

**Hyde Park Cemetery,  
Doncaster, South Yorkshire**

**War Grave**



*Lest We Forget*

**World War 1**



**SECOND LIEUTENANT**

**A. S. CALDWELL**

**ROYAL FLYING CORPS**

**4TH MAY, 1917 Age 26**

## Anthony Steel CALDWELL

Anthony Steel Caldwell was born at Eurabba on 31st January, 1892 to parents Steel Caldwell & Lillian Caldwell (nee Freestone). His birth was registered in the district of Grenfell, NSW, Australia.

Anthony Steel Caldwell attended Bimbi Public School, NSW.

Anthony Steel Caldwell sailed on *Mongolia* on 8th July, 1916 for England & arrived on 22nd August to join Royal Flying Corps.

Anthony Steel Caldwell was a 24 year old, single, Grazier from 96 Invanhoe Hotel, Bloomsbury Street, W.C. when he joined No. Officers Cadet Battalion on 1st September, 1916 at South Farnborough. His service number was 68265 & his next of kin was listed as his mother – Mrs Lilian Caldwell, of Young, New South Wales, Australia.

Anthony Steel Caldwell was posted as 3rd Air Mechanic on 4th September, 1916.

3rd Air Mechanic Anthony Steel Caldwell was posted to School of Military Aeronautics, Christchurch, Oxford, England on 11th November, 1916.

3rd Air Mechanic Anthony Steel Caldwell was discharged on 25th January, 1917. *“His services being no longer required having been selected for appointment to a temporary commission as 2nd Lieutenant (on probation) for duty with Royal Flying Corps.”*

Second Lieutenant (on probation) Anthony Steel Caldwell was on General List effective 26th January, 1917.

Second Lieutenant Anthony Steel Caldwell was posted to No. 41 R.S. (Reserve Squadron) on 30th January, 1917.

Second Lieutenant Anthony Steel Caldwell was posted to No. 15 R.S. (Reserve Squadron) on 5th March, 1917.

Second Lieutenant Cyril Harvey Trollope, Pilot, & Second Lieutenant Anthony Steel Caldwell, Passenger (under instruction), from No. 15 Reserve Squadron were flying a RE8 Serial number A4192 from Doncaster on 4th May, 1917. The Pilot tried to turn back when downwind at 150 -200 ft with a failing engine, the plane sideslipped and did a spinning nosedive into the ground. The aeroplane was wrecked.



**Royal Aircraft Factory R.E.8**

Second Lieutenant Anthony Steel Caldwell died on 4th May, 1917 as a result of an Aero accident. Second Lieutenant Cyril Harvey Trollope also died in the accident.

A death for Anthony S. Caldwell, aged 26, was registered in the June quarter, 1917 in the district of Doncaster, Yorkshire (West Riding), England.

A Court of Inquiry was held into the accident & it was found that the "*Pilot turned down wind with failing engine & insufficient flying speed.*"

Second Lieutenant Anthony Steel Caldwell was buried in Hyde Park Cemetery, Doncaster, South Yorkshire, England – Plot number MX. 400 and has a Private headstone. His death is still acknowledged by the Commonwealth War Graves Commission.

Second Lieutenant Cyril Harvey Trollope, aged 20, of Royal Flying Corps was buried in Plaistow Cemetery, Bromley, Greater London, England.

Newspaper article – Doncaster Chronicle -11 May, 1917:

### **DIVE TO DEATH**

#### **TWO FLYING OFFICERS KILLED**

*An inquest was held on Monday afternoon last, touching the deaths of Second-Lieutenant Sydney Harvey Trollope (20), of Bromley, Kent, and Second-Lieutenant Anthony Steel Caldwell (25), belonging to Australia, both of the Royal Flying Corps.*

*It was shown that last Friday evening, shortly after 7 o'clock, Lieut. Trollope, a fully-qualified pilot, ascended with Lieut. Caldwell, who was still under instruction.*

*The aeroplane crashed to the ground, and both officers were killed.*

*A Major of the Flying Corps said he heard the engine missing fire, and noticed that the pilot, Lieut. Trollope, tried to turn the machine round, with a sharp left-handed turn and a steep bank. The machine side-slipped inwards toward the ground, then got in to a spinning-nose dive to the ground, from a height of from 150 to 200 feet. The officers were got out and sent to the infirmary, but were dead before arrival.*

*Answering the coroner, witness said officers were not allowed to fly in this class of machine until they were experienced. It was the same type of machine that figured in a previous fatality. Deceased had done four hours on one. He did the wrong thing. He "turned down" with a failing engine, which was about the first thing they were taught not to do. If your engine failed, it was better to go straight on, even if it was into a brick wall if you were not sufficiently high, because in turning you lost so much speed. Deceased was not high enough to do what he did, and he did absolutely the wrong thing, and broke one of the first rules of flying. He was an officer who had got on quickly, and probably was a bit over confident and thought he could do anything. Some of the best pilots had come to grief in the same way. The accident was due to turning down with a failing engine when not sufficiently high from the ground.*

*Another officer described Lieut. Trollope as a very good pilot.*

*The doctor of the infirmary having declared death to be due to injuries and shock.*

*The Coroner said they were sorry to lose these men, for we wanted every one of them we could possibly get, but there it was — accidents would occur.*

*In returning a verdict of accidental death, the jury also expressed regret.*

#### **WITH FULL MILITARY HONOURS**

*The body of Lieut. Caldwell was laid to rest with full military honours on Tuesday afternoon. The coffin, covered with a Union Jack, was placed upon a gun carriage, and was escorted from the infirmary to the cemetery by a large number of officers and men of the Royal Flying Corps. The service was impressively conducted by the Vicar, and at the conclusion the usual volleys were fired over the grave, and the "Last Post" was sounded. Beautiful floral tokens were sent by the officers and men of the corps. Large crowds watched the progress of the cortege through the town and there was a big assembly at the cemetery. It is worthy of note that the "Last Post" was sounded by buglers from the Volunteers, Bugler Gordon Pearson being the leader.*

*The Caldwell family, through the good services of the Rev A. Poole, C.E. minister, and formerly of Grenfell, and now of Hanford Vicarage, Stoke-on-Trent, England, visited Doncaster and cemetery, and found that their son had been buried in a grave 8ft deep. It was evident that a second military burial in the same grave may have taken place at any time ; to obviate this, the grave was purchased, and a certificate of same obtained, and is now in the possession of Mr Poole. Through the courtesy of the officers of the Royal Flying Corps, the Caldwells have received photos of the funeral procession and grave of their son, as well as many assurance of regret at the loss of his life, and affirming that he gave great promise of becoming a very efficient pilot ; was always a good colleague and loyal comrade.*

Second Lieutenant Anthony Steel Caldwell was entitled to British War Medal only as he had not entered a Theatre of War.

The Commonwealth War Graves Commission lists Second Lieutenant Anthony Steel Caldwell, aged 26, of Royal Flying Corps. He was the son of Steel Caldwell and Lillian Caldwell, of "Eurabba", Young, New South Wales, Australia.

Second Lieutenant Anthony Steel Caldwell is remembered on the Commemorative Roll Book, located in the Commemorative Area at the Australian War Memorial, Canberra. The Commemorative Roll records the names of those Australians who died during or as a result of wars in which Australians served, but who were not serving in the Australian Armed Forces and therefore not eligible for inclusion on the Roll of Honour.



**Commemorative Area of the Australian War Memorial** (Capital Photographer)

A. Caldwell is remembered on the Bimbi War Memorial, located at Young & Caldwell Streets, Bimbi, NSW.



**Bimbi War Memorial** (Photos by Peter Levarre-Waters)



## BIMBI SOLDIERS

### ROLL OF HONOR

On the 20th August, a Roll of Honor was unveiled in the Bimbi Public School to the memory of 27 old boys of the school, whose services were given in the cause of humanity in the present colossal struggle to uphold the cherished ideas of democracy. This memorial was erected by the Parents and Citizens' Association, the work being gratuitous. The painting and mounting was creditably performed by Mr James Ellis while the Illuminating was in the artistic hands of Miss Elaine Millard.

.....  
Mr North congratulated the Parents and Citizens Association on erecting such a fine Roll of Honor, and furthermore the district and parents of those lads who had passed through the school and answered duty's call. He also made fitting reference to the noble spirit of patriotism and self sacrifice of the boys who gave up home and friends to help defeat the greatest menace to civilisation the world had ever known. Mr North's remarks were listened to with no small amount of emotion, for of those 27 names enrolled, four have made the supreme sacrifice, and will return to sunny New South Wales no more, but their memory will live for ever, and their noble example should be an incentive to the boys of the present and future who will occupy those same trenches.

.....  
The names of those enrolled are:—Frederick Raymond Sweeny, Bertie Causer, Oswald Gault, Norman Carr, George Eric Robinson, Charles Napier, Herbert Leo Chesher, William Ronald McDonell (killed), Frederick Causer, Levi Causer, Leonard Light, Henry Moran, Percy Geraty (killed), Percy Sinclair, Charles James Redman, Hugh Wallace McAlister (Killed), **Anthony S. Caldwell, R.F.C. (Killed)**, Rowland Sinclair, Thomas Norton, Thomas Causer, John Taylor, Simon McDonnell, Charles Boyd, Abraham Sweeny, Hubert Gault, Percy Hines, Eugene Chesher.

A. S. Caldwell is remembered on the Young District School Roll of Honour, located in Lambing Flat Folk Museum, 2 Campbell Street, Young, NSW.



Young District School Roll of Honour (Photo from Monument Australia – Sandra Brown)

Anthony Caldwell is remembered on the Young Soldiers' Memorial Tower, located at the Young Shire Town Hall and Council Chambers, Boorowa Street, Young, NSW.



Young Soldiers' Memorial Tower (Photos from Monument Australia)

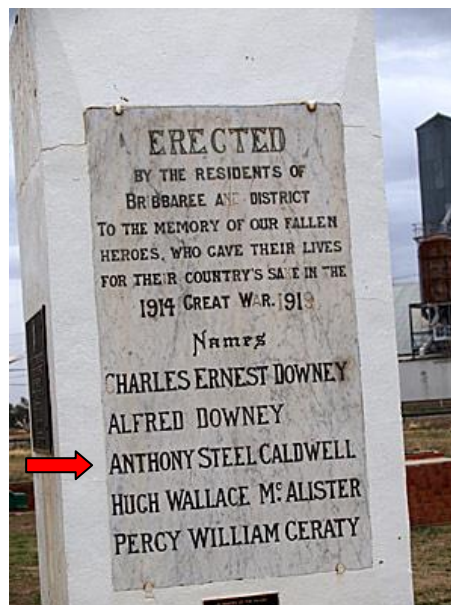




Anthony Steel Caldwell is remembered on the Bribbaree War Memorial, located at Railway Street, Bribbaree, NSW.



**Bribbaree War Memorial** (Photo above by Michael McCormack MP; below by Peter Levarre-Waters)



Newspaper item - The Grenfell Record and Lachlan District Advertiser, NSW, Australia – 16 January, 1922:

### **Bribbaree**

#### **SOLDIERS' MEMORIAL**

*To the town of Bribbaree belongs the honor of being the first in this district in the erection of a public memorial to the memory of their fallen heroes in the recent great war. Whilst others have been wondering, these people have been working, with the result that to-day they have a memorial, of which any town of its size can be justly proud. Standing on a site right in the centre of the town and in a direct line with the main entrance to the station, it is so situated that it can be seen by all. The chosen design in an adaptation of the famous Cenotaph in London and stands nearly 12ft*

© Cathy Sedgwick 2018

*high on a base 6ft square, the result being that the work, although of a missive nature, is so evenly balanced that it loses everything of a blatant nature and is most pleasing to the eye. Surrounding the monument an exceedingly choice designed aluminium painted railing has been erected which adds considerably to the general effect. Inside this enclosure the machine gun, which was given to the town, has been fixed in a very suitable manner. Attached to one side of the memorial is a marble tablet, which bears the following inscription :—*

*Erected by  
The Residents of Bribbaree  
and district  
to the memory  
of  
Our Fallen Heroes  
Who gave their lives for  
their country's sake in the  
Great War 1914-1919.*

*Names.*

*CHARLES ERNEST DOWNEY  
ALFRED DOWNEY  
ANTHONY STEEL CALDWELL  
HUGH WALLACE McALISTER  
PERCY WILLIAM GERATY*

A. S. Caldwell is remembered on the Bribbaree & District Honour Board.



**Bribbaree & District Honour Board** (Photo by Michael McCormack MP)

*Information obtained from the CWGC, Australian War Memorial & National Archives*





**"Tony Caldwell"** (Photo courtesy of Kelly Slater)



## **Newspaper Notices**

### **GENERAL NEWS**

Mr Anthony Caldwell, youngest son of Mr Steel Caldwell, of Eurabba is now on his way to England to complete his training for the aerial forces. The residents of Bimbi gave him a send off prior to his leaving Bimbi.

(*Young Witness*, NSW – 11 July, 1916)

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### **BIMBI**

A presentation was made in Bimbi Hall to Mr Anthony Caldwell, youngest son of Mr Steel Caldwell, Eurabba, who intends to sail by the Mongolia, to join the Aviation School, Henley, England. Mr Grimes occupied the chair. Speeches were made by Messrs Steel Caldwell, Forbes, A. Gault, W. R. Redman, Jas. P. Ellis, Millard, W. Clarke (Eurabba), and J. Nowlan. Each gentleman spoke very highly of Mr Caldwell's gallantry in choosing such a dangerous part to play in warfare. Mr Nowlan, amid the cheers and good wishes of the company, presented Mr Caldwell with a radium wristlet watch. Mr Caldwell, after thanking the company, told how he had tried to join the school at Richmond, but as same did not open till 1st September, and as he was so impatient to get into active service, he could not wait, but decided to go to England and join there. Mr Caldwell carries with him the good wishes of the whole district, for he is highly esteemed as a business man and also in his private life. Songs were rendered by Mesdames W. G. Caldwell, J. P. Ellis and Hanstock. A recitation, "A bit of bunting," was given by Miss Millard. After partaking of refreshments and singing of Auld Lang Syne and the National Anthem, the company dispersed.

(*The Grenfell Record and Lachlan District Advertiser*, NSW, Australia –11 July, 1916) & (*Young Witness*, NSW – 14 July, 1916)

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### **TWO ARMEN KILLED IN YORKSHIRE**

A double flying fatality occurred in Yorkshire on Friday night, the aviators being Lieutenant Trollope, of Oakland road, Bromley, Kent, and Lieutenant Caldwell of Australia. The machine, it is understood, was a new one, and was on a trial trip. Both men are said to have been experienced flyers.

(*The Scotsman*, Edinburgh, Midlothian, Scotland - 7 May, 1917)

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### **AVIATOR KILLED**

#### **ANTHONY CALDWELL FALLS TO EARTH**

Mr and Mrs Steel Caldwell, of Eurabba, near Young, and other members of the family, are mourning the loss of their youngest son, Anthony Caldwell, a member of the British Flying Corps, who has been killed accidentally while training in England.

The sad news comes as a crushing blow to the parents, for it is only a few months since another son was killed at Eurubba. Anthony Caldwell was a fervent patriot, destined to achieve his purpose at all costs when he enlisted for the flying corps, he was anxious to enter the School of Instruction and quickly emerge a fully fledged airman, capable of accomplishing the dangerous feats besetting the aviator.

With this object in view he paid his own fare to England, and wasted no time in gaining the preliminary instruction. He was making remarkable progress according to previous reports but apparently he came to grief as a result of some mechanical defect or other cause which is invariably associated with mishaps. The fatality is sincerely regretted by all who knew the young aviator.

(*Young Witness*, NSW – 8 May, 1917)

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#### **The Late Lieut. Caldwell**

The late Flight Second-Lieut. A. S. Caldwell, whose death we recently reported, was youngest son of Mr and Mrs Steel Caldwell, of Eurabba, and was 25 years of age last January. He sailed in the Mongolia on the 8th July, '16, for

England, arriving on 22nd August, and joined the Royal Flying Corps on the 4th September, entering at Uxbridge, going from thence to Oxford, passing his final examination successfully, coming out with rank of Second Lieutenant, and was transferred to a more advanced squadron, going to Doncaster, taking his first flight on 4th February of this year. He then practised flying, and it was at Doncaster that he was accidentally killed in aeroplane accident.

*(The Grenfell Record and Lachlan District Advertiser, NSW, Australia – 22 May, 1917)*

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## **WAR CASUALTIES**

Flight Second-lieutenant A. S. Caldwell, who was killed on an aeroplane accident, was the youngest son of Mr and Mrs Steel Caldwell, of Eurabba, Bland, and was 25 years of age. He joined the Royal Flying Corps in England, was commissioned as second-lieutenant, and was practising flying at Doncaster when he was killed.

*(The Sydney Morning Herald, NSW – 24 May, 1917)*

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### **The Late Second Flight**

#### **Lieut. A. Caldwell, R.F.C.**

The late Second Flight Lieutenant A. S. Caldwell, R.F.C., was born at Eurabba, and was the youngest son of the family. In July, last year, he decided to enlist. Having given much thought and study to aeronatics, he chose that branch of the service, believing he had the qualifications necessary to succeed. On arrival in England he passed through all his examinations in quick time, and during his term of training was always included with those students who were removed to more advanced squadrons.

Referring to one of the many examinations they had, he wrote : "I will give you some idea of the subjects we have to learn here— and thoroughly at that." (Then follows a description of the engines and aeroplanes, much too long to chronicle here). "The elementary training consists of rigging, theory of flight, etc., practical rigging, how to pull aeroplanes to pieces and reconstruct them. Other subjects consist of Morse code, photography, aerial observation, bombs, bomb-dropping, lubrication, carburation, machine guns, magnetos, meteorology, and astronomy. Needless to say they take a long time to get them off pat. Out of the eight selected boys who came here with me from Denham and Oxford, I was the first to be transferred to a more advanced squadron." Writing in March of a competition for the height record for this aerodrome (Doncaster), he said : "Several of the pupils were in for it; started at 8000 feet and am now up to 12,000 feet," and so on, remarking how enjoyable it was being able to see, in a manner of speaking,



all over the world. Writing on 12th March that he had been shifted to a more advanced squadron, No. 15, at the present time, he wrote : "I am flying Avros ; they are very tricky to fly and are just like sitting on a feather ; at first they are very flighty, and you do not feel too safe in them, but after a time you get to like them ; they are a great improvement on the old Maurice Farmans that we first started on." In a letter dated 3rd March he writes : "I will try and give you some idea of what flying is like, and what is necessary to be carried out. We get up at 7.30 for early morning flying, that is when not too misty. The machines have all been got out by the mechanics ready for you to just hop in and try the controls, etc., and an air mechanic gets to the propeller and says ' Ready, sir ! Switch off, petrol on, suck in.' You repeat his words, and after he has turned the engine around so as to get the mixture in the cylinders, he stops, steps back, and yells 'Contact; switch, on.' He then swings the propeller downwards, and away the engine goes. Before starting you see that the engine is running properly, and is getting its right number of revolutions ; you then wave your arms from side to side, which tells the mechanic to take the chocks away from in front of the wheels; that done, you turn the machine into the wind, put your engine fully on, and the aeroplane gathers pace, and when it has got up flying speed — about 70 miles an hour — you pull back the joy stick and up you go. The sensation of leaving the ground is very pleasant, and up you go as far as you want to ; sometimes, when it is bumpy, the machine rises and drops according to the air pocket ; the last time I was up I dropped 200 feet in an air pocket ; it was fine having to fight your way along. Coming down to earth is the best of all ; you get over the aerodrome about 1000 feet up, put the nose down, shut off the engine, and come down at the rate of about 80 miles an hour — the faster the more fascinating it gets. When about 20 feet from the ground you pull back the joy stick and flatten out until the wheels just skim along the ground. At last you have touched terra firma."

Full particulars of the accident which caused the death of this young aviator have not yet been received.

*(The Grenfell Record and Lachlan District Advertiser, NSW, Australia – 15 June, 1917)*

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## **The Late 2nd Lieutenant**

### **A. S. Caldwell**

Sometime ago we published a photo and extracts from letters written by the late 2nd Lieut. A. S. Caldwell prior to his death, which was reported to his parents by cable on the 4th of May, 1917, immediately after the accident. At the time of our former notice regarding Lieut. Caldwell, full particulars of the accident had not then been received by the family here.

We have now before us the report of the inquest published in the DONCASTER CHRONICLE of May 11th, 1917, proving that the accident was caused by the aeroplane's engine missing fire, and the faulty turning of the pilot, Lieut Trollope, hence causing the death of both these young aviators :

"DIVE TO DEATH

"TWO FLYING OFFICERS KILLED

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"It was shown that last Friday evening, shortly after 7 o'clock, Lieut. Trollope, a fully-qualified pilot, ascended with Lieut. Caldwell, who was still under instruction.

"The aeroplane crashed to the ground, and both officers were killed.

"A Major of the Flying Corps said he heard the engine missing fire, and noticed that the pilot, Lieut. Trollope, tried to turn the machine round, with a sharp left-handed turn and a steep bank. The machine side-slipped inwards toward the ground, then got in to a spinning-nose dive to the ground, from a height of from 150 to 200 feet. The officers were got out and sent to the infirmary, but were dead before arrival.

"Answering the coroner, witness said officers were not allowed to fly in this class of machine until they were experienced. It was the same type of machine that figured in a previous fatality. Deceased had done four hours on one. He did the wrong thing. He "turned down" with a failing engine, which was about the first thing they were taught not to do. If your engine failed, it was better to go straight on, even if it was into a brick wall if you were not sufficiently high, because in turning you lost so much speed. Deceased was not high enough to do what he did, and he did absolutely the wrong thing, and broke one of the first rules of flying. He was an officer who had got on quickly,

and probably was a bit over confident and thought he could do anything. Some of the best pilots had come to grief in the same way. The accident was due to turning down with a failing engine when not sufficiently high from the ground.

“Another officer described Lieut. Trollope as a very good pilot.

“The doctor of the infirmary having declared death to be due to injuries and shock.

“The Coroner said they were sorry to lose these men, for we wanted every one of them we could possibly get, but there it was — accidents would occur.

“In returning a verdict of accidental death, the jury also expressed regret.

“WITH FULL MILITARY HONOURS

“The body of Lieut. Caldwell was laid to rest with full military honours on Tuesday afternoon. The coffin, covered with a Union Jack, was placed upon a gun carriage, and was escorted from the infirmary to the cemetery by a large number of officers and men of the Royal Flying Corps. The service was impressively conducted by the Vicar, and at the conclusion the usual volleys were fired over the grave, and the “Last Post” was sounded. Beautiful floral tokens were sent by the officers and men of the corps. Large crowds watched the progress of the cortege through the town and there was a big assembly at the cemetery. It is worthy of note that the “Last Post” was sounded by buglers from the Volunteers, Bugler Gordon Pearson being the leader.

“The Caldwell family, through the good services of the Rev A. Poole, C.E. minister, and formerly of Grenfell, and now of Hanford Vicarage, Stoke-on-Trent, England, visited Doncaster and cemetery, and found that their son had been buried in a grave 8ft deep. It was evident that a second military burial in the same grave may have taken place at any time ; to obviate this, the grave was purchased, and a certificate of same obtained, and is now in the possession of Mr Poole. Through the courtesy of the officers of the Royal Flying Corps, the Caldwells have received photos of the funeral procession and grave of their son, as well as many assurance of regret at the loss of his life, and affirming that he gave great promise of becoming a very efficient pilot ; was always a good colleague and loyal comrade.

*(The Grenfell Record and Lachlan District Advertiser, NSW, Australia – 16 April, 1918)*

The report from the *Doncaster Chronicle* was also published in *Young Witness*, NSW – 19 April, 1918)

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## **Brother of Anthony Steel Caldwell – Alan Caldwell**

### **Fatal Accident to Mr Alan Caldwell**

On Tuesday afternoon, the community was shocked at the news that Mr Alan Caldwell (aged 29), eldest son of Mr and Mrs Steel Caldwell, of Eurabba, had been killed at the station saw mill being struck by a piece of timber from the saw, and which penetrated the liver. A magisterial inquiry was held by Mr J. M. Nowlan, and we expect to present particulars of this deplorable affair next issue. Words of sympathy seem poor things on such occasions as these ; still, the deepest commiseration is felt and expressed throughout the district for the Caldwell family, in the dark hour of their affliction. One son is away at the front, and, as in the case of the McCarthy brothers at Caragabal, the one left behind came to a sudden and untimely end. The burial was at Bimbi on Thursday afternoon.

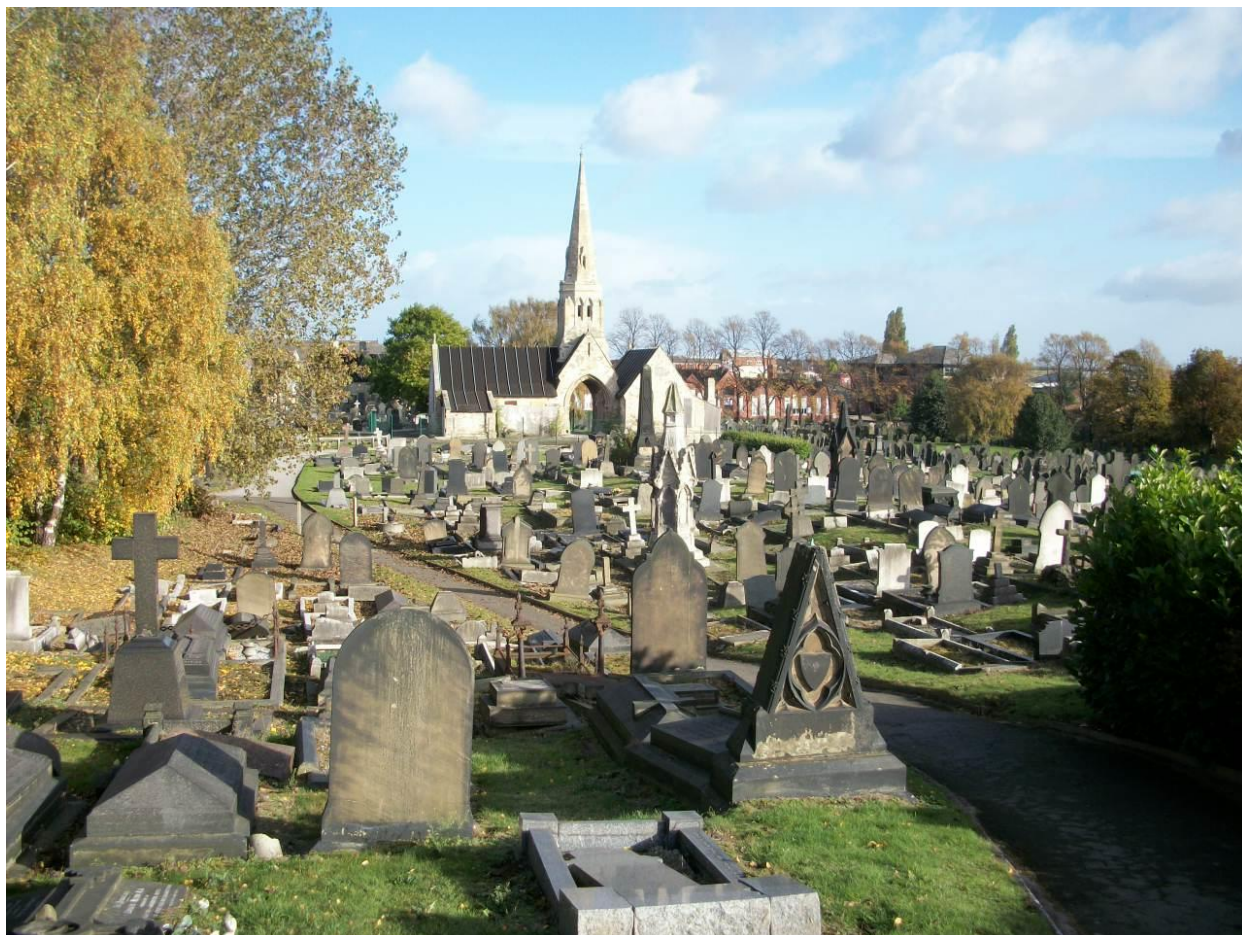
*(The Grenfell Record and Lachlan District Advertiser, NSW, Australia – 2 February, 1917)*

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## Hyde Park Cemetery, Doncaster, South Yorkshire, England

Hyde Park Cemetery, Doncaster contains 111 Commonwealth War Graves – 85 from World War 1 & 26 from World War 2, all scattered throughout the cemetery. The Cross of Sacrifice is opposite the main entrance.

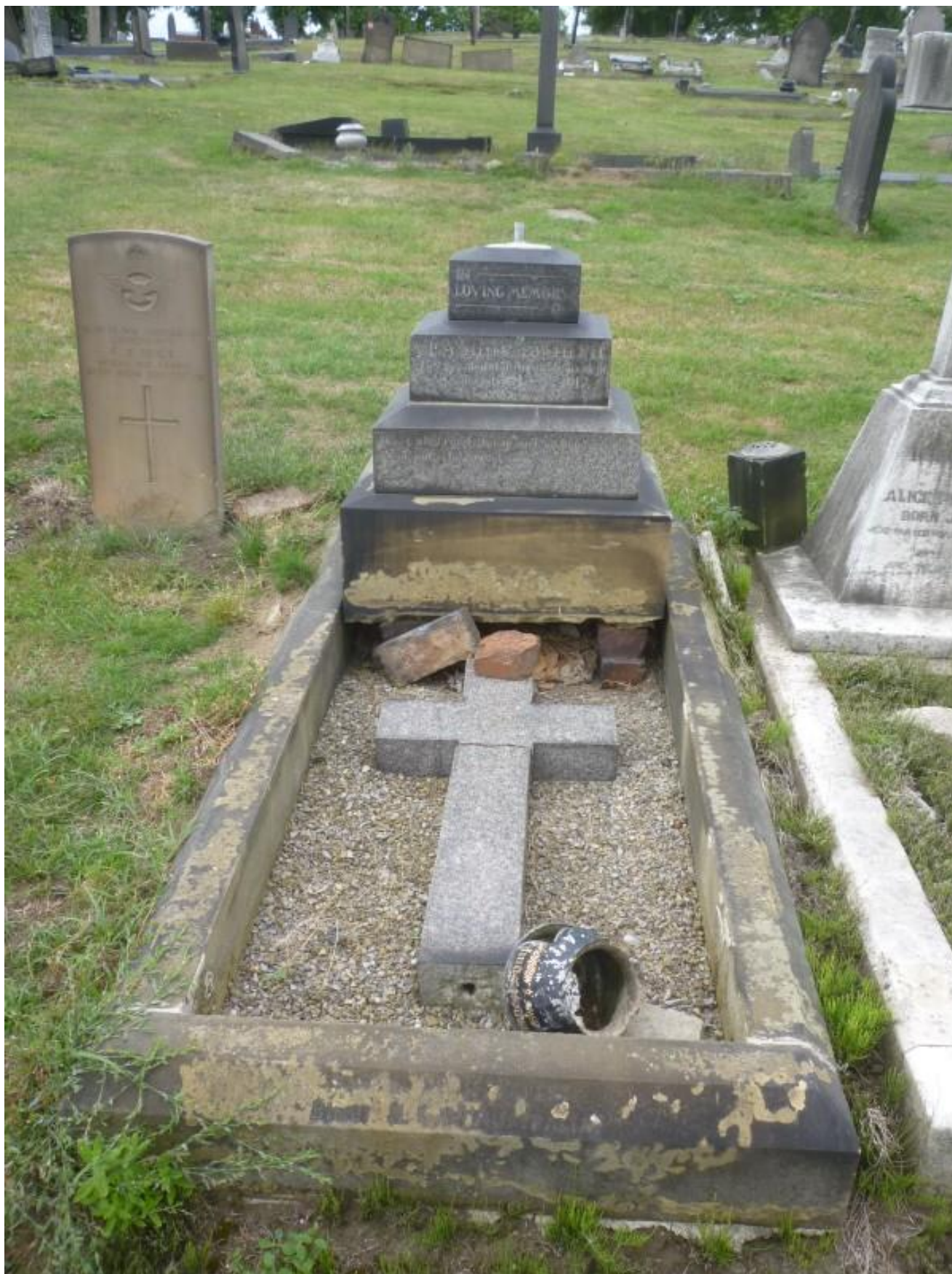


Hyde Park Cemetery, Doncaster (Photos by Charlie – Find a Grave)





Photo of Second Lieutenant A. Steel Caldwell's Private Headstone in Hyde Park Cemetery, Doncaster, South Yorkshire, England.



**Headstone with fallen cross** (Photo courtesy of Helen Slade – FoHPC)



*(Photo from Graham Bentley)*

*In*

*Loving Memory*

*Of*

*2ND Lt. A. STEEL CALDWELL, R.F.C.*

*who was killed in an Aeroplane accident*

*at Doncaster, May 4th 1917*

*Aged 25 years*

*“Be ye also ready for in such an hour as ye*

*think not, The Son of man cometh.”*





Anthony Steel Caldwell is remembered on the Caldwell Family Headstone located in Bimbi Cemetery (also known as Bribbaree Cemetery & Quandialla Cemetery), NSW. The cemetery is situated two miles from Bimbi, four miles from Bribbaree, and eight miles from Quandialla.



**Caldwell Family Headstone in Bimbi Cemetery, NSW** *(Photos courtesy of Kelly Slater)*





The side of the headstone showing the names of Allan Freestone Caldwell, brother of Anthony, who died in a timber saw mill accident; Anthony Steel Caldwell and Steel Caldwell, their father.



**Caldwell Family Headstone** (Photo by Janice Taylor – Find a Grave)

In Loving Memory

Of

ALLAN FRESTONE CALDWELL

Died 30TH Jan 1917

Aged 28 Years

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**Also 2ND Lieut**

**ANTHONY STEEL CALDWELL**

**Who Was Killed In An Aeroplane Accident**

**At Doncaster, England**

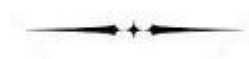
**On 4TH May, 1917**

**Aged 25 Years**

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Also STEEL CALDWELL

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## Tragedy of seven killed in Doncaster air disasters



*Richard Bell of Friends of Hyde Park, next to the graves of airmen killed in Doncaster in World War One*

*by David Kessen*

When you think of servicemen losing their lives in action during World War One, the chances are you think of the Somme, Gallipoli or Paschendaele. Few instantly think of deaths of servicemen in action in Doncaster and the numbers do not match those on the battlefields of the Western Front. But among those who were killed serving their country in the great war is a string of casualties who lost their lives serving at the airbase operated in the borough by first the Royal Flying Corps, and later the RAF.



*Airmen taking part in a military double funeral at Hyde Park Cemetery in 1918*



Although some of those killed in accidents at what was a training base for pilots may have been taken for burial elsewhere, some remain here in war graves at Hyde Park cemetery. This week the nation will remember those killed serving the country in wars. But Friends of Hyde Park Cemetery committee member Richard Bell suspects many know little of how many personal lost their lives on our doorsteps.

In total, there are 108 war graves in Doncaster registered with the War Graves Commission. Of those, 82 are from World War One and 26 from World War Two. Some of those from the First World War were soldiers who died of injuries they had suffered overseas.



*The wreckage of a plane crash in Doncaster during World War One*

But those who died at the air base suffered their lethal injuries here. Some of those have standard war graves of the type seen in war cemeteries near the major battlefields. Some were laid to rest in family graves with simple inscriptions added.

They are not forgotten - at least not by the Friends of Hyde Park Cemetery. Mr Bell said: "There were people serving their country here in Doncaster. When you think about it, there was a training squadron at Doncaster with a combination of new technology that had only recently been starting to develop, and inexperienced pilots who were still under training, you can understand that there were accidents. "We don't have a number for how many accidents there were at the air base, and there could well have been people taken to be buried in their home towns, but we know that there were a number who died in accidents who were buried here."

The airmen among those whose life stories have been traced.

The air base was on land opposite Doncaster Racecourse, next to what is now Leger Way, and was the home of the Number 47 Training Depot Station. It started operational service as a Home Defence Squadron base. From June 1916, half a Flight of No 47 Squadron was based there to defend the area against Zeppelins, but no Zeppelins were ever intercepted from there. It had a number of hangars, which after the war demolished and the site was developed into what is now the Intake estate.

Those buried after accidents on the airfield include:

### **Anthony Steel Caldwell**

Anthony was the son of Steel Caldwell and his wife, Lillian, of Eurabba, New South Wales, Australia.

He was killed in a flying accident in Doncaster on May 4 1917, while serving with the Royal Flying Corps. He was aged 26. At this time, Anthony was a Second Lieutenant with No 15 (Reserve) Squadron. Also killed in the same Royal Aircraft Factory RE8 aircraft was Second Lieutenant Cyril Harvey Trollope, who is buried in Bromley (Plaistow) Cemetery, in Kent. The aircraft in question was a Royal Aircraft Factory R.E.8, a two-seat biplane used for reconnaissance, artillery spotting and as a bomber.

### **Charles Smith**

Sergeant-Major Charles Smith served with the 41 st Training Squadron, RAF and was killed on June 28 1918. The accident in which he died also took the life of his colleague, George Slack, who lies alongside him. Charles was the son of Charles and Louisa Smith and husband of Dorothy Smith (formerly Witt) of Putney London.

### **George William Slack (served as C T Holt)**

George was born in Jesmond, Newcastle and served under the name "Charles Thomas Holt", for reasons that are not known. He was the husband of Celestia Alvera Slack of 53 of Jesmond. George died on June 28 1918, aged 32. He was killed in a flying accident whilst he was with 49 Training Squadron, based in Doncaster. His Casualty Card at the RAF Museum says the plane's engine failed and the pilot fatally attempted to turn back to the airfield, but he got into a side slip and crashed. It is thought the incident occurred only moments after take-off. These circumstances accounted for many, many training casualties. It was drummed into airmen not to turn back and risk losing flying speed, but for whatever reason this seems to have been what happened that day. Also killed in the same accident was Sergeant-Major Charles Smith.

### **Harry Leonard Savage**

Harry was the son of Mae Savage of Bangor, in the US state of Maine. He was a Lieutenant with Number 47 Training Squadron, the same squadron as Sergeant Vivian, whose grave is alongside his. Harry died on September 11 1918, aged 21. He was killed in a training accident with a Sopwith Pup, C420 (a single-seater biplane fighter) when in collision with another aircraft.

### **Stanley Furneaux Vivian**

Stanley was born in Shepherds Bush, London, in 1892, the son of Richard Warren Vivian, of Lancaster and his wife, Edith Victoria Vivian of Penryn, Cornwall. In 1911 the family was living in Chiswick, London, where Stanley was employed as an electrical engineer, before enlisting. Stanley became a Sergeant with the 4th Training Squadron and died on the October 15, 1918, aged 26. He is believed to have been killed in an accident with a flare pistol.

### **John Loupinski**

John was a Russian officer serving in the RAF and was killed on July 26 1919, in an accident at Doncaster. He was hit by the spinning propeller of Avro 504 aircraft, of 38 Training Squadron, whilst preparing to return to Tadcaster (Bramham Moor) airfield. He had been in Doncaster to take part in the RAF Northern Area Athletics Championships, at Doncaster. Lieutenant E.S. Housley, his pilot, climbed into the machine and John prepared to start the engine by swinging the propeller. The engine started but then stopped. He made an effort to start it again and he fell. No-one actually saw him struck, but a colleague who went to his aid saw he was terribly injured and pronounced dead shortly afterwards.

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