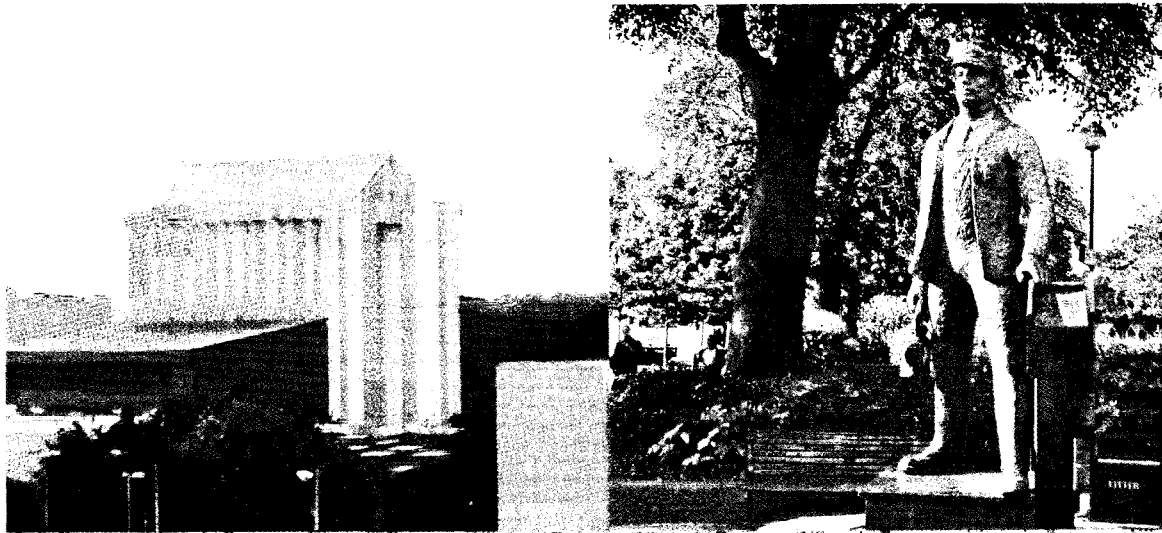
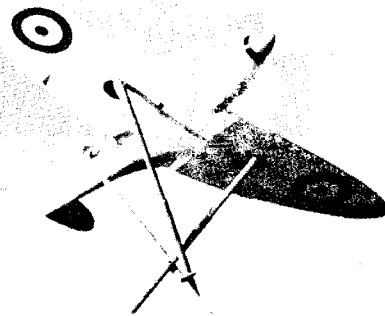
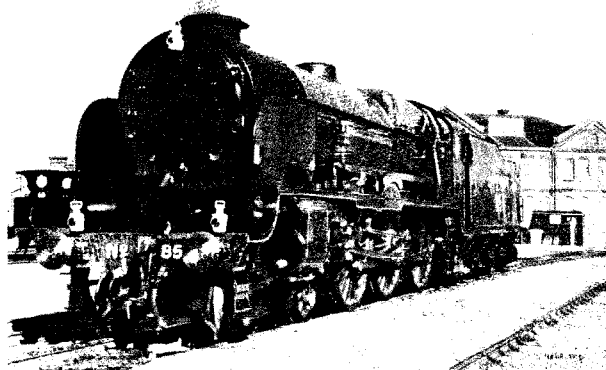


EASTLEIGH & DISTRICT LOCAL HISTORY SOCIETY



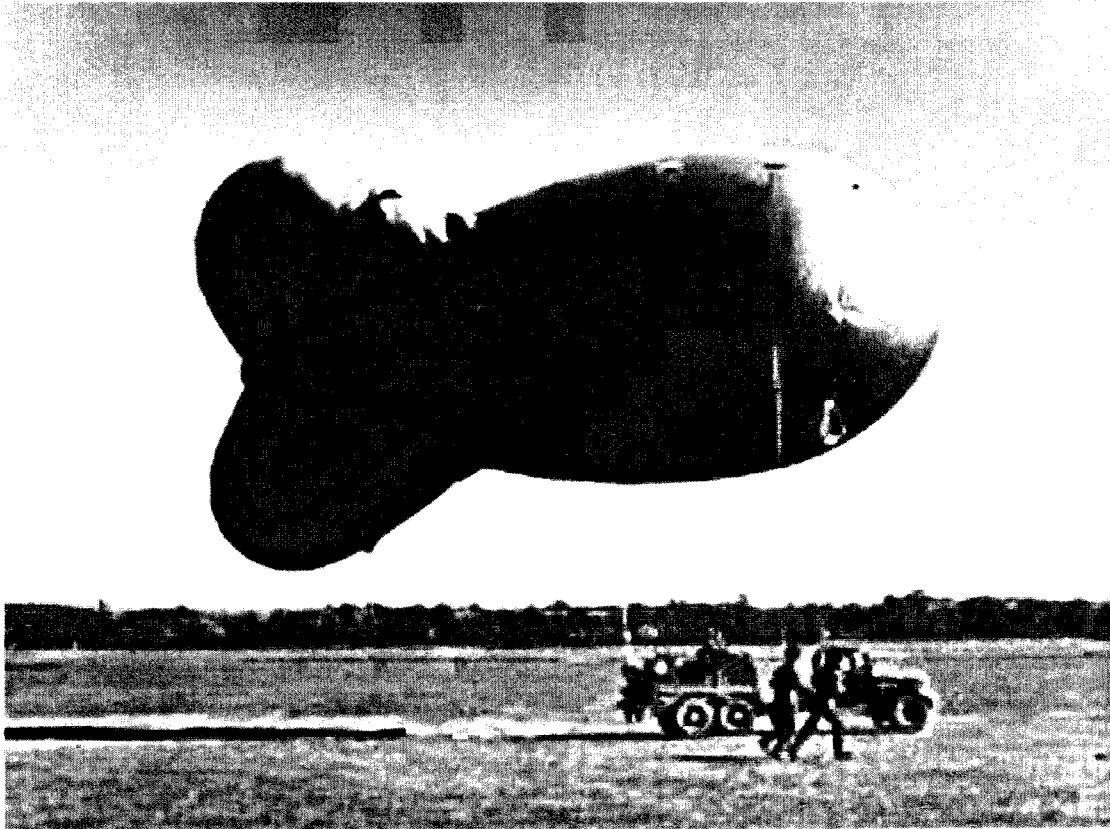
Barrage Balloons and Air Crashes 1940 - 1941



Paper 73

2nd World War Eastleigh 1940 - 1941

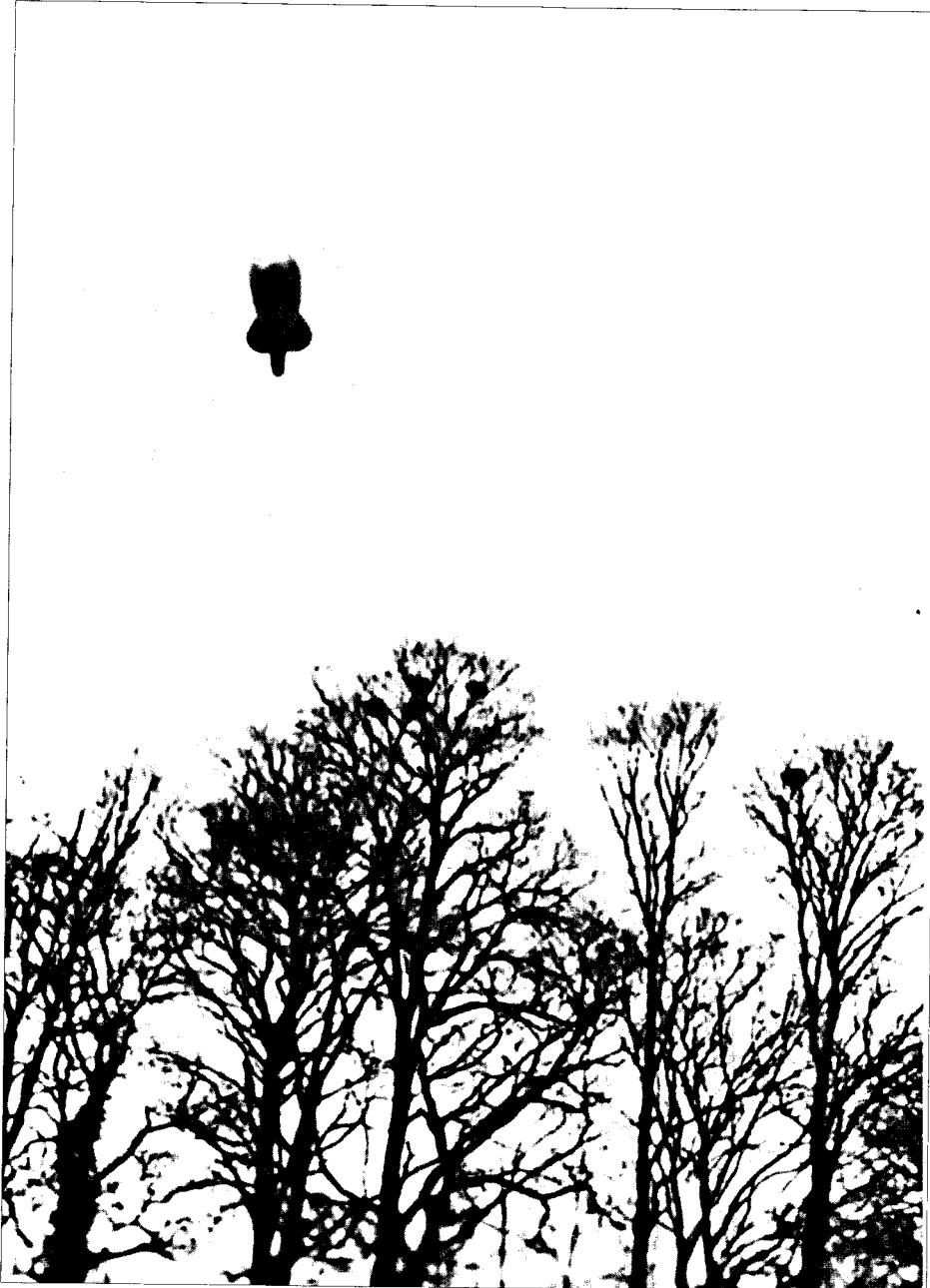
Barrage Balloons and Air Crashes



Mobile Barrage Balloon

924 Squadron.

924 Squadron had three flights of eight Balloons at Southampton/Eastleigh in August 1940 <http://www.rafweb.org/sqn900.html> . It arrived in Eastleigh on 29th June 1940 and was based at the Old Rectory, North Stoneham. [956/361]



A barrage balloon was tethered on the Recreation Ground and its team was allocated one of the toilets in the Public Conveniences in Leigh Road on 20th September 1940 [94/100]

The balloons caused more damage to ourselves than to the Germans, though they deterred some low level attacks.

Balloon Broke loose.

On 17th September 1940 a barrage balloon broke loose, presumably along with its heavy trailing cable which damaged four properties, North Stoneham School the radio-relay exchange on Station Hill and 221 and 227 Desborough Road. [94/67] [94/187] [94/189] [94/188] [94/274] [94/306] On 31st October 1940 [95/88] This did not count as War Damage.

Also possibly damaged: 108 High Street, 289 Cranbury Road, 97 Newtown Road.. [94/202]

Another balloon broke loose on 31st October 1940

[94/421]

12th November, 1940.

**P/Lt. Bradshaw,
"D" Flight, Royal Air Force,
Old Stoneham Rectory,
NORTH STONEHAM.**

Dear Sir,

I beg to inform you that the balloon which broke from its moorings on the 31st October, 1940, cut the electric cable of Messrs. West Hampshire Electricity Company Limited.

In consequence of this, our Pumping Station at Allbrook, being deprived of electric power, had to be kept working by means of the cesspool emptier; for the same reason the Sewage Works had to be kept working by man power, therefore I propose to lodge a claim for costs incurred in this matter and same will be forwarded to you in due course.

Yours faithfully,

Borough Engineer & Surveyor.

References in square brackets are to the Borough Engineer's Letter Books Held by the Eastleigh & District Local History Society.

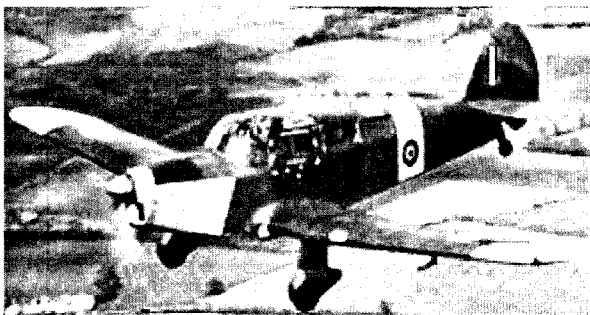
Dornier Crash.

At 17.10 on 13th August 1940 a Dornier crashed near Baddesley Road, just outside the Eastleigh boundary, thus being in Romsey area.



Bundesarchiv, Bild 1011-341-0459-13
Foto: Späth | 1940 Sommer

13th August 1940
Crash in Hampshire.



Proctor 1a.

This plane belonged to 758 Squadron, Fleet Air Arm, based at HMS Raven near Eastleigh. It crashed near Winchester.

Cutting from the Echo 16th August 1940.

KILLED IN AIR ACCIDENT

Inquests On Cricketer M.P. and Airman

Verdicts of "Accidental Death" were recorded by Winchester County Coroner (Mr. A. L. Bowker) yesterday on Lt. Peter Thorp Eckersley, R.N.V.R., and Able-Airman Sidney John Snow, who were killed in an air crash in Hampshire on Tuesday.

Lieutenant Eckersley, whose home was at Ashley Cheshire was M.P. for the Exchange Division of Manchester, and for several years captained the Lancashire County Cricket XI. He was aged 36 years.

He was piloting a machine on a routine training flight when it crashed and burst into flames.

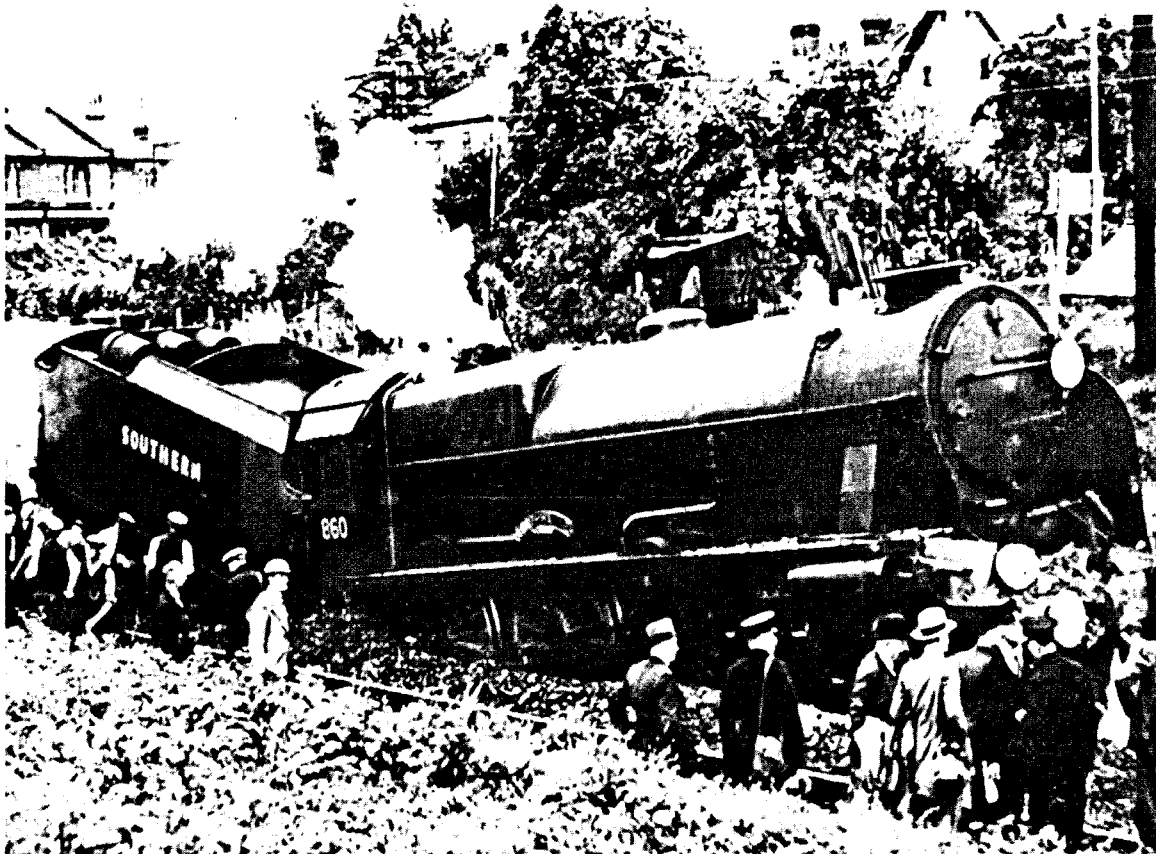
Able-Airman Snow, who was aged 19 years was a passenger in the machine. His home was at Oldford-road, Bow, London.

P.C. Amey said he saw the plane spiral dive to earth from a height of about 500ft. after it had turned sharply to its left. At the time the engine was turning over slowly. When witness reached the machine it was burning fiercely, and he could not get near it. Both occupants appeared to be dead.

A Service witness said Lt. Eckersley had about 1,200 hours' flying experience in civil and service aircraft. He joined the R.N.V.R. in September, 1939.

14th August 1940

Bombing was getting closer to home. A train leaving St. Denys travelling towards Eastleigh fell into a crater made by a German bomb dropped just in front of it. The accuracy of such low-level German bombing made barrage balloons an important deterrent.



On 15th August German planes were active over the South of England, so the country was on high alert.

Contemporary accounts of the occurrences on that day are lacking due to secrecy and much of what was remembered after forty years may be somewhat inaccurate. The Nutbeam Road Crash was probably not observed by all those who claimed to have been eye-witnesses and memories have become confused and embellished with the passing of time.

The story from the Eastleigh civilian reports will be told first, followed by information from an eye-witness from HMS Raven who was at the end of the runway as the plane took off – Sergeant S. Hamilton, a fitter, of the Fleet Air Arm.

Whitley Bomber Crash - 15th August 1940 3.30 a.m

The plane hit balloon cable and crashed near Allington Lane two miles from the cable.

Flying Officer Alan Stenhouse, Captain

Petty Officer Robert Butler Macgregor - 2nd Pilot

Sergeant Claude Lionel Geoffrey Hood - Air observer

Sergeant John Burrow - Wireless operator

Sergeant Harold Davies - rear gunner

all Buried at Fawley

One death recorded at West End by Rogers the Undertaker.

Aug 19	at West End	Gregor M ^c R. B.	L1-15-0
	Curman (Unidentified)		L1-15-0

Name	Rank	Service Number	Date of Death	Age	Regiment / Service	Service Country	Grave / Memorial Reference	Cemetery / Memorial Name
MACGREGOR, ROBERT BUTLER (BOBBIE)	Pilot Officer	41856	15/08/1940	19	Royal Air Force	United Kingdom	Old Portion. Row 2. Joint grave 9.	FAWLEY (ALL SAINTS) CHURCHYARD

MACGREGOR, ROBERT BUTLER (BOBBIE)

Rank: Pilot Officer

Trade: Pilot

Service No: 41856

Date of Death: 15/08/1940

Age: 19

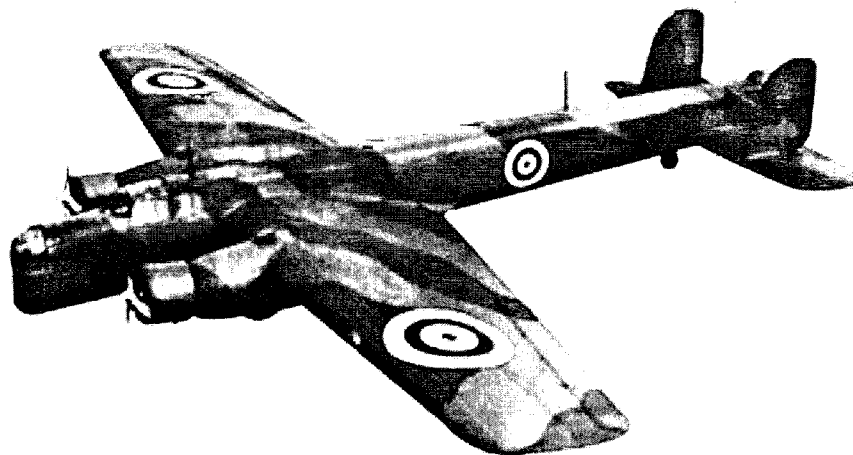
Regiment/Service: Royal Air Force
77 Sqdn.

Grave Reference: Old Portion. Row 2. Joint grave 9.

Cemetery: FAWLEY (ALL SAINTS)
CHURCHYARD

Additional Information: Of South Africa. Son of Robert Morrice Macgregor and Carmel Gertrude Macgregor, of Nairobi, Kenya.

Category F.A., A.O. or F.B.		FLYING ACCIDENT CARD				A.M. Form 1180	
A.O.		BA 10					
Date	D 15	M 8	Y 40	Unit 47 Sq	Group 4	Command B	
Signal No.	K 3302 x 3098			A : B : C A	AM Duty	Fire in air on impact	Yes
765c No.					Returning from Bordeaux from op. flight.	Para- chute	Fitted Used
A.I.B. No.				K	I	Flotation Gear	
C of I	A. 108115/40			5	-	W.R.M. W	Fitted
Aerodrome or Place	Home: Foreign: Not on 1. mile S.E. Easdeigh			Engine			Worked
Nature of Accident						Lives saved	A/c salvaged
Struck balloon barrage after breaking cloud some way off track crashed in flames.						Cause	
						EQ Fox	



Whitley bomber.

DEPARTMENT OF DEFENSE
 DE HQ AIR MAIL
 DEPARTMENT OF DEFENSE 1934 16/0

TO: AIR MAIL	FILED
RECEIVED 17 AUG 1940	
RELEVANT FILE & LATEST TRANSIT	
FILE NO. 1125	
TO:	

URGENT...IMPORTANT...SECRET...NOT INT...

PAGES BELONG TO...

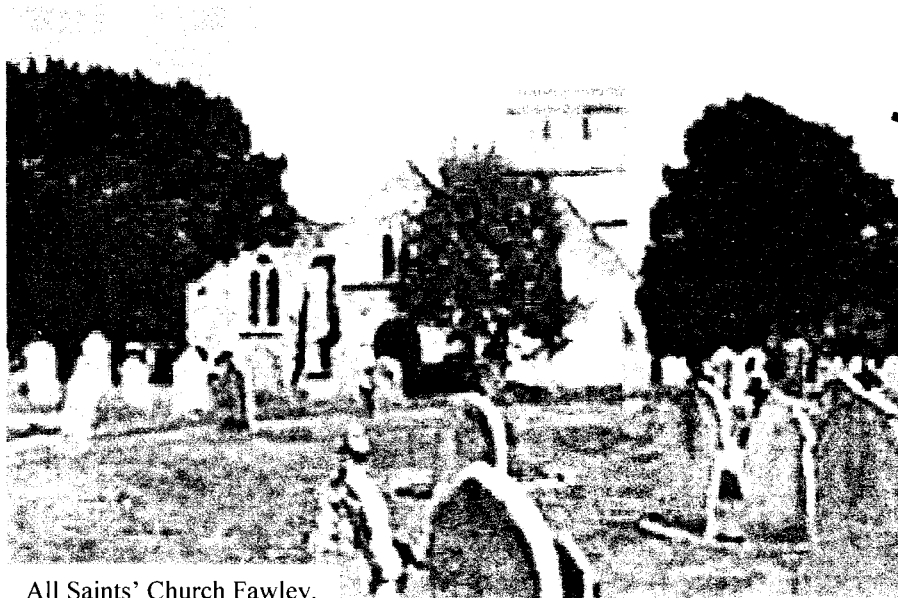
ADDRESS: THE AIR MINISTRY - (DOPOPS - COM - DOP) - MAY 1938 AIR -
 DISTRICT: NONSTAND
 IN HEADQUARTERS, BALLOON COMMAND

AIRMAIL 16/0 FAWLEY & IMPACTED BALLOON CABLE SOUTHAMPTON 0330 HOURS
 15TH AUGUST 1940. BALLOON 4000 FEET CABLE SHOULD BE LEFT OF
 AIRCRAFT AND EXTENDED FIFTEEN FEET OF CABLE CUT OFF FOUND IN FIELD TWO
 MILES FROM FAWLEY. AIRCRAFT CRASHED. DELAY IN REPORT DUE TO
 REPAIRING CORRECTIONS = 1125

CR 1044
 DE 1044 DIST. CASE NO. UNARMED
 7 1044 7 1044 1044

War Grave Records

No	Surname	Rank	Service Number	Date Of Death	Age	Regiment/Service	Nationality	Grave/Memorial Ref.	Cemetery/Memorial Name
1	STENHOUSE, WILLIAM ALAN	Flying Officer	39904	15/08/1940	26	Royal Air Force	United Kingdom	Old Portion. Row 2. Coll. grave 2.	FAWLEY (ALL SAINTS) CHURCHYARD
2	MACGREGOR, ROBERT BUTLER (BOBBIE)	Pilot Officer	41856	15/08/1940	19	Royal Air Force	United Kingdom	Old Portion. Row 2. Joint grave 9.	FAWLEY (ALL SAINTS) CHURCHYARD
3	HOOD, CLAUDE LIONEL GEOFFREY	Sergeant	746840	15/08/1940	31	Royal Air Force Volunteer Reserve	United Kingdom	Old Portion. Row 2. Coll. grave 2.	FAWLEY (ALL SAINTS) CHURCHYARD
4	BURROW, JOHN	Sergeant	551597	15/08/1940	Unknown	Royal Air Force	United Kingdom	Old Portion. Row 2. Joint grave 9.	FAWLEY (ALL SAINTS) CHURCHYARD
5	DAVIES, HAROLD	Sergeant	632374	15/08/1940	20	Royal Air Force	United Kingdom	Old Portion. Row 2. Coll. grave 2.	FAWLEY (ALL SAINTS) CHURCHYARD



All Saints' Church Fawley.

Tragedy in Nutbeem Road 15th August 1940.

Two Lockheed Hudson planes requiring modification for photo-reconnaissance were to be escorted by another from The RAF base at Silloth in Cumbria to Eastleigh Airport to be modified at Cunliffe Owens Factory. As Eastleigh airport was disguised as an arable farm the planes had to be placed in hangers immediately.

Squadron Leader Bill Coulson decided to fly the air-crew back to Silloth in his Lockheed Hudson plane, dropping off a Civilian in London on the way. It is not known whether he used the runway or the field.

As he was about to take off the air-raid warning sounded and the barrage balloons were raised. As he became airborne the wing of his plane clipped the cable of the barrage balloon tethered on the Playing Field on the Corner of Cranbury Road and Cherbourg Road, causing the plane to descend towards Nutbeem Road and Grantham Green. Unfortunately it hit Number 195 Nutbeem Road, never reaching the Green. The balloon cable was sheared off and the balloon vanished into the sky. The cable fell across the end house in Cranbury Road and lay across and along Cherbourg Road.

INCIDENT REPORT

Crash of Lockheed Hudson in Nutbeem Road

7	Eastleigh R.C.	Eastleigh	20-02	British Plane crashed by air force bodies recovered & 1 woman <u>1 house completely demolished &</u> <u>2 damaged.</u>
			2147	More bodies recovered In a two brick shed to be recovered.
			0648	see bodies recovered.

15 August 1940

An alternative account of the crash, as seen from the end of the runway at HMS Raven by Sergeant S. Hamilton of HMS Raven, tells a slightly different story.

The fixed-base barrage balloons, with almost invisible cables, were already in the air around Eastleigh airport, because of a high level of enemy activity that day, but, so as not to impede our own aircraft, there were portals to the north and south which could be closed by the deployment of emergency balloons should an alert be sounded.

Planes always take off from the Airport in a direction which gives an adequate length of runway and so do not come over the town of Eastleigh. As the Lockheed had probably been refuelled and was heavy with passengers it probably needed a full length of runway to take off and the plane would have headed in the direction of Bishopstoke Road and not Cranbury Road. The emergency barrage balloon tethered to a winch on the back of a lorry situated in, or just off, Bishopstoke Road had been raised when the air-raid warning sounded.

The pilot was probably trying to leave the airport over the same route that he had entered it. However it was thought that the plane clipped the cable of the emergency balloon and was so disabled that it could only use the engines to control its descent and maybe attempt to crash-land on Grantham Green which at that time had air-raid shelters and allotments on it.

Record of Rogers the Undertaker.

<i>the adjutant R.A.F. Depot Calshot</i>			
<i>1940</i>	<i>Squadron Leader</i>	<i>Coulson W.G.A.</i>	<i>4-15-0</i>
<i>Aug. 19</i>	<i>Flying officer</i>	<i>Immelmann R.H.</i>	<i>4-15-0</i>
		<i>Davies A.F.</i>	<i>4-15-0</i>
	<i>Pilot officer</i>	<i>Whittle B.Murdo</i>	<i>5-5-0</i>
		<i>Putting on rail 10-3</i>	
	<i>Sergeant</i>	<i>Froud A.N.</i>	<i>4-15-0</i>
		<i>Cowie D.B.</i>	<i>4-15-0</i>
		<i>Barlow J.</i>	<i>4-15-0</i>
	<i>A.C.</i>	<i>Taylor H.</i>	<i>4-15-0</i>
	<i>(Civilian)</i>	<i>Whittaker J.S.</i>	<i>4-15-0</i>

Lockheed Hudson Crash – 15th August 1940 - possibly mid or late afternoon.

Airmen killed – Rogers the Undertaker's list.

- Squadron Leader W G A Coulson
- Flying Officer R. H Immelmann
- Flying Officer A. F. Davies
- Pilot Officer B. Murdo Whittle
- Sergeant A. N. Froud
- Sergeant D. B. Cowie
- Sergeant J Barlow
- Aircraftsman H Taylor
- Civilian J. S. Whittaker of Wimbledon

ACCIDENT CARD

Front

Category **No. 303 (A) FATAL**
 F.A., A.O. or F.B. **FLYING ACCIDENT CARD** *BCII* A.M. Form 1180

Date	D: 15, M: 8, Y: 40	Unit	1 O.T.U.	Group	17	Command	C
Signal No.	x 3151, x 3178 2078	A : B : C	M00	Duty	Returning to Sillcock, via Northolt after delivering a/c to Eastleigh.		
765c No.	380 ²⁴ / ₈	Parity	A	Fire in air or impact	Yes.		
A.I.B. No.	PR. ↑	K	2	Parachute	Fitted		
Col No.	107413/40	1	9	Used			
Assessments	1/2 mile N. Eastleigh	Not on Engine		W:K:M	W		
Place	Eastleigh	Cyclone		Flotation Gear	Fitted		
				Worked			
				Lives saved			
				A/c salvaged			

Nature of Accident *hit balloon cable on V.O., crashed into house & was destroyed by fire.*
V.O. with yellow warning in progress & balloons going up from Boston; despite a warning by a civilian & a last minute attempt by the Air Watch office to stop him. Climber steeply to 700' but hit cable.
Especially of persons in the a/c. (A.C.S.) A.C.S. (C. Const) has issued orders...

Cause **03** *(FIB)*

Reverse

Pilot's Name	COLLSON W.G.A.			TOTAL HOURS FLOWN			
Rank	S/ldr.	Nature of Commission		Dual before Solo on Training Type		Dual before Solo on Service Type	
Date of Wings	h/k	Date of Birth		TYPE	SOLO	DUAL	TOTAL
Period since Wings		Trained at		Accident Type	268		
Years				Others	6702		
Age when Qualifying		Age at date of accident	N/K.	Total	6105 6970		
<i>Pilots delivering a/c to Eastleigh must return by rail. Unworkable last - D.O.T.F.</i>				Instruments	During last six months.	Night Flying Total	
				Link Trainer	Type 174/...	Type.....	
					Others... 6/...	Others.....	
					Total... 180/...	Total.....	

52 by current Log Book available

(118) Gp. 687 WLS2878 4/40 CAS Ltd

War Grave Records.

No	Surname	Rank	Service Number	Date Of Death	Age	Regiment/Service	Nationality	Grave/Memorial Ref.	Cemetery/Memorial Name
1	COULSON , WILLIAM GEORGE ALLEN	Squadron Leader	29237	15/08/1940	37	Royal Air Force	United Kingdom	Lot 121. Sec. 13 Grave 2.	WINNIPEG (ELMWOOD) CEMETERY
2	IMMELMAN , ROY HOOLE	Flying Officer	39530	15/08/1940	24	Royal Air Force	United Kingdom	Old Portion. Row 2. Joint grave 3.	FAWLEY (ALL SAINTS) CHURCHYARD
3	DAVIES , HAROLD	Sergeant	632374	15/08/1940	20	Royal Air Force	United Kingdom	Old Portion. Row 2. Coll. grave 2.	FAWLEY (ALL SAINTS) CHURCHYARD
4	WHITTLE , BERNARD NAYLOR	Pilot Officer	40871	15/08/1940	Unknown	Royal Air Force	United Kingdom	Screen Wall.	MANCHESTER SOUTHERN CEMETERY
5	FROUD , ARTHUR MARTIN	Sergeant	637289	15/08/1940	18	Royal Air Force	United Kingdom	Old Portion. Row 2. Grave 6.	FAWLEY (ALL SAINTS) CHURCHYARD
6	COWIE , DOUGLAS BORTHWICK	Sergeant	645452	15/08/1940	19	Royal Air Force	United Kingdom	Old Portion. Row 2. Grave 5.	FAWLEY (ALL SAINTS) CHURCHYARD
7	BARLOW , JOHN	Sergeant	901973	15/08/1940	19	Royal Air Force Volunteer Reserve	United Kingdom	Old Portion. Row 2. Joint grave 3.	FAWLEY (ALL SAINTS) CHURCHYARD
8	TAYLOR , ALEXANDER	Aircraftman 2nd Class	951883	15/08/1940	Unknown	Royal Air Force Volunteer Reserve	United Kingdom	Old Portion. Row 2. Coll. grave 2.	FAWLEY (ALL SAINTS) CHURCHYARD
9	WHITAKER , JOHN SCOTT	Civilian	115 Home Park Road, Wimbledon	15/08/1940	23	Civilian War Dead	United Kingdom		FAWLEY (ALL SAINTS) CHURCHYARD



The funeral at All Saints' Church Fawley.
Bill Coulson was later exhumed and his body sent to Winnipeg in Canada.

Mr and Mrs Tom Craig were killed in their house at 195 Nutbeem Road.

Thomas Craig was born in Glasgow in 1884. He was a gifted youth footballer in Glencairn FC, Rutherglen, Glasgow. As a Professional Footballer he played for Middlesbrough, Falkirk, Stockport and Exeter between 1904 and 1910. He married Ellen Ling, a Scot, in Middlesbrough in 1904 and moved to Eastleigh in 1911 as a Forge Assistant in the LSWR locomotive works.

They lived at 279 Chamberlayne Road from 1911 to 1916, then from 1916 to 1938 at 35 Campbell Road. They moved to 195 Nutbeem Road in 1938.

They had five children, Betty being the only one surviving at the time of the death of her parents.



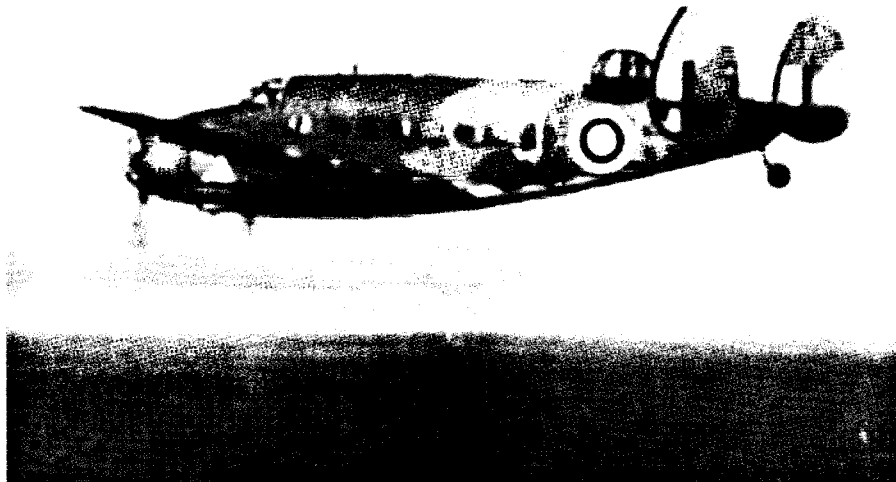
Mr and Mrs Craig with their daughter Betty in 1936.

Betty was having tea with her aunt, Mrs Charlton, at 231 Chamberlayne Road at the time of the crash



The site of the crash

Lockheed Hudson



Map showing the site of the crash and the position of the fixed balloon platform.



FUNERAL OF MR. AND MRS. T. CRAIG

The victims of the terrible Eastleigh tragedy of last Thursday, Mr. Thomas Craig and his wife, Mrs. Elizabeth (Nell) Craig, of 195, Nutbeem Road, were laid to rest in Eastleigh Cemetery on Tuesday afternoon, a large number of friends and sympathisers being present.

Their fifteen years old daughter's life was saved through her being out to tea with relatives in Chamberlayne Road.

Mr. and Mrs. Craig had lived in Eastleigh for about 28 years, he being a forge furnaceman in the employ of the Southern Railway. In early days Mr. Craig was a professional footballer. He started his career with a junior team in Scotland and was later signed on for Middlesbrough, Stockport and Exeter. Mr. Craig was 57 years of age and Mrs. Craig was two years his junior.

The funeral service was held in the High Street Methodist Church and was conducted by the Rev. F. H. Coles. The hymn, "Abide with Me," was sung and appropriate music was played by Mr. Nalder C. Cox at the organ.

In the course of his short address the Rev. Coles said that Eastleigh had lost two well-respected townfolk and a great depth of feeling and sympathy was extended to those who were suffering, especially to the one who had had both father and mother snatched from her under such tragic circumstances.

The chief mourners were:—Miss Elizabeth Craig (daughter); Mr. and Mrs. Charlton (brother-in-law and sister); Mr. and Mrs. Robert Charlton, Mr. and Mrs. Treacher and Mr. W. Charlton (nephews and nieces).

Also present at the Church were the Mayor and Mayoress of Eastleigh (Alderman S. F. and Mrs. West); Mr. Bennett and Mr. Kemp (representing the N.U.R. No. 2 Branch, Eastleigh); Mr. Stark (foreman), Mr. Wilcox (deputy foreman) and workmates from the forge and smiths' shop, Locomotive Works.

The funeral arrangements were carried out by the Southampton Co-operative Society.

William Henry Ballard and his family lived at 197 Nutbeem Road. The house was severely damaged on 15th August 1940 when the Lockheed Hudson crashed after having been damaged by hitting the cable of a barrage balloon.

This is an edited version of their son Doug's account of the crash.

Leaving my place of work early this day 15 minutes before my normal time, being a member of the LDVs (Local Defence Volunteers), it was customary when on fire-watch duty.

On arriving home my mother was talking to Mrs. Craig, between the two houses opposite the Craig's back door. My arrival reminded Elizabeth Craig it was time to awaken Tom, her husband. He was working nights. As I passed them it was mentioned that my sandwiches were in the cupboard wrapped up ready, also there was something hot on the gas stove. At that moment the Siren sounded. As my mother followed me indoors, I turned off the gas and picked up the kettle for a wash. I reached the sink seconds after siren sounding and I heard a loud thump. Not unlike a bomb, but duller.

At that moment, all daylight from the window looking out towards where mother was standing previously, was blocked out. Only the light from open back door could be seen with a cloud of dust entering through the frame. (Only the metal window frame held back the rubble). The walls were intact up to ceiling height. I turned to my mother who was standing behind me looking stunned, shouting to my father who was in the back garden with his chickens. I guided mother to the dining room and put her under the table thinking we were under attack from bombers.

I next climbed over the pile of brick rubble in the door way and found Father cowering, holding his head. He had been struck by a roof slate, but was not badly hurt. On turning I saw in front of me an awesome sight. The front part of an aircraft was embedded in the Craig's house pointing to the bottom of garden at an angle.

Inside the perspex of cockpit I could see three men with arms thrashing against the Perspex screen. One furthest away from me was hunched over what looked like a metal rod and his face was ashen, another was screaming above the noise of falling debris.

My memory of the actual scene will be set in my mind for ever. If you could visualise only six feet and a wall with a metal window between me and the wreck. When I stepped outside I could see as clear as day for a few minutes. Under those circumstances it seemed ages before a fire broke out.

I watched the faces of the two crew in the cabin as one of them was shouting that his leg was trapped and was banging his fist against the perspex, the other crew member was an older man with sharp features. He was slumped over what could have been the controls which had been pushed up into his upper body, but his head was turned towards me.

I was 17 the following month and all this was frightening to me as a youngster, but that day I believe I became a man.

The fuselage was crumpled up but exposed to show figures pushed in a heap with the framework closed around them but there was no movement there. They were further back from the cabin or cockpit as you would call it. After a short time there was a blast of hot wind and a huge ball of flame shot up in the air.

As I retreated away for safety I met my mother's brother Frank White who produced a half bottle of whisky, offering myself and father a drink. I felt light headed after this but with added courage

The Rescue Squads were late on the scene. From what is known they had a long way to push their hand carts with equipment from the old sewerage works at Chickenhall. [The Depot was probably in Shakespeare Road. It is uncertain whether telephone kiosks had been installed in the town at this time so communications were poor .]

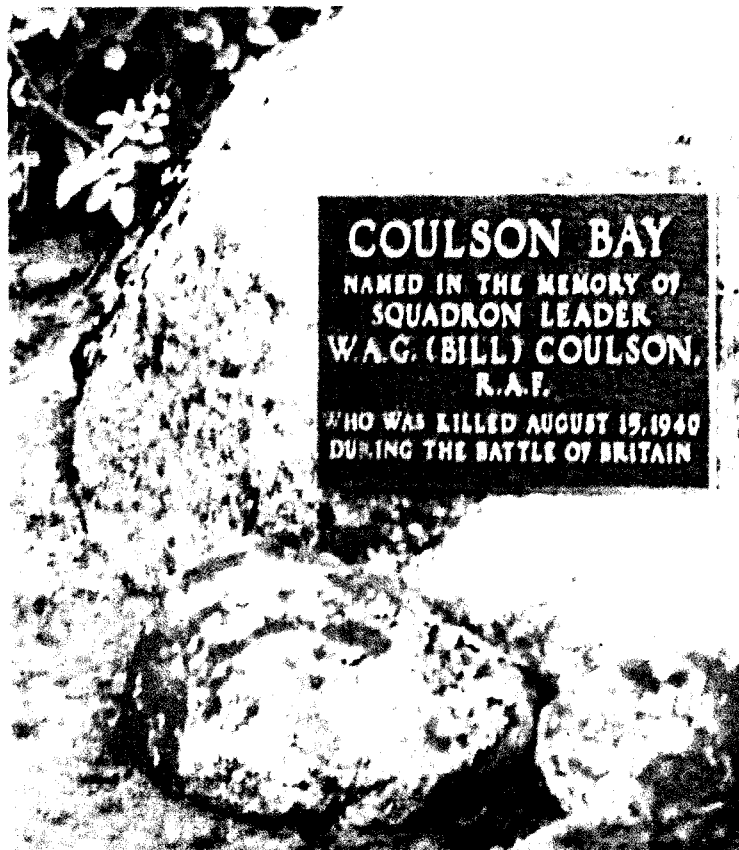
The Fire-fighters took their time, (they were mustered from work or by siren.) The fire pumps were stationed in Nutbeem Road. [Actually the back of the Town Hall at this date].

All seemed at that time lifeless. The Mayor, [Sydney West] arrived from his home at the rear of our house. A Warden with steel helmet and a whistle was shouting "There could be Bombs".

Photographs of Bill Coulson the Pilot



These pictures are strictly copyright and should not be reproduced.



Rescue Parties.

Three rescue parties worked from 5 o'clock that afternoon until 6 o'clock the next morning to recover the bodies. A volunteer air-raid warden, Mr. B. H. Wilding of 73 High Street fell over a bicycle and injured his left leg.

[94/472]

20th November, 1940.

Ministry of Health,
WHITEHALL, London, S.W.1.

Dear Sirs,

re:- Personal injuries
(Civilians) Scheme.

On the 15th August last a Lockheed bomber crashed on houses in Nutbeam Road, Eastleigh, and burst into flames. Whilst helping to keep people away from the scene, Mr. B. H. Wilding, an unpaid warden of 73, High Street, Eastleigh, fell over a bicycle which was lying on the ground and injured his left leg.

.... The attached account for £1. 3. 6d from Drs. Misquith and Green is for services rendered, and I enclose a letter from the Town Clerk to the effect that the injury was sustained in the course of duty and shall be glad to receive your authority to pay the account.

Yours faithfully,

Fred G. Lee
Borough Engineer & Surveyor

We used to shop at Mr. Wilding's hardware shop, and if it is the same person, I think I remember him limping slightly when he went out the back to fill our can with paraffin.



The accident was eventually mentioned in the Eastleigh Weekly on 12th September 1940 when a poor little lad had his life-chances ruined by the severity of the punishment for "one of the worst offences he could have committed!"

LOOTING BY CHILDREN

At Eastleigh Children's Court on Thursday last two boys of 18 years, one of 12 and a fourth aged 11 years, admitted looting a £1 note, the money of Mrs. Nellie Craig, who was killed as the result of an aeroplane accident.

P.C. Poulter said he questioned the boys. One of them said he went to the scene with a lot of other boys and had the £1 note. Another of the defendants changed it for him at the Post Office. This boy was given 5s., and he (the boy making the statement) gave 10s. to his mother and father.

Another of the boys told witness that the note was given to him by another boy, but someone stole it from his pocket. From inquiries witness had made, it appeared that one of the 18-years-old defendants was the ring-leader.

This boy told the Court that he was not the ring-leader, and the other defendants expressed regret for what they had done.

Superintendent E. Pragnell stated: "The most unsatisfactory part of this case is that two or three of the boys went home to their parents and told them what they had done, but were not rebuked."

The boy described as the ring-leader was stated by his mother to be beyond her control. His father was in the Army and she had done her best to keep the boy out of mischief.

This boy, who had been in trouble before, was sent to a remand home to await transfer to an approved school.

The cases against two of the other boys were dismissed with a caution. "This is one of the worst offences you could have committed," the Chairman (the Rev. H. P. FitzGerald) told the boys. "We are taking a very lenient view and you can think yourselves very lucky. My strong advice to you is to keep away from such things and I hope you will pass on this advice to your friends."

The 11 years old boy was further summoned for looting 2s. and a quantity of metal, valued at 1s., the property of the Government. He admitted the offence.

P.C. Poulter said that when he saw the boy concerning the first case he said: "I have a few odd pieces of metal I picked up and a 2s. piece, which I took home."

The boy again expressed regret and gave as his explanation that he wanted a souvenir.

The boy was given a severe caution and the cases were dismissed.

Arising from the same incident, the Bench heard a case against a boy of 18, who admitted stealing scrap metal valued at 1s. The Bench took similar action as in the preceding case.

Crash of 26th August 1940.

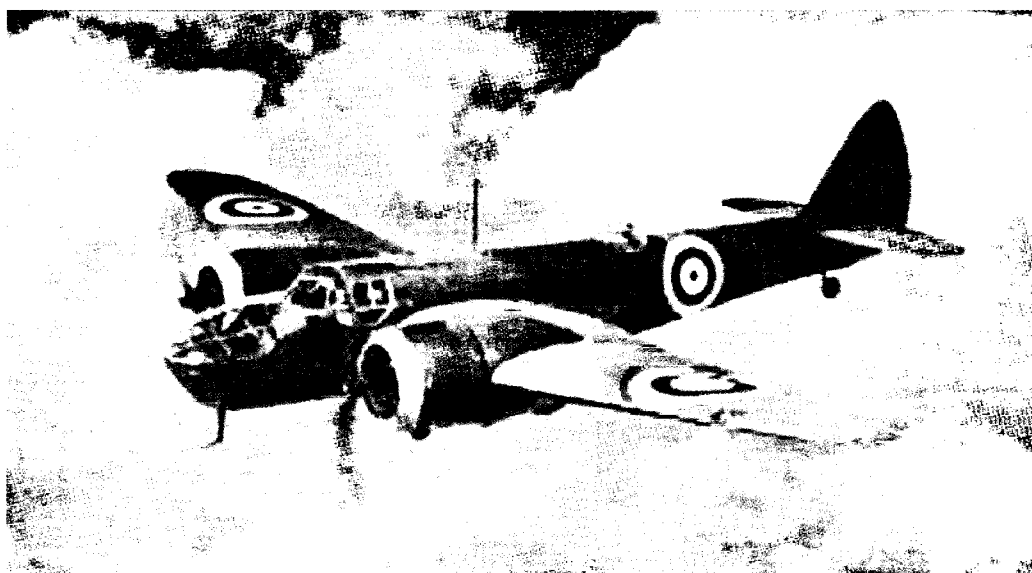
Record of Rogers the Undertaker. 27th August 1940.

27	Sergeant Balmer John H.	46-15-0
	cr Cranston Thomas	41-15-0
	4 Corker William John	44-15-0
		67-0-0

The men recorded by Rogers the Undertaker on 27th August were:

No	Surname	Rank	Service Number	Date Of Death	Age	Regiment/Service	Nationality	Grave/Memorial Ref.	Cemetery/Memorial Name
1	BALMER , JOHN HAWES	Sergeant	745574	26/08/1940	29	Royal Air Force Volunteer Reserve	United Kingdom	Sec. E. Cons. Grave 887.	WATFORD NORTH CEMETERY
2	CRANSTON , THOMAS GEORGE JAMES	Sergeant	751938	26/08/1940	22	Royal Air Force Volunteer Reserve	United Kingdom	Sec. C. Grave 171.	EDINBURGH EASTERN CEMETERY
3	CORKER , WILLIAM JOHN CHESHIRE	Sergeant	751198	26/08/1940	28	Royal Air Force Volunteer Reserve	United Kingdom	C. of E. Sec. 2. Grave 401.	BIRKENHEAD (LANDICAN) CEMETERY

They were in a Blenheim IV Bomber L8870 which is also said to have hit a Barrage Balloon Cable and crashed near Allington Lane.



1941 Crash.

INCIDENT REPORT

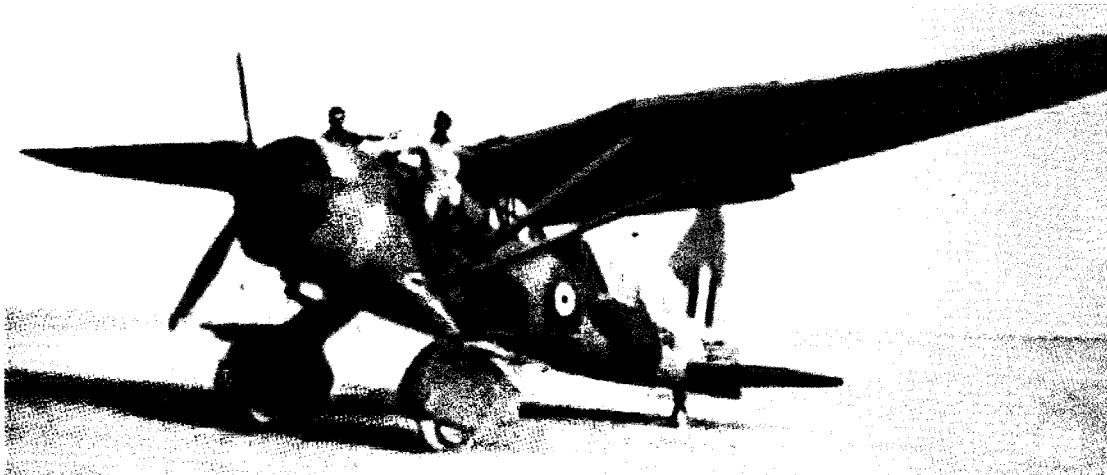
Page 196.

Lysander Crash in Travis & Arnold's Timber Yard.
Reg. 89060

		Eastleigh Eastleigh	<p>TIME OF INCIDENT:— 1215/35</p> <p>1/4 Mile NE of Town Hall. British Lysander aeroplane crashed in Timber yard - <u>Timber Yard</u> - Fire under control - 2 Acesees killed - 2 Sappers injured by exploded petrol tank. (Timber yard, property of Travis and Arnold)</p>
--	--	---------------------	---

5 March 1941.

Lysander



It is thought that this plane also crashed because of contact with a barrage balloon cable. I have found no official records of this crash apart from the Incident Report.

Approximate site of the crash.

