

**Stockbridge Cemetery,
Stockbridge, Hampshire, England
War Graves**



Lest We Forget

World War 1



SECOND LIEUTENANT

H. G. CARR

AUSTRALIAN FLYING CORPS

11TH MAY, 1918

Henry George CARR

Henry George Carr was born at Tumut, NSW in 1892 to parents Charles Edward & Maggie Petrie Carr (nee McLaren).

Henry George Carr was a 23 year old, single, Telegraphist when he enlisted at Warwick Farm, Sydney, NSW on 24th July, 1915 with the Australian Imperial Force (A.I.F.). His service number was 2158 & his religion was Church of England. His next of kin was listed as his father – Mr C. E. Carr, of Tumut, NSW.

Driver Henry George Carr was posted to 11th Reinforcements of 1st Field Company Engineers on 24th July, 1915.

Driver Henry George Carr embarked from Sydney, NSW on HMAT *Beltana* (A72) on 9th November, 1915 with the 1st Field Company Engineers, 11th Reinforcements.

Australian Engineers in the First World War

Engineers, also known as sappers, were essential to the running of the war. Without them, other branches of the Allied Forces would have found it difficult to cross the muddy and shell-ravaged ground of the Western Front. Their responsibilities included constructing the lines of defence, temporary bridges, tunnels and trenches, observation posts, roads, railways, communication lines, buildings of all kinds, showers and bathing facilities, and other material and mechanical solutions to the problems associated with fighting in all theatres.

(Description of Engineers Information from The Australian War Memorial)

Driver Henry George Carr was remustered as Sapper from 23rd February, 1916 in accordance with A.I.F. Orders 785 & 970.

Sapper Henry George Carr proceeded from Alexandria on *Ivernia* on 21st March, 1916 to join B.E.F. (British Expeditionary Force). He disembarked at Marseilles, France on 28th March, 1916.

Sapper Henry George Carr was wounded in action in France on 23rd July, 1916. He was admitted to 2nd Field Ambulance on 25th July, 1916 with G.S.W. (gunshot wound/s) to foot then transferred & admitted to 3rd Casualty Clearing Station the same day. Sapper Carr was transferred to No. 16 Ambulance Train on 25th July, 1916 & admitted to No. 3 Stationary Hospital at Rouen, France on 26th July, 1916. He embarked from Havre, France on 27th July, 1916 for England on Hospital Ship *Salta*.

War Diary – 1st Field Company Engineers

Sunday 23rd July, 1916:

At 2 am I was notified by Bde H.Q. that the 3rd objective had been taken and that the way was clear for the sappers to carry on with the strong points. I did not consider it advisable to send the sappers up immediately as the enemy had placed a heavy barrage across the only means of communication, so decided to wait until the shell fire abated sufficiently to admit a comparatively safe passage from the CHALK PIT to the fire trenches.

At 3 am the first opportunity presented itself when I sent No. 3 section under Lieut MCB RYDE to strong point A1 x 4d 1.2 – closely followed by No 2 section under Lieut TAYLOR to strong point B4 x 4d central.

At 2 am I was notified by Bde H.Q. that Capt HERBERTSON had been seriously wounded & a few minutes later, that he had died.

This unfortunate occurrence left Bde H.Q. without an Engineer Officer so I decided to take his place, otherwise it would have meant depriving a section of its officer and this leaving it more or less out of control.

At 0500 Nos 1 & 4 Sections under Lieuts Keast & Peck respectively were sent up to complete and improve partially existing communication trench from x10 b 07 in old firing line to A1 post. No. 1 Section was withdrawn from this work at 10.00 and instructed to proceed with strong point C4 at x4d8.3 ½. C4 and communication to firing line were completed at 2030 and the section withdrawn to the old front firing line at x10 b 4. 6.

No. 4 Section completed communication trench mentioned above at 1600 and withdrew to x10 b 4.6.

No. 3 Section completed post A.1 and communication to fire trench according to standard type at 2030 and were withdrawn to x10 b 4. 6.

No. 2 Section completed strong point B4 at 1800. In the darkness the point x 4d central was missed and the strong point was actually constructed about 75° to the NE. This section returned to ALBERT on completion of the task under instructions from Lieut Taylor.

Lieut Taylor was mortally wounded near x10 b 91 about 1800 when returning from strong point B.4.

(Extract of War Diary from the Australian War Memorial)

Sapper Henry George Carr was admitted to 1st Southern General Hospital, King's Heath, Birmingham, England on 28th July, 1916 with bullet wound to right leg. He was transferred to 3rd Auxiliary Hospital on 9th October, 1916 from Woodcote Park. Sapper Carr was discharged from 3rd Auxiliary Hospital on 6th November, 1916 to Weymouth.

Mr C. E. Carr, Tumut, NSW, father of Driver Henry George Carr, was advised by Base Records on 17th August, 1916 that Driver Henry G. Carr had been wounded.

Sapper Henry George Carr was marched in to No. 2 Command Depot at Weymouth, Dorset on 6th November, 1916 from Dartford.

Sapper Henry George Carr was marched in to No. 4 Command Depot at Wareham, Dorset on 25th November, 1916 from Furlough.

Sapper Henry George Carr, being found beyond Camp boundary without a pass, was awarded 4 days Confined to Barracks by Captain J. E. Herbert on 8th January, 1917 while posted at No. 4 Command Depot at Wareham, Dorset.

Sapper Henry George Carr was marched out from No. 4 Command Depot at Wareham on 28th March, 1917 & marched in to Engineers Details at Perham Downs, Wiltshire the same day. He was transferred & taken on strength of 16th Field Company Engineers from 1st Company Engineers on 28th March, 1917.

Sapper Henry George Carr was marched out from Drafting Depot at Perham Downs to No. 3 Camp at Parkhouse, Wiltshire, England on 2nd April, 1917. He was marched in from Hardening & Drafting Depot to No. 3 Camp at Parkhouse the same day.

Sapper Henry George Carr was detached for duty to A.F.C. (Australian Flying Corps) Details on probation from 28th May, 1917 from 16th Field Company Engineers at No. 3 Camp Parkhouse. He was attached to A.F.C. Details on 29th May, 1917.

Sapper Henry George Carr was attached to No. 30 Training Squadron at Shawbury on 15th June, 1917.

Sapper Henry George Carr was A.W.L. (absent without leave) from Tattoo to Reveille on 21st June, 1917. This was admonished on 22nd June, 1917 by Captain L. F. Forbes while posted at No. 30 Training Squadron, Shawbury.

Sapper Henry George Carr was marched out to A.I.F. Headquarters, London on 2nd August, 1917 from No. 30 Training Squadron.

Sapper Henry George Carr was taken on strength as 2nd Air Mechanic & marched out to Cadet School at Wendover on 7th August, 1917. He was appointed Cadet on 7th August, 1917 (A.I.F. List 216).

Cadet Henry George Carr was transferred from 16th Field Company Engineers at Rolleston Camp, Wiltshire to Australian Flying Corps from 24th August, 1917.

On 6th September, 1917 the rank of Henry George Carr was queried – 2/AM or 3/AM (Air Mechanic).

Cadet Henry George Carr was attached to No. 49 Training Squadron from 18th September, 1917.

Cadet Henry George Carr was attached to No. 29 Training Squadron at Shawbury, England from 24th September, 1917.

Cadet Henry George Carr was detached from No. 29 Training Squadron to No. 10 Training Squadron at Shawbury from 10th November, 1917.

Cadet Henry George Carr was admitted to 2nd Western General Hospital on 10th December, 1917 with Otitis Media. He was discharged on 19th December, 1917.

Having graduated & appointed Flying Officer (Pilot) - 2nd Air Mechanic Henry George Carr was to be 2nd Lieutenant in A.I.F. (Australian Imperial Force) from 27th April, 1918.

Second Lieutenant Henry George Carr died on 11th May, 1918 in the vicinity of Chattis Hill Aerodrome, Stockbridge, Hampshire, England as a result of an aeroplane accident – fracture of the Skull.

A death for Henry G. Carr, aged 25, was registered in the June quarter, 1918 in the district of Stockbridge, Hampshire, England.

A Court of Enquiry was held on 12th May, 1918 at Chattis Hill Aerodrome, Stockbridge, Hampshire, England by order of Major M. H. B. Nethersole, commanding No. 43 Training Squadron, R.A.F., "with instructions to enquire into the circumstances connected with the accident on the 11th inst., in the vicinity of Chattis Hill Aerodrome, Stockbridge, involving total damage to Avro Biplane C.619 and 100 H.P. Mono Engine 30261/WD5856 and the death of H.G. Carr, 2/Lieut., A.F.C. Pilot for the purpose of (i) Establishing the facts called for in the findings of the Court (ii) Enabling the Court to state its opinion as to the cause of the accident, and to make recommendations for the future."

EVIDENCE.

1st Witness.

"I first noticed the machine at about 3000 ft. It was coming down doing a series of stall turns. The machine appeared to be side-slipping out of the stall turns. When about 200 ft. from the ground, the machine stall turned almost on to its back. When the nose dropped the machine commenced spinning. I last saw the machine spinning. Owing to a rise in the ground between myself and the machine, I could not see it strike the ground, but I was of the opinion that it could not get out of the spin from that height."

1st Question by the Court. Was the Engine off all the way down.?

1st Answer. Yes.

2nd Question. Did the machine appear to be out of the Pilots control.?

2nd Answer. Yes.

3rd Question. Did you observe the machine performing any usual or unusual manoeuvres to the above.?

3rd Answer. No.

4th Question. How much height did the machine lose on each stall turn?

4th Answer. About 500 feet.

5th Question. Were the stall turns all to right, all to left, or alternately right and left.?

5th Answer. Very regular, right and left, quite uniform.

(Sgd) J.A.Watson. Lieut. R.A.F.

2nd Witness.

"I was the deceased Officers Instructor. On the morning of the 11th inst., I took him up on an Avro Biplane for a Course of Instruction in Aerobatics, preparatory to going solo, on a Camel (he had already Graduated on Sop, Scout) 2/Lt. Carr was then told to go up in an Avro to satisfy me that he was thoroughly capable as an Avro Pilot before proceeding on Camels. Not having a suitable Avro available in my flight I instructed 2/Lt. Carr to stand by until Avro C.619 was ready. He was not told to take Avro C.619 up. Whilst I was in the air he took up Avro C.619 notwithstanding that it had not been tested and that he was aware of this. In my opinion 2/Lt. Carr was very keen and rather above the average for a Pilot of his experience. He was in my opinion, inclined to be over daring.

1st Question by the Court. What was altered in Avro C.619 that necessitated a test flight before she should have been flown by a pupil.?

1st Answer. The Engine was changed.

2nd Question. Were you satisfied that 2/Lt Carr was able to stunt a machine safely.?

2nd Answer. Absolutely.

(Sgd) H.W.Watts. Lieut. R.A.F.

MEDICAL EVIDENCE ATTACHED.

1st Question asked of the M.O. by the Court.

Are you aware of anything that would have made the deceased Officer unsafe as a Pilot.?

1st Answer. In reply see Medical Report attached.

2nd Question. Are you of opinion that the deceased Officer may have lost control of his machine.?

2nd Answer. No.

(Sgd) W.B.Loveless. Capt. R.A.M.C.

FINDINGS OF THE COURT.

The undersigned have conducted a Court of Enquiry on the instructions set forth on the first page of this form, and at the place and on the date thereon stated. The evidence of the three witnesses is recorded on pages 2 and 3 and on the Medical evidence attached. (A) We find from the evidence that the following facts have been established:-

(i) The description of the occupant, plane and engine and of the extent of injury to them is as set forth on the front page of this form, with the exception that engine had not yet been thoroughly examined and the damage ascertained.

(ii) The purpose of and instructions for the flight were as follows:- Avro C.619 satisfying Instructor that the Pilot was fit for Camels.

(iii) The accident occurred at 11-30 a.m. at the place and on the date set forth on the front page of this form.

(iv) The Aeroplane was controlled as follows:- Avro.C.619. 2 seats, dual control, 2/Lt.H.G.Carr back seat.

(v) The Aeroplane took off the ground as follows:- Avro C.619. 10-30 a.m. Weather good.

(vi) Condition of Aeroplane at commencement of flight:- Avro.C.619. Last examined by rigger and Fitter. About one hour previous to flight.

Engine run on ground before flight and found satisfactory.
 Plane examined and found O.K. for flight in question.
 (vii) The flying experience of the occupant prior to this flight
 was :→ 2/Lt. Carr. Dual Solo.

M.F.S.H.	9hrs 10 mns.	6 hrs 20mns.
Avro.	12 " 35 "	25 " 25 "
Sop.Scout.		4 " 45 "

(viii) We have examined the following engine and Pilots Flying Log Books and have ascertained:-
 Engine Log Book.

S. 1501 B.2 Mono 100 H.P.	Nothing revelant to the proceedings of this Court. Aeroplane Log Book having been despatched to Wing H.Q. is not available.
30261 WD.5856.	
Pilots Log Book.	
2/Lt. H.G.Carr.	

(ix) We have visited the scene of the accident before the Aeroplane was removed and have found the following material facts:-

AS far as we could ascertain the controls did not appear to have given prior to the crash. It was, however, impossible to make a thorough examination, as the machine was under guard awaiting inspection by the Accidents Committee.

(B) We have been unable to obtain the evidence of the following material witnesses:-

-----NIL-----

EVIDENCE OF RIGGERS AND FITTERS.

"I was working on Mono Engine 30261/WD 5856 fitted to Avro Biplane C.619 along with the undersigned A.M. I ran up the engine and found same thoroughly satisfactory, showing 1125 R.M.P. on the ground- time 9-30 a.m. 11th inst.,"

(Sgd) 3950. F*Sgt Atkin. J.E.

"I was working on the above engine with the above signed Flt/Sgt and am satisfied that it was in thorough order."

(Sgd) H.W.Watson. 1/AM. 41310.

"I thoroughly examined the rigging of Avro Biplane C.619 on the evening of the 10th inst., I also examined her on the morning of the 11th inst., about 9-30.a.m. and am satisfied that she was in perfect order in every detail."

(Sgd) James Cox. 43229. 1/AM.

(Sgd) Norman Macmillan. Capt.
 PRESIDENT.

(Sgd) L.McFaul. Lieut.)

(Sgd) R.H.Whittaker.Lieut.)
 12th Canadians, attc'd R.A.F.

MEMBERS.

2/Lt H.G.Carr.

I certify that I examined the body of 2/Lt Carr and I found the following:-

Vault of Skull fractured in 2 places.
Simple fracture left Femur.
Compound fracture rt Ankle.

In my opinion death was due to fracture of the skull.

As far as I am aware he was suffering from no disease which would have caused him to lose control of his machine.

(Sgd) W.B.Loveless. Capt. R.A.M.C.
M.O. i/c Chattis Hill Station.

12.5.18.

"The Court find that the accident was due to temporary loss of control of the Machine close to the ground. Whether this was due to a defect having developed in the machine while flying or temporary disability in the part of the pilot or simply misjudgement, the Court is unable to decide."

Second Lieutenant Henry George Carr was buried at 2.30 pm on 15th May, 1918 in Stockbridge Cemetery, Stockbridge, Hampshire, England – (right hand side of path near Gate) and has a Commonwealth War Graves Commission headstone. From the burial report of Second Lieutenant Henry George Carr - *Coffin was Oak. The deceased soldier was accorded a Military funeral. Firing Party, pall-bearers and Bugler were in attendance, also a number of Officers including Major M.H.B. Nethersole (Squadron Commander) and Captain N. L. Sheppard (Squadron Adjutant). The following wreaths were placed on the grave:- From W.O.'s, N.C.O.'s and men of 43rd Training Squadron R.A.F. Officers of 43rd Training Squadron R.A.F., and Parents Brothers and Sisters in Australia. Administrative Headquarters, A.I.F. London were represented at the funeral.*

Names of relatives or friends present at the Funeral – (Uncle) Mr Stephen Douglas, 109 Cromwell Road, Kensington, London, S.W.



Funeral of Second Lieutenant Henry George Carr (Photo courtesy of Julie Hopper)

Probate was granted in the Supreme Court of New South Wales on 23rd October, 1918 covering the Will of 2nd Lieutenant H. G. Carr, A.F.C. Legatees listed – (Brother) Charles Edward Carr (£50 from Insurance Policy); (Sister) Lena Jane Carr (£50 from Insurance Policy); (Father) Charles Edward Carr (£150 from Insurance money and bonuses) & rest of estate both real and personal. Charles Edward Carr (Father) was named as Executor.

Base Records wrote to Mr C. E. Carr, Esq., Tumut, NSW on 8th January, 1919: *“It is my painful duty to transmit herewith one form of Commission which has been issued by the British War Office covering the appointment of your son, the late 2nd Lieutenant H. G. Carr, Australian Flying Corps, as a temporary 2nd Lieutenant in the Regular Forces of the British Army.”*

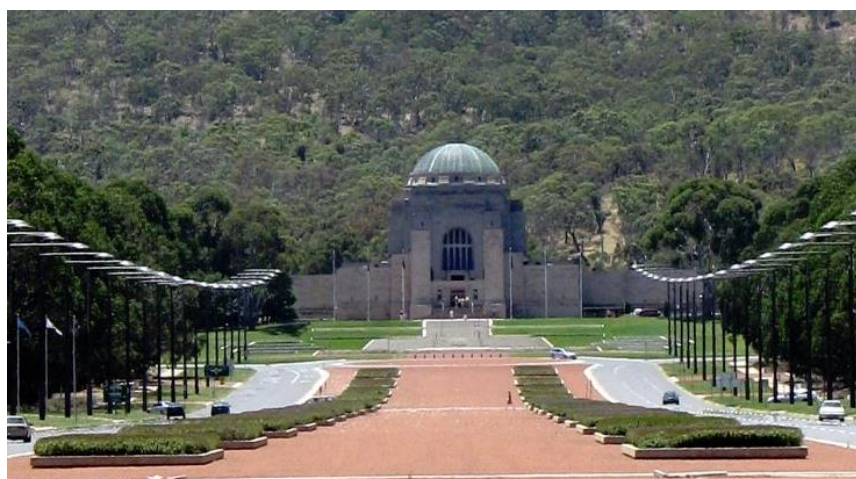
Second Lieutenant Henry George Carr was entitled to 1914/15 Star, British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Second Lieutenant Carr’s father - Mr C. E. Carr, as the closest next-of-kin. (Scroll sent October, 1921 & Plaque sent December, 1922).

The Commonwealth War Graves Commission lists Second Lieutenant H. G. Carr, Australian Flying Corps. No family details are listed.

Second Lieutenant H. G. Carr is commemorated on the Roll of Honour, located in the Hall of Memory Commemorative Area at the Australian War Memorial, Canberra, Australia on Panel 187.



Roll Of Honour WW1 Australian War Memorial Canberra, Australia



H. G. Carr is remembered on the Post Master General's Department Honour Roll, located in Foyer of Westin Hotel (previously Sydney G.P.O.), Martin Place & George Street, Sydney, NSW.

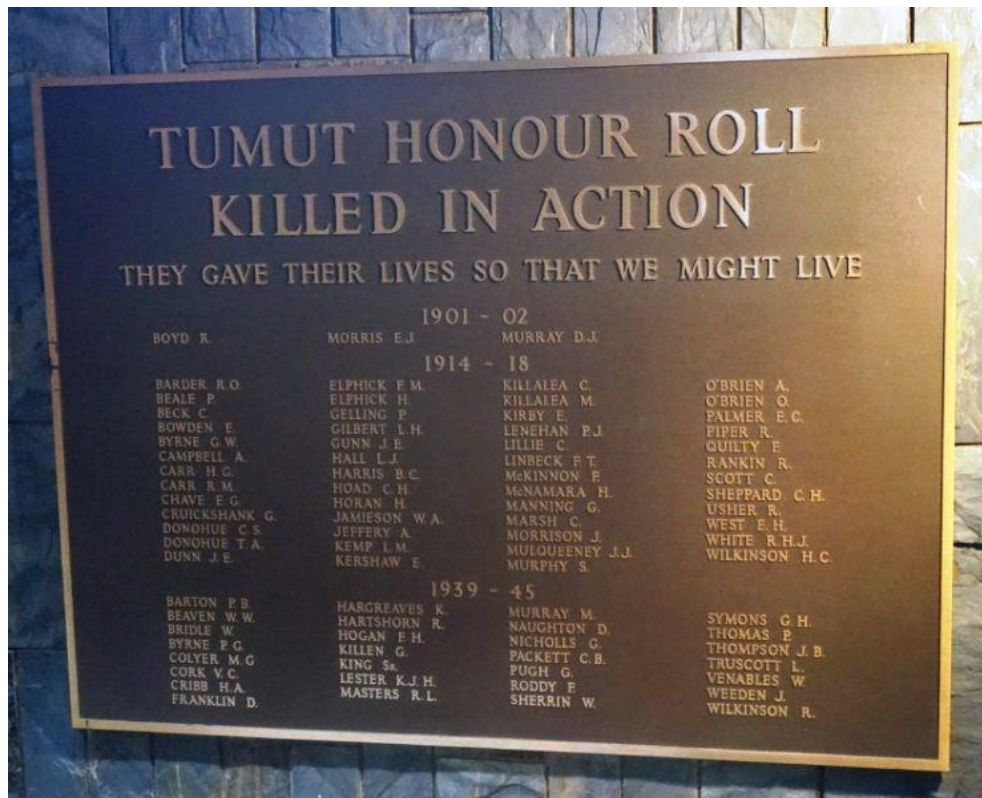


(Photo by Kevin Sedgwick)

H. G. Carr is remembered on the Tumut Honour Roll listing those Killed in Action. The Honour Roll is located in Tumut RSL Club, 65 Russell Street, Tumut, NSW.



Tumut Honour Roll (Photos from Monument Australia – Chris McLaughlin)



H. Carr is remembered on the All Saints Church Memorial Pipe Organ Roll of Honour, located in All Saint's Church, River Street, Tumut, NSW.



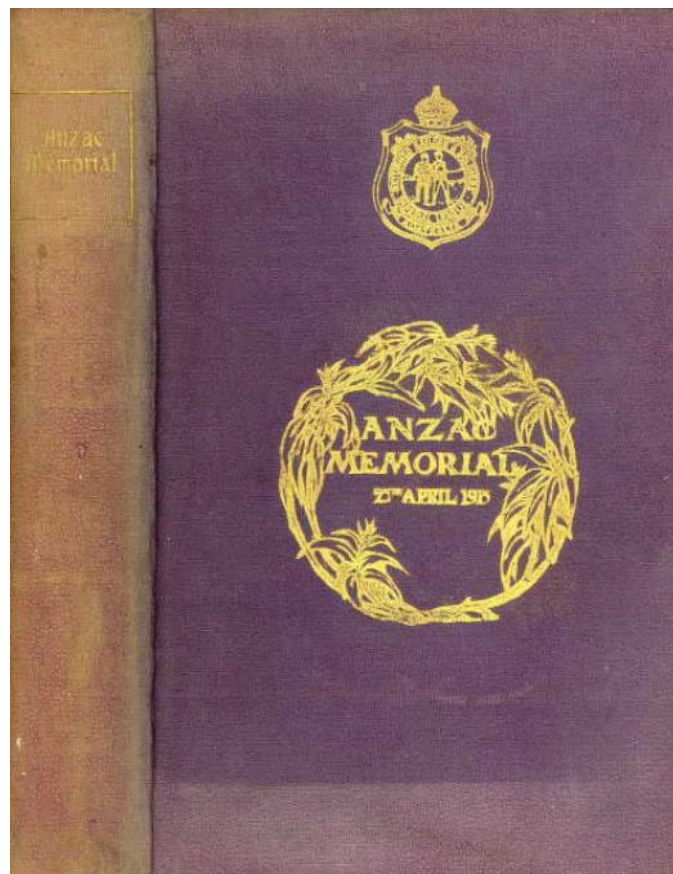
All Saints Church Memorial Pipe Organ Roll of Honour (Photos from Monument Australia – Chris McLaughlin)

The Tumut Cenotaph, located in Richmond Park, Capper & Richmond Streets, Tumut, NSW does not list individual names.



The Tumut Cenotaph (Photo from Monument Australia)

2nd Lieutenant H. G. Carr is remembered in the Anzac Memorial Book – page 54.



ANZAC MEMORIAL

No.	Name and Rank.	Unit.	Cause of Death.	Date.
18930	Carruthers, J., Spr.	2nd Fd. Co. Engrs.	K. in A.	25/8/18
2880	Carruthers, J. T., Pte.	59th Battn.	D. of W.	31/5/18
3123	Carroll, W. J., Pte.	36th Battn.	K. in A.	4/4/18
2374	Carrail, S. J., Pte.	19th Battn.	K. in A.	14/11/16
1323	Carrington, G. H., Cpl.	5th Pion. Battn.	K. in A.	29/7/18
1113	Carre, M. T., Pte.	1st Battn.	K. in A.	2/9/15
2832	Carrick, J., Pte.	1st Pioneers	D. of W.	23/10/17
2558	Carrie, J. E., Pte.	41st Battn.	K. in A.	26/4/18
	Carrigan, A. H., Lieut.	13th F.A.B.	K. in A.	1/11/17
121	Carrington, D., Pte.	11th L.H. Reg.	K. in A.	19/4/17
5317	Carrucan, W. J., Pte.	20th Battn.	K. in A.	2/3/17
313	Carr, M. F., Pte.	3rd Battn.	K. in A.	—
2756	Carr, J. W., L-Cpl.	45th Battn.	K. in A.	29/4/18
367	Carr, C. V., Cpl.	13th Battn.	D. of W.	12/8/18
	Carr, H. G., 2nd Lieut.	Flying Corps	Acc. Killed	11/5/18
7343	Carr, J., Pte.	35th Battn.	K. in A.	6/5/18
64	Carr, C., Tem.-Sgt.	36th Battn.	K. in A.	12/10/17
3279	Carr, D. W., Pte.	1st Battn.	D. of W.	20/9/17
59	Carr, A. G., Cpl.	36th Battn.	D. of W.	30/7/17
6719	Carr, C., Pte.	14th Battn.	D. of W.	5/7/17
2393	Carr, W., Pte.	45th Battn.	K. in A.	8/6/17
2122	Carr, H., Pte.	1st Battn.	K. in A.	31/12/16
31	Carr, E., Pte.	33rd Battn.	Illness	9/10/16
1667	Carr, J. E., Pte.	17th Battn.	K. in A.	7/8/16
5055	Carr, K. J., Pte.	30th Battn.	K. in A.	29/9/17
3708	Carr, R. J., Pte.	1st Battn.	K. in A.	3/10/17
2115	Carr, J., Pte.	2nd Battn.	K. in A.	9/8/15
2590	Carr, W. G., Pte.	2nd Battn.	K. in A.	23/7/16
1602	Carr, F. S., Pte.	18th Battn.	D. of W.	8/8/15
3252	Carr, H., Pte.	14th Bgde. M.G. Co.	K. in A.	20/7/16
244	Carr, H. M., Pte.	1st L.H. Reg.	D. of W.	18/11/15

(95 pages of Second Lieutenant Henry George Carr's Service records are available for On Line viewing at National Archives of Australia website).

Information obtained from the CWGC, Australian War Memorial (Roll of Honour, First World War Embarkation Roll) & National Archives



Newspaper Notices

CASUALTIES

Wounded – H. G. Carr, Tumut

(*The Albury Banner and Wodonga Express*, NSW – 1 September, 1916)

CHIEFLY PERSONAL

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Next Sunday (May 19) a memorial service will be conducted for the late 2nd Flight Lieut H. G. Carr, son of Ald. Chas. E. Carr, killed while flying in England. On that occasion Mrs R. M. Thompson will sing the solo "He wipes a tear from every eye."

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(*Adelong and Tumut Express and Tumbarumba Post*, NSW – 17 May, 1918)

PERSONAL

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Last week Ald. Chas. E. and Mrs. Carr, of Tumut, received a batch of letters from their son, Flight. Lieut. Harry G. Carr, written at the Flying Corps headquarters in Gloucestershire, England. In one of these 2nd Flight-Lieut. Carr stated that, in the course of one of his flights in a heavy fog he got lost, and descending, he knew not where, owing to the density of the mist, he found himself in a field of a country estate, twenty miles away from his base. Naturally

the parents were overjoyed at the advancement made by their promising son, when a few days later the news is heralded by cable to Ald. Carr from the same source that Harry, had been killed while flying on Saturday morning. No particulars were given. On top of the previous congratulatory message, it came as a thunderbolt to the unsuspecting parents, and the whole community mourn with them the loss of their noble son. He was 25 years of age in the week in which he met his doom.

(Cootamundra Herald, NSW – 20 May, 1918)

Death of Another Hero

The Rev. C. E. Burgess, on Tuesday morning, 21st inst., received from Military Dept., through Col. Sandford, the information that 2nd Lieut. Carr, Flying Corps, late First Field Company of Engineers, was killed in an aeroplane accident.

The rev. gentleman, made pathetic and appropriate reference to the sad occurrence, from the pulpit of All Saints', on Sunday morning, although the usual official intimation had not then arrived, but the young hero's aunt, Mrs. Douglas, who resides in England, where she is doing great work for the Australian soldiers, sent a cable on Monday to the parents giving the sad information. Referring to the premature acceptance of soldiers being killed, the following extracted from an exchange, shows how necessary it is to exercise the greatest of caution (we have had two instances in this district where men have been reported as killed, and the news has proved fictitious): — "Pte James Boggs, brother of Mrs. J. T. Porlack, of Quirindi, was reported killed in action about 1st March last. His relatives mourned him as dead. Rev. Racklyeft preached a memorial service. His will was lodged for probate, and his trustees proceeded to distribute his estate. Now several letters have been received, dated a fortnight later than the date upon which he was supposed to have been killed in France."

On Sunday night last Rev. Hayfolden delivered an excellent discourse, at the Presbyterian Church, to a crowded congregation, at the memorial service arranged in connection with the death of Second Lieut. Carr (son of Mr. and Mrs. C. E. Carr). He took as his text— "I know that my Redeemer liveth, and that He shall stand at the latter day upon the earth; and though, after my skin, worms destroy this body, yet in my flesh shall I see God." — Job 19c, 25-26v. Rev. preacher explained that the Book of Job was destined to play an important part in giving us a higher conception of things, and to prepare the way for the idea of suffering for righteousness sake, as well as to open the way for greater light concerning the future life, both of which were to find their ideal and fulfilment in Jesus Christ. After some preliminary remarks on the words of the text, the rev. gentleman said — "These thoughts lead us to think of our loved ones who have gone before, and especially tonight of one of our homes where a son has passed into his great reward. Mr. Harry G. Carr was a young man known to most of the Tumut people. He developed his physical frame by activity in the realm of sport, especially in football and on the rifle range, in both of which he excelled, having won trophies which testify to his skill. Nor was his moral growth neglected, for he was a church-goer and developed that manly character which was afterwards to play so prominent a part in his life. His was a spirit that could not stand lightly aside when great issues were at stake, and in the early stages of the war he felt convinced that there was only one thing to do — to sign on for the team engaged in the greater contest on the fields of Europe. He did so, and remarkable success attended his efforts. Having been wounded in the foot, and therefore unfit for further service in the field, he could have returned home some time ago, but, instead, he preferred to join the Flying Corps, where his foot was not the same obstacle. He studied in London and in Oxford, and in a short time he was duly commissioned with the rank of Second Flight-Lieut. But it was destined that his earthly service was soon to be terminated. On Monday last news of his having been killed was received. Thus another name was added to the great roll of heroes, who have lived and died devoted to a sacred purpose. We rejoice tonight when we think of his manly, courageous heart, and the great sacrifice he was prepared to make in the cause of Humanity. Nevertheless, we deeply sympathise with his father and mother and all the members of the family in the loss they have sustained, and out of respect for them, and in honor of the fallen hero, the congregation will please stand for a moment. But we would not sorrow as those without hope."

Here the Minister read the following letter from Mrs. McKnight, to the death of whose son (killed in action) reference was made a fortnight ago: "Wellarra, Young, 16th May 1918. On behalf of Mr and Mrs McKnight, myself and family, I must sincerely thank you for your kindness and thought to the memory of our dearly beloved son. It has been the greatest comfort to his father and myself to know that Jim was able to make his service felt for his Heavenly Father at home, as he did for the

freedom of country abroad. Will you convey our sincere thanks to the members of your congregation from all of us. We truly appreciate the tribute of respect paid to his memory. — We are faithfully yours, J. E. and G. McKnight.

What is the ground or confidence and hope which characterises the attitude of the parents of the young hero, whose memory we honor tonight; of the writer of this letter, or for the parents who laid their little girl to rest during the week? It is simply that which inspired all the saints of the Christian era, yea, even Job himself, when he exclaimed: "I know that my Redeemed liveth, and that He shall stand at the latter day upon the earth, and though, after my skin, worms destroy this body, yet in my flesh shall I see God."

(The Tumut and Adelong Times, NSW – 23 May, 1918)

ROLL OF HONOR

CARR – Second Lieutenant Harry G. Carr, Flying Corps (late 1st Field Company Engineers), killed aeroplane accident, 11th/5/18, beloved son of Mr and Mrs C. E. Carr, and brother of Charles, Lena, and Dorothy, Tumut, late of Araluen and Milson's Point Post Office.

(The Daily Telegraph, Sydney, NSW – 27 May, 1918)

Thanks

Mr and Mrs C. CARR and FAMILY desire to return thanks for all letters, telegrams and cards, in their recent sad bereavement.

(The Tumut and Adelong Times, NSW – 30 May, 1918)

CASUALTY LIST

NEW SOUTH WALES

ACCIDENTALLY KILLED

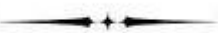
2nd Lieut. H. G. CARR, Tumut

(The Sun, Sydney, NSW – 8 June, 1918)



Second Lieutenant Henry George Carr

(Photo courtesy of Julie Hopper)



Dedication of Memorial Plaque on Old St Peter's Church 11am, Saturday 28 April 2018

The plaque, which commemorates the nine Commonwealth airmen who were killed in training accidents in 1917 and 1918 when flying from military airfields at Chattis Hill and Lopcome Corner, and are buried in Stockbridge Cemetery, was installed on the north wall of Old St Peter's in December following a research and fundraising campaign by Stockbridge Scouts. The Right Reverend Jonathan Frost, the Bishop of Southampton, will lead a service of dedication at Old St Peter's church at 11am on Saturday 28 April. The ceremony will be attended by officers from the Royal Air Force, the Royal Australian Air Force, the Royal Canadian Air Force and the South African Defence Force and the Scout Group will be on parade, together with the Royal British Legion standard. Members of some of the families are also expected. Following the service, wreaths will be laid in the cemetery and the Scouts involved in the project will give a short presentation in Old St Peter's. Afterwards, a buffet lunch will be provided in St Peter's church. Please do come and join us in this special celebration.

(The Parish Magazine for Stockbridge, Longstock & Leckford – April, 2018)



Memorial Plaque to 9 Commonwealth Airmen at Old St Peter's Church, Stockbridge, Hampshire

Stockbridge Scouts Group lead project which honours nine Commonwealth Airmen who died in World War 1

Stockbridge Scouts Group lead project which honours nine Commonwealth Airmen killed while training near Stockbridge in World War 1. The Bishop of Southampton will dedicate a Memorial Plaque at Stockbridge's 12th Century Church in the presence of representatives of the countries and descendants of the Airmen.

At 11am on Saturday 28th April, in the presence of the Deputy Lieutenant of Hampshire, the Right Reverend Jonathan Frost, Bishop of Southampton will officiate at a dedication ceremony outside Old St Peter's Church in Stockbridge of the memorial plaque honouring the memory of nine airmen, killed far from home whilst training to join what would become the Royal Air Force in 1918.

Representatives of the Armed Forces from Australia, Canada and South Africa, together with members of the family of one of the Canadian airmen and the Commonwealth War Graves Commission will attend the dedication. Music will be provided by a quintet from the Army Medical Services. The Scout Group, who have undertaken this initiative, will be on parade, together with the Royal British Legion Standard. The Scouts will give a presentation following the ceremony on their project. It includes the link they have now established with a school in Ardmona, Australia which one of the airmen attended.

No 93 Squadron, Royal Flying Corps, was formed at Croydon and provided the training at Chattis Hill and Lopcome Corner Aerodromes in 1917 and 1918.

In this year, marks the centenary of the end of the First World War in 1918. This vibrant Scout Group (14th Andover (Stockbridge)), under the talented leadership of Frances Waghorn, Morwenna Collins and Jim Smith are to be

congratulated for having researched the graves of these nine Commonwealth airmen (from Australia, Canada and South Africa) buried in the old graveyard opposite Old St Peter's Church in Stockbridge. They decided, on their own initiative, to commission a simple memorial plaque in Welsh slate and to raise the money for its fabrication.

The plaque was fixed to the outside north wall of Old St Peter's Church in December, appropriately close to the graves of the airmen on the other side of the Romsey Road. Its simple inscription – "In grateful memory of those from other lands who now rest in Stockbridge" chosen by the Scouts, names and commemorates these nine airmen (see picture below). They have located and been in touch with some of the descendants of these airmen in Australia and Canada and were delighted when a great nephew of one of the Canadians decided to come over for the dedication. Following the service, wreaths will be laid at the graves in the cemetery.

(Gazette Community Magazines – 19 April, 2018)

Commonwealth War Graves Commission Headstones

The Defence Department, in 1920/21, contacted the next of kin of the deceased World War 1 soldiers to see if they wanted to include a personal inscription on the permanent headstone. Space was reserved for 66 letters only (with the space between any two words to be counted as an additional letter) & the rate per letter was around 3 ½ d (subject to fluctuation).

The expense in connection for the erection of permanent headstones over the graves of fallen soldiers was borne by the Australian Government.

(Information obtained from letters sent to next of kin in 1921)

A letter from Base Records, dated 6th July, 1921, to Mr C. E. Carr, Esq., Tumut, NSW advised that a letter from the Defence Dept. concerning an inscription on the headstone of his son, the late 2nd Lieutenant H. G. Carr, Australian Flying Corps, had not been answered & non-receipt of a reply within 21 days would have to be accepted as indicating that no further action was to be taken.

Second Lieutenant H. G. Carr does not have a personal inscription on his headstone.

Stockbridge Cemetery, Stockbridge, Hampshire, England

Stockbridge Cemetery, Hampshire has 10 Commonwealth War Graves – all Air Force burials from World War 1 with 2 Australians.



Stockbridge Cemetery, Hampshire (Photo above from Julie Hopper; below from CWGC)



Photo of Second Lieutenant H. G. Carr's Commonwealth War Graves Commission Headstone in Stockbridge Cemetery, Stockbridge, Hampshire, England.





(Photos courtesy of Julie Hopper)





Second Lieutenant Carr's headstone marked with red arrow (Photos courtesy of Julie Hopper)

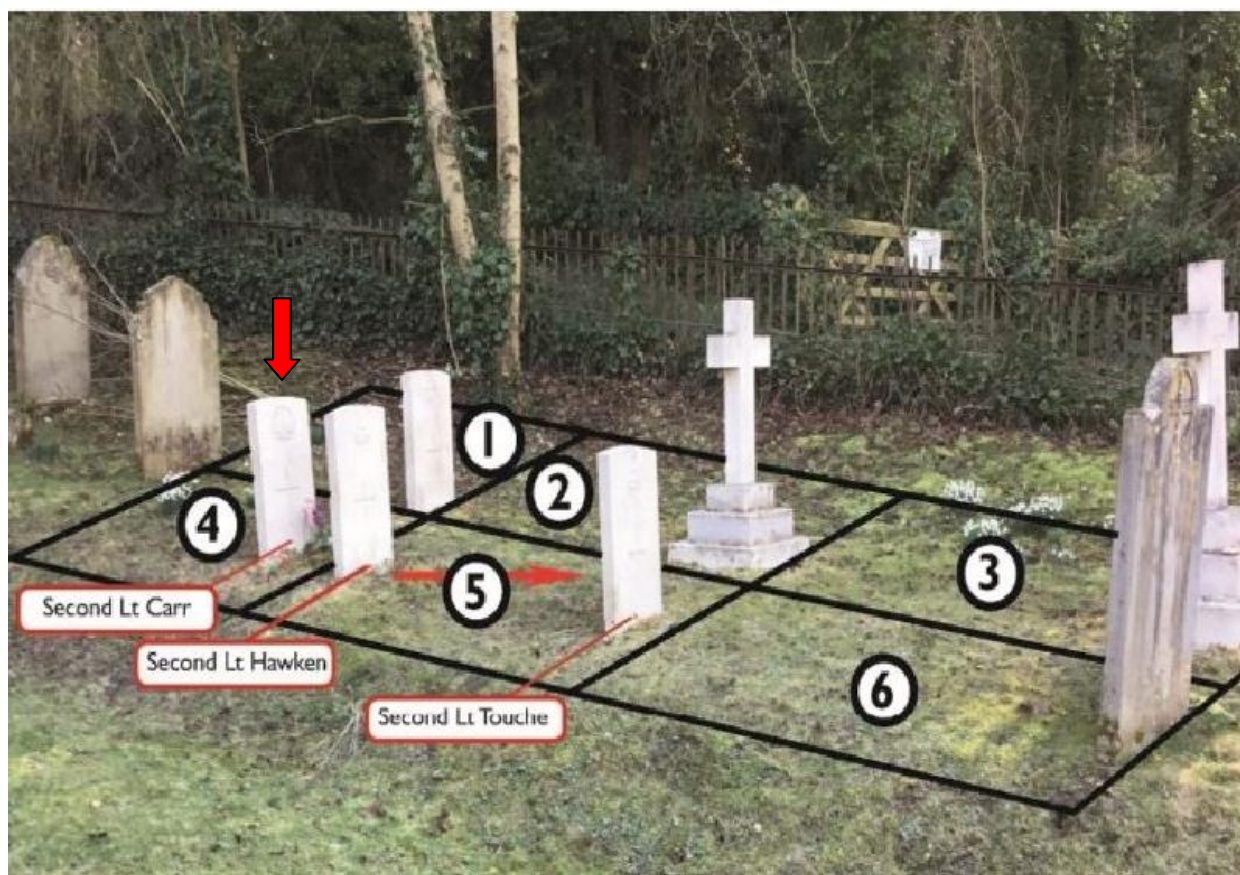


Julie Hopper, great niece of the late Second Lieutenant Henry George Carr, has been in contact with the Commonwealth War Graves Commission since 2017 regarding the location of the headstone of her great uncle in close proximity to that of Second Lieutenant George William Hawken, who died on 18th May, 1918. (see photos below).

An investigation was made by the Commonwealth War Graves Commission with the Regional Operations Coordinator - South East of CWGC visiting Stockbridge Cemetery in November, 2017 in person & advising that investigations would continue into the placement of the headstones.

The Commonwealth War Graves Commission continued their investigations checking both “our historic files and visit the cemetery to confirm the situation on site. As you will be able to see from the attached document, the headstones were all installed in the correct locations. Stockbridge Cemetery is unusual in that the inscriptions on the headstones all face away from the graves they mark. This has caused confusion and resulted in visitors thinking that the headstone commemorating Second Lieutenant Hawken has been placed in the middle of the grave of Second Lieutenant Carr. It hasn't – it actually marks the foot of the double grave of Second Lts Hawken and Touche. Second Lieutenant Carr's grave is in the next row, with the top of the grave marked by his headstone and the grave plot lying further in to the cemetery. I hope the picture in the document makes it all clear.

To avoid any confusion in the future we plan to move the headstone for Second Lieutenant Hawken to sit alongside that of Second Lieutenant Touche, so that they both mark the top of their double grave. However, this work won't be completed until after the ceremony on 28th April.”



CWGC's Explanation of Headstones in Stockbridge Cemetery, Hampshire

Julie Hopper, great niece of the late Second Lieutenant Henry George Carr, has advised that as at July, 2020 the situation of the position of the headstones remains unchanged.



**Second Lieutenant Carr's headstone marked with red arrow;
Second Lieutenant Hawken's headstone marked with a yellow arrow**
(Photos courtesy of Julie Hopper)