bases until it relocated to RAF North Coates (Lincolnshire), six miles south-east of Cleethorpes, in September 1942. From there, it carried out anti-shipping patrols over the North Sea in the Bristol Beaufighter Mk.X.



GEOFFREY TOPHAM Cpl                      RAF                      d.3/12/1941                      aged 20                      72127

GEOFFREY TOPHAM was the son of Harold Corless Topham and Winifred (née Hyde), of Chorlton-cum-Hardy, Manchester. His birth was registered in Barton district in early 1921.

The circumstances of his death are difficult to verify, but it is possible that he may have been flying a Beaufighter I - T4703 - of No.1 OADU (Overseas Aircraft Delivery Unit). This aircraft had been reported as a loss for this day, having collided with Beaufighter T4715 on take-off at RAF Portreath, 27 OTU. However, his death was registered at Newcastle under Lyme and this makes the above scenario unlikely.



JOHN ROWSON Pte.                      RAOC                      d.3/6/1941                      aged 20                      925722

JOHN ROWSON was a member of the 4th Div Workshops, Royal Army Ordnance Corps. He was the son of Peter and Margaret (née Knight) Rowson of Walkden. They had married at St.Mark's on 21 April 1919. The Royal Army Ordnance Corps (RAOC) was a corps of the British Army. It dealt only with the supply and maintenance of weaponry, munitions and other military equipment.



**Baptism:** 22 Dec 1920  
St Mark, Worsley, Lancs.  
John Rowson - [Child] of  
Peter Rowson & Margaret  
Born: 5 Nov 1920

Abode: 244 Lumber Lane  
Worsley

Occupation: Colliery  
Worker



ALBERT EDWARD FROST Off.Cdt. RASC d.14/5/1943 aged 26 S/151416

The son of Elijah and Isabella (née Phillips) Frost, ALBERT EDWARD FROST was the husband of Irene (née Maddison) Frost of Worsley. They were married in the Barton district in the last quarter of 1939. His parents, Elijah and Isabella, had been married on 15 September 1915 at the Irwell Street Wesleyan Chapel, Salford.



The role of the RASC in the field fell into two main parts, supply and transport. **Supply** embraced the provision of food, petrol and lubricants, fuel and light, hospital supplies and disinfectants. **Transport** was concerned with the conveyance of the above supplies, together with ammunition, engineer stores, ordnance stores and post, from railhead, or from base if no railhead exists, to all units of a field force.

LEONARD HARDMAN Sapper RE d.13/5/1945 aged 28 1649041

LEONARD HARDMAN was the son of Richard and Ethel (née Tennant) Hardman and was born in the third quarter of 1916 in Barton district. He was also the husband of Bertha (née Merritt) Hardman, of Boothstown, Manchester. They were married in the first quarter of 1940, in Barton registration district. His home address was in Farnworth, but he died at Southmead Hospital, Westbury.



The role of the Royal Engineers was to maintain railways, roads, water supply and bridges. From 1940, they also disposed of bombs.

JAMES HOWELL Gunner RA 19 Dec. 1940 d.15/12/1940 aged 30 1465093

JAMES HOWELL was attached to 80 Battery, 21 Light Anti-Aircraft Regiment. He was the husband of Edna (née Williams) Howell of Worsley. They married in the fourth quarter of 1931 in Barton district. He was the father of Peter (who was aged 1 at his death) and Glenys (aged 5 at his death). At his death, his address was 206 Leigh Road, Boothstown.

His parents might have been John and Ellen (née Worthington), who were married on 26 July 1909 at St.Paul's, Walkden. In 1911, they were living at 20 Mayfield Avenue, Walkden, and James was 10 months old.



NORMAN GEORGE JENKINS Sub-Lt. RNR d.4/12/1939 aged 24

NORMAN JENKINS was a Sub-Lieutenant in the RNR, on the auxiliary patrol yacht, Zaza. He was the son of Arthur Henry and Elizabeth Jenkins of Folkestone. In the burial records, his address was 81 Chart Road, Folkestone. His parents may well have been Arthur Henry Jenkins and Lizzie (née Lane) who were married at St.Dionis, Parsons Green, Fulham, in 1909. His father originated from the Folkestone area and by 1911 his parents were living at 80 Chart Road, Folkestone. Norman was born in early 1915, and his birth was registered in Elham District, Kent.



ZAZA, hired yacht, Pendant No 015. Built 1905, 423grt/455TM. Armament: 1-12pdr, 2-6pdr AA. In service 28.9.14-30.3.19. May have served as wireless-equipped A/P Group Leader or in special yacht squadrons, at home or in Mediterranean. Served in WW2.

(This information is based upon "British Warships 1914-1919" by F J Dittmar and J J Colledge).

ZAZA was a steam yacht which was purchased as an anti-submarine yacht in September 1939. By 1941, it was moored at RNAS Lawrenny Ferry, in Pembrokeshire, to accommodate the personnel from 764



Squadron. Eventually, a marine air base was established at Lawrenny Quay during the Second World War. This became the permanent home for 764 Squadron and its fleet of 'Walrus' seaplanes.

It is not known how Norman Jenkins died or even why he came to be buried at St.Mark's.

THOMAS FAULKNER Capt.            East Lancs. Rgt.            d.8/10/1943            aged 50            92661

THOMAS FAULKNER was the son of John and Priscilla (née Gorton) Faulkner. He was baptised at Stowell Memorial, Salford, on 16 November 1892 and his parents at that time were living at 18 Lord Byron Street, Weaste. They had been married at St. Mary's, Eccles, on 29 September 1886. Thomas was the husband of Marjorie Faulkner, of Worsley, and was living at 12 Pine Grove, Worsley. His father was living at 3 Grange Avenue, Monton, when he died on 27 June 1934. His effects were left to his widow, Priscilla.

Marjorie was Marjorie Fisher, and they married in the 1/4 qtr. 1917 at West Derby. Thomas had 2 sons - John, born in 1923 at Barton; and Robert D. born 1925 at Barton. (Robert) Derek became a highly respected member of the parish church.

Thomas died at the Moston Hall Military Hospital, Chester. In his will, he left his estate to his widow, Marjorie. He had enlisted into the Manchester Regiment RA and on his death he was in the infantry branch of the East Lancs. Regt. His name appears in the UK Army Roll of Honour, which is a listing of British Army casualties from World War II.



KENNETH RUSHTON HICKLING LAC RAF.VR d. 8 October 1942 aged 22 657400

KENNETH RUSHTON HICKLING joined the Royal Air Force Volunteer Reserve as a Cadet Officer. He had lived at Hazelhurst Cottage, 2 Hazelhurst Road, Worsley, and had been a pupil of Eccles Grammar School. He was the son of William Towell Hickling and Rose (née Rushton) Hickling, of Worsley. Kenneth had been born in Blackpool in the first quarter of 1920. His parents were married on 28 July 1914 at St.Leonard's, Padiham. Kenneth had an older brother, Sydney, born the 22 May 1917, also in Padiham. It appears that he played Lacrosse for Worsley. In his will, administered on 20 January 1943, he left his estate to his father, a dyer. His body was interred at St.Mark's on 13 October 1942.

LAC Hickling died at RAF Hospital Rauceby, a hospital housing a crash and burns unit, and specialising in reconstructive plastic surgery, under the wing of RAF Cranwell. His death was registered at Sleaford, Lincolnshire. He is buried in the churchyard in a family grave.



**Marriage:** 28 Jul 1914 St Leonard, Padiham, Lancashire, England

William Towell Hickling - 26, Secretary, Bachelor, 2 Park Road, Padiham  
Rose Rushton - 24, Spinster, 5 Blackburn Road, Padiham

Groom's Father: William Henry Hickling, Retired Police Sergeant

**Baptism:** 17 Jul 1915 St Leonard, Padiham, Lancashire, England

Sydney Hickling - [Child] of William Towell Hickling & Rose

Born: 22 May 1915  
Abode: 6 King's Avenue, Haslingden  
Occupation: Assistant Works Manager

## SERVICEMEN IN MEMORIAM

DENNIS HIGHAM HARRISON Sgt.      RAF.VR      d.21/6/1941      aged 30      975057

DENNIS HIGHAM HARRISON was the son of John and Elsie (née Higham) Harrison, of Eccles, Lancashire. In 1911 census, they were living at 34 Gleave Road, Eccles. They were married at St.Andrew, Eccles, on 14 Sep 1910.

There is no gravestone dedicated to Dennis in the churchyard, simply an inscription on an existing gravestone, stating that he was missing, presumed killed in action. His name is, however, inscribed on the Air Forces Memorial at Runnymede, Surrey. The memorial is managed by the Commonwealth Graves Commission and it "commemorates by name over 20,000 airmen who were lost in the Second World War during operations from bases in the United Kingdom and North and Western Europe, and who have no known graves. They served in Bomber, Fighter, Coastal, Transport, Flying Training and Maintenance Commands, and came from all parts of the Commonwealth". (CWGC) His name is on Panel 44.

Dennis was a former pupil of Eccles Grammar School and he was a Wireless Operator in the war. At the time he went missing, he was attached to 218 Squadron. 218 Squadron was also known as 'The Gold Coast' squadron, after the people of the Gold Coast (today's Ghana) who officially adopted the squadron. At the onset of the war, the squadron (disbanded after WWI) was reformed in northern France, dropping leaflets and flying reconnaissance missions. After suffering heavy losses, it was relocated to England by June 1940, where it was re-equipped with the Bristol Blenheim. Later, in November, it started to receive the Vickers Wellington. This was the status of the squadron at the time of Sgt. Harrison's death. It was operating from RAF Marham at that time (November '40 to July '42).



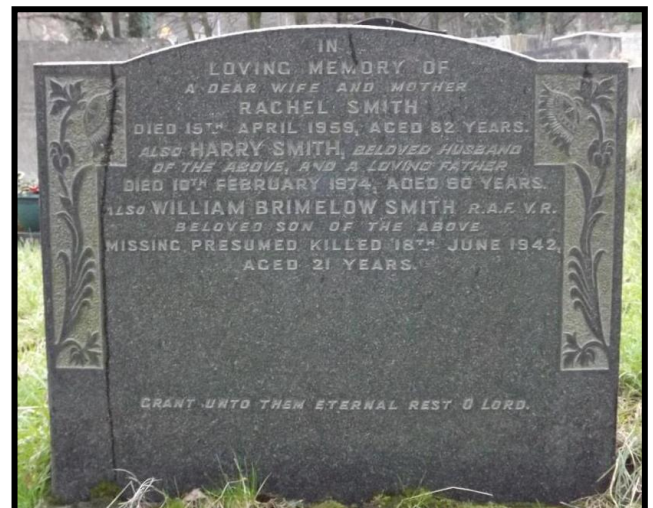
WILLIAM BRIMELOW SMITH Sgt.      RAF.VR      d.18 June 1942      aged 21      1113712

WILLIAM BRIMELOW SMITH was the son of Harry and Rachel (née Hilton) Smith, of Boothstown. He was born in the first quarter of 1921. William was flying in a Blenheim BA445 (MkIV) on a ferry flight from No.1 OADU (Overseas Aircraft Delivery Unit) which had taken off from RAF Portreath, heading for RAF North Front, Gibraltar. Unfortunately, the plane failed to arrive there and William was recorded as missing without trace.

The aircraft had a crew of three: Sgt. (967299) Wilfred John BRATT (RAF.VR); Sgt (1207545) Joseph Edward COOK (RAF.VR); and Sgt. (1113712) William Brimelow SMITH (RAF.VR). There is no gravestone dedicated to William in St.Mark's churchyard, simply an inscription on an existing gravestone, stating that he was missing, presumed killed. His name is, however, inscribed on the Air Forces Memorial at Runnymede, Surrey, on Panel 94.

RAF Portreath, situated on the north coast of Cornwall, was built during 1940 and it opened in March 1941. The station had a varied career during World War II, initially as a Fighter Command station, operating Spitfires, Hurricanes and Beaufighters. From October 1941, the base was used as a ferry stop-over for aircraft bound to/from North Africa and the Middle East, and as a temporary stop-over for USAAF and RCAF units flying the P51 Mustang. The station ceased operations at the end of the war; and today, RRH Portreath is a Remote Radar Head operated by the Royal Air Force, providing long-range coverage of the south-western approaches to the UK.

RAF North Front was one of two Air Force stations created in Gibraltar at the start of World War II - RAF New Camp being the other. Both bases were strategically important and became operational in 1942 and were used for [anti-submarine warfare](#) in the shallow waters around Gibraltar.



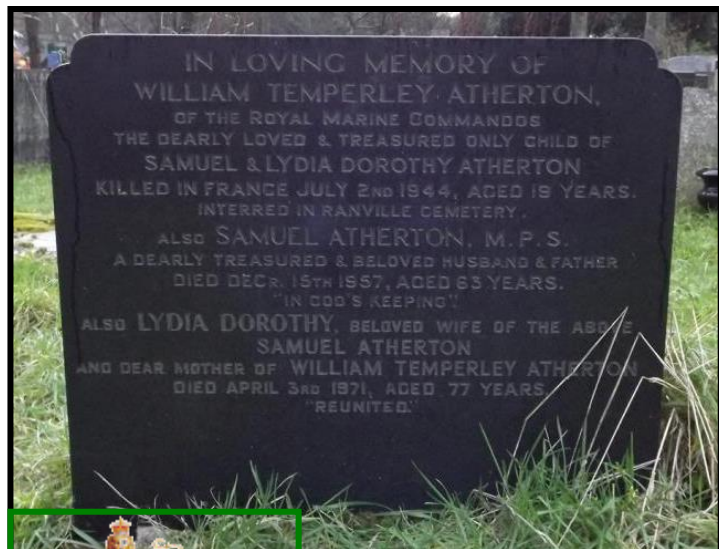
WILLIAM TEMPERLEY ATHERTON Marine RM d.2 July 1944 aged 19 PLY/X111533

The date of William's death is officially given as 30 June 1944 by the Commonwealth War Graves Commission but it is strongly believed that he actually died on 2 July. WILLIAM TEMPERLEY ATHERTON was a marine in unit No.46 Royal Marines Commando. William was the son of Samuel and Lydia Dorothy (née Temperley) Atherton, of Radcliffe, Lancashire, and was born in the fourth quarter of 1923. He is remembered in the churchyard on the family gravestone. His body was interred at Ranville War Cemetery and the grave reference is IIIA. G. 7. Ranville (in the Département of Calvados) was the first village in Normandy to be liberated on 6 June 1944 (D-Day). It lies to the east of Caen. His headstone reads: *Dearly loved and treasured. 'In Heavenly love abiding.' Until we meet again.*

No. 46 (Royal Marine) Commando was a unit of the [Royal Marines](#), formed in August 1943. The Commando unit was assigned to the [4th Special Service Brigade](#) and served in [North-West Europe](#) and took part in the [D-Day landings](#).

William attended Bury Grammar School and the following information comes from the school's website.

*William Temperley Atherton, 46 Royal Marine Commando. Billy Atherton was the son of the Chairman of the Radcliffe branch of the Royal British Legion and chief warden of Radcliffe. 46 Royal Marine Commando landed at 'Juno' beach on D-Day. They suffered heavy casualties in fighting on the eastern end of the allied beachhead, particularly when they liberated the villages of Rots and Le Hamel from SS troops on 11 June 1944. Billy Atherton was sent to France in late June as one of the replacements for these losses. On his first patrol near the village of Sallanelles on 2nd July, the Germans spotted the commandos and opened fire with mortars. Billy was killed and three other marines were wounded. He was 19 years old. He is buried at Ranville Cemetery, Normandy, IIIA.G.7. The Commonwealth War Graves Commission has his date of death incorrectly recorded as 30th June.*



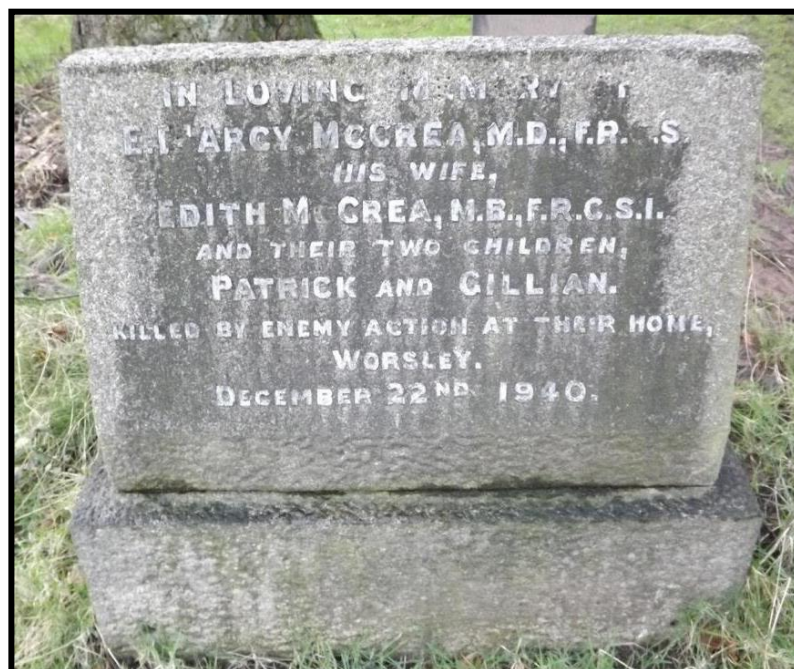
## CIVILIANS

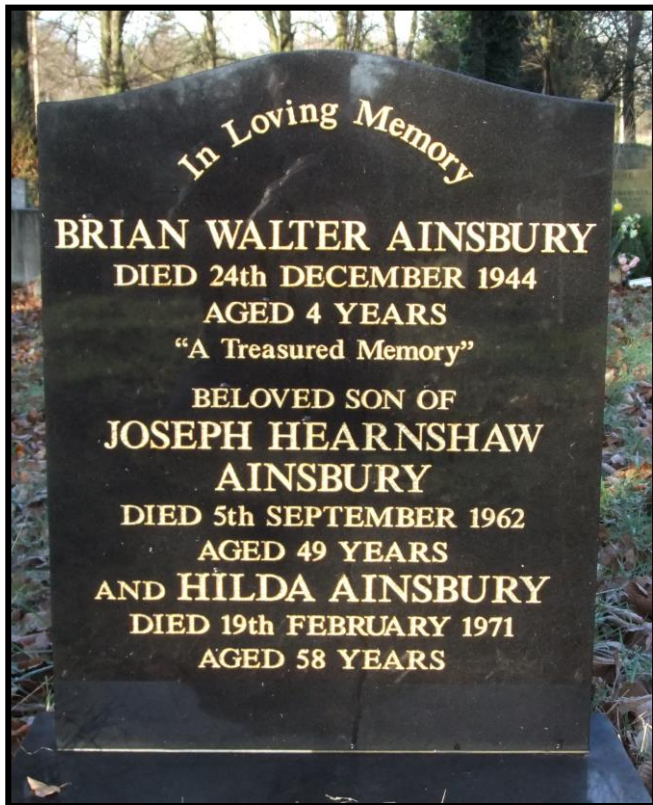
The story behind the deaths of **Dr. Edward D'Arcy McCrea** and his family has an importance and a significance on a number of levels. Sadly, the whole family was killed as a result of a bomb falling on their house on the evening of 22 December 1940. His wife, Edith Florence, aged 44, their son, Patrick Philip Willock, aged 12, and their daughter, Marjorie Gillian Willock, were killed outright. The McCrea family lived at The Cottage, Barton Road - a large house with an orchard in its substantial grounds. There was a house party taking place at the time of the explosion. Nobody survived. Numerous other people, including their housemaid, were killed. The site of the house remained derelict for several years, and then in the mid-fifties the land was taken over by North West Water. That ground was later redeveloped in the nineties and a retirement home, Elmwood, was built. The grave of the family is in the churchyard of St. Mark's Church, Worsley.

The bomb which destroyed the house is thought to have been a parachute bomb. Air raids over Manchester had begun in August 1940 but the heaviest raids were on the nights of the 22 and 23 December 1940. On these two nights, commonly referred to as the Christmas Blitz, it is reckoned that over 680 people were killed in the Manchester area. Because of its importance as an industrial area, Trafford Park was extensively bombed. The parachute bomb was probably dropped over Trafford Park, but drifted off course. The parachute bomb (or mine) was very effective at causing widespread damage by exploding at rooftop height to maximise its explosive capacity. It had the potential to destroy buildings within a 100 yard radius.

Edward McCrea was born on 7 February 1895 at Altona, Stillorgan, Co Dublin, the eldest son of John Harris McCrea, a merchant, and Jeannette Seale, his wife. He was educated at Wycliff College, Stonehouse, Gloucestershire, and at Trinity College, Dublin, where he graduated in 1917, proceeding to MD in 1920 and MCh in 1922. In that year he also gained the Fellowship of the Royal College of Surgeons in Ireland. He eventually moved to England to practise medicine in 1922 and came to live in Manchester. He took up a post in the department of urology at Salford Royal Hospital and became a surgeon in 1935. Edward McCrea carried out some anatomical and physiological research and published some of his findings.

His wife (Edith Florence Willock) was also a medical graduate of Dublin and became surgeon at the Manchester Babies Hospital. They had married on 25 September 1925 in Devon. He was also a leading tennis player of his generation, and represented Ireland in the Davis Cup ties in 1923 and 1924 against France and played singles against Jean Borotra and René Lacoste.





There is a second civilian burial recorded at the church, of a young boy who was also tragically killed by enemy action during World War II. Another overshoot from Trafford Park (a V1 'doodlebug') in 1944 hit and destroyed a house about a third of the way up the right hand side of Woodstock Drive in Worsley. This was not very far from the site of 'The Cottage', where the McCrea family had been killed four years earlier. The house was the home of **Brian Walter Ainsbury**, who died on 24 December 1944, aged 5 according to official records. He was buried in the churchyard on 28 December 1944, where his age was recorded as 4½ years, a more accurate record. Brian was the son of Joseph Hearnshaw and Hilda (née Shaw) Ainsbury. The Ainsburys had two other children: David A., born in the second quarter of 1942 and Carole B., born in the first quarter of 1948. Joseph and Hilda were married locally in the third quarter of 1937.