

**Leighterton Church Cemetery,  
Leighterton, Gloucestershire, England**

**War Graves**



*Lest We Forget*

**World War 1**



**SECOND LIEUTENANT**

**WILLIAM PARKES**

**AUSTRALIAN FLYING CORPS**

**1ST SEPTEMBER, 1918 Age 26**

*To Live In Hearts  
Of Those We Love  
Is Not To Die*

## William PARKES

William Parkes was born at Creswick, Victoria in 1892 to parents William and Selena Parkes (nee Northcott).

William Parkes attended Creswick State & Grammar Schools, Victoria.

William Parkes was a 23 year old, single, Clerk (listed as Public Servant with H.M. Custom's Office on Attestation Papers) from Clunes Road, Creswick, Victoria when he enlisted in Adelaide, South Australia on 4th August, 1915 with the Australian Imperial Force (A.I.F.). His service number was 3246 & his religion was Methodist. His next of kin was listed as his mother – Mrs Selina Parkes, Clunes Road, Creswick, Victoria.

Private William Parkes was posted to "A" Company, 2nd Depot Battalion on 4th August, 1915 for recruit training. He was transferred to 7th Reinforcements of 27th Battalion on 16th September, 1915.

Private William Parkes embarked from Adelaide, South Australia on HMAT *Medic (A7)* on 12th January, 1916 with the 7th Infantry Brigade, 27th Infantry Battalion, 7th Reinforcements.

Private William Parkes embarked for overseas from Alexandria on H.T. *Oriana* on 21st March, 1916 & disembarked at Marseilles, France on 27th March, 1916.

Private William Parkes was taken on strength of 27th Battalion on 2nd May, 1916 in France.

### 27th Battalion

The 27th Battalion was raised in South Australia in March 1915, from recruits previously earmarked for the 24th Battalion, a large number of whom hailed from the suburbs of Adelaide. The battalion left Australia in June, and, after two months spent training in Egypt, landed at Gallipoli on 12 September.....

After another stint in Egypt, the 7th Brigade proceeded to France as part of the 2nd Australian Division. The 27th Battalion entered the front-line trenches for the first time on 7 April 1916 and took part in its first major battle at Pozieres between 28 July and 5 August.....

*(Extract of Battalion information from the Australian War Memorial)*

Private William Parkes was attached to 7th Brigade Machine Gun Company on 22nd July, 1916. He was transferred & taken on strength of 7th Machine Gun Company from 27th Battalion on 13th November, 1916.

Private William Parkes was sent sick to 6th Field Ambulance on 16th February, 1917 with Septic ankle. He was transferred to 1st Divisional Rest Station on 16th February then transferred & admitted to 45th Casualty Clearing Station on 28th February, 1917. Private Parkes was transferred to Ambulance Train on 2nd March, 1917 & admitted to 1st Canadian General Hospital at Etaples, France on 3rd March, 1917 with I.C.T. (inflammation of connective tissues) ankle. He was transferred to Calais on 13th March, 1917 & embarked for England on Hospital Ship *Brighton* on the same day with Septic right ankle.

Private William Parkes was admitted to Cheveley Park Hospital, Newmarket, England on 13th March, 1917 with a septic right ankle – slight.

Newspaper item – Creswick Advertiser, Victoria – 30 March, 1917:

### WITH THE AUSTRALIAN TROOPS

#### SOLDIER'S LETTER

*Writing from France in January to his parents at North Creswick, Private W. Parkes says:— Once again we are back in billets after spending some weeks up in the forward area. We first did a few weeks' work behind the lines, and then spent eight miserable days in the trenches. Ray and I were headquarters' runners and had a fairly decent dug-out for the two of us. The great trials to be endured up there now are cold and mud, especially the latter. Duck boards have been laid quite close up to the trenches, and even in the trenches, but still in places there is 2 ft. of mud covering the boards. Gum boots which are issued are a great boon. I fancy you'd almost weep to see the once smart and neatly uniformed Australian soldier plodding wearily from the trenches, mud from top to toe, and with face unwashed and*

*unshaven for many days; but hot food, a hot bath, clean clothes and a sleep in a warm bed soon help one to recover, and a few hours' work soon removes the mud. Casualties are light up in the line now. Both sides I guess are busy preparing for the spring. We look forward to the new offensive, if not with the same eagerness as we awaited the offensive last year, at least with a more sure hope that it will bring the end we all hope for I think I told you how I spent Xmas, and the New Year went by whilst we were in the same place, and jollification was practically impossible. We have had very cold weather since coming out. A few days ago, we had about 6 inches of snow, which is still laying about. I saw Gordon Spittle a few weeks ago, and had a decent yarn to him. Also saw "Pitt" Bowley. I passed J. Anderson and J. Harris, both of whom have commissions, but did not have a chance to speak to them. Ray and I were attached to a light railway corps for a few weeks recently, but had to come back to the machine gun company to go to the trenches. We may go there again later. We are busy now cleaning up the gun gear and limbers, and of course I can't say what our next move will be. What with coal strike, etc , it is hard to understand just what Australia is thinking about just now. Have the people of Australia lost their mental equilibrium?*

Private William Parkes was written up for an Offence on 8th May, 1917 at Perham Downs, Wiltshire – A.W.L. (Absent without Leave) from 3.30 pm on 8th May, 1917 until 4 pm on 9th May, 1917. He was awarded 3 days Confined to Camp by Lieutenant Crampton & forfeited 2 days' pay.

Reinforcements were only given basic training in Australia. Training was completed in training units in England. Some of these were located in the Salisbury Plain & surrounding areas in the county of Wiltshire. Later Training & Convalescing Depots were also located here.

Private William Parkes was marched in to No. 1 Command Depot from furlo on 10th May, 1917 & medically classed as A3 (medically & dentally fit). He was marched out to H & D (Hardening & Drafting) Depot on 11th May, 1917 then marched out to Camp Headquarters at Perham Downs, Wiltshire on 12th May, 1917.

Private William Parkes was marched out from H & D (Hardening & Drafting) Depot on 14th May, 1917 & marched in to Machine Gun Training Depot at Grantham on 15th May, 1917.

Private William Parkes was transferred to A.F.C (Australian Flying Corps) Details from 7th M.G.C. at Grantham on 28th November, 1917. He was taken on strength as 2/AM (Air Mechanic) at Wendover on 28th November, 1917.

2nd Air Mechanic William Parkes was On Command at No. 2 R.F.C. (Royal Flying Corps) School of M. A. (Military Aeronautics) at Oxford from 1st February, 1918 to qualify as Flying Officer (Pilot) & was appointed Cadet.

## **First World War –Training & Pilots Wings**

By 1918 cadets progressed through several phases to qualify for their Pilot's Wings.

At the Cadet Wing pupils received basic military training during a two-month course which included drill, physical training, military law, map reading and signalling using Morse code.

Once completed they moved on to the School of Military Aeronautics to begin a two-month course of military training and ground instruction. The topics covered included aviation theory, navigation, map reading, wireless signalling using Morse code, photography and artillery and infantry co-operation. The students were also taught the working of aero engines and instruments and basic rigging.

The next phase involved flying at a Training Depot Stations (TDS). Cadets were expected to complete a minimum of 25 hours elementary flying training - both dual and solo - on Avro 504 aircraft logged over three months. Thorough ground instruction was also provided. This achieved, student pilots received the grade 'A'.

Cadets remained at the same TDS for the second phase of their instruction. This two-month course included a further 35 hours flying time with a minimum of five hours on a modern 'front-line' type of aircraft. Student pilots also had to demonstrate proficiency in cross-country and formation flying, reconnaissance work and gunnery. Successful cadets were graded 'B' and commissioned.

Students completed their training at specialist schools which taught them the skills they would need to survive in combat. The courses varied in length and content according to the operational role selected (e.g. fighter, army co-operation, bomber or maritime). On completion, student pilots were graded 'C' and permitted to wear their Pilot's Wings.

In all, by 1918, it took about eleven months for an individual to qualify as a Pilot.

*(Information from Royal Air Force Museum)*

© Cathy Sedgwick 2021

2nd Air Mechanic/Cadet William Parkes was marched out to Armament School at Uxbridge School on 31st March, 1918 from S.M.A. at Oxford.

2nd Air Mechanic/Cadet William Parkes was marched in to A.F.C. (Australian Flying Corps) Training Depot at Wendover on 1st May, 1918. He was marched out to 1st Wing Headquarters & reported to No. 7 Training Squadron at Tetbury on 30th May, 1918.

2nd Air Mechanic/Cadet William Parkes was taken on strength of No. 7 Training Squadron at Tetbury, Leighterton on 30th May, 1918.

2nd Air Mechanic/Cadet William Parkes, having graduated was appointed as Second Lieutenant on 14th August, 1918 as per A.I.F. List 371.

Second Lieutenant William Parkes took off from Leighterton Aerodrome at 5.40 pm on 1st September, 1918 piloting a R.E.8. Serial number D/4975 for the purpose of "*Aerial Fighting Camera Gun*". When coming out of left hand turn down wind he apparently stalled & spun into the ground at 6.10 pm about 600 yards on the southern edge of the aerodrome.

Second Lieutenant William Parkes died on 1st September, 1918 at Tetbury near Leighterton Aerodrome, Gloucestershire, England as a result of an aeroplane accident.

A Court of Enquiry was held at Leighterton Aerodrome on 2nd September, 1918 enquiring into circumstances connected with the accident on 1st September, 1918 near the Aerodrome Leighterton, involving the death of Second Lieutenant William Parkes.

## EVIDENCE.

1st. Witness. Cadet J.G. Jeffreys No. 7. T.S. A.F.C. states:-

At about 6 p.m. on 1st. September 1918 I was in a machine on the aerodrome watching 2/Lieut. Parkes gliding down to land. Perceiving a difficulty he opened up his engine and turned off to the left. When about over the edge of the Aerodrome at about 300 feet, he again turned to the left down wind and his machine stalled, and the nose went down in the commencement of a left hand turn spin. He appeared to regain control for a moment but in coming out of a left hand spin he apparently held on his right rudder too long which caused the machine to spin to the right. The machine then crashed to the ground in a field about 600 yards from the southern edge of the aerodrome.

(Sgd) J.G. Jeffreys.

2nd. Witness. Lieut. J.C.T. Donnelly, No. 7 T.S. A.F.C. states:-

I am an instructor in No. 7 T.S. A.F.C. and 2/Lt. Parkes was one of my pupils. At 5.40 p.m. on 1st. September 1918 I sent him up in R.E.8. D/4975. to do aerial fighting with camera gun against 2/Lieut. Burnell. 2/Lieut. Parkes had done nearly 60 hours dual and solo and was quite a reliable pilot in the air.

(Sgd) J.C.T. Donnelly. Lieut.

3rd. Witness. Lieut. G.F. Barson No. 7 T.S. A.F.C. states:-

I flew R.E.8. D/4975. at noon on the 1st. September 1918 and at that time the machine was flying well with everything apparently correct.

Certified that the above is a true copy of statement signed by 2/Lieut. G.F.Barson.

(Sgd) E.J.Jones. Capt.  
PRESIDENT.

4th. Witness. Capt E.S.Walker, No. 8 T.S. A.F.C. states:-

At about 6 p.m. on the evening of the 1st. Sept. 1918 I was standing on the Tarmac by "A" Flight Hangar when my attention was called to a machine spinning to earth about 600 yards from Southern edge of the Aerodrome. I only saw the machine for the last 100 feet of its dive. In company with Lieut. Brasch we despatched the ambulance and taking some mechanics we proceeded to the crash in an open Ford. We arrived approximately 5 minutes after the crash. I assisted to take the pilot out of the wreckage and laid him on the ground. His heart was not beating and his eye on being touched gave no indication of life.

(Sgd) Stanley Walker. Capt..

5th. Witness. No. 1582. 2/A.M. Bradshaw C.H.T. No. 7 T.S. A.F.C. states:-

I was the fitter on The R.E.8 No. D/4975. on the afternoon of the 1st. September 1918. At about 5 p.m. I examined the engine and found everything satisfactory. At 5.40 p.m. I started up the engine for 2/Lieut. Parks who ran the engine up and signalled that everything was satisfactory.

(Sgd) C.H.T. Bradshaw.

(2)

6th. Witness. No. 628 2/A.M. Kirby W. No. 7 T.S. A.F.C. states:-

I was the rigger on R.E.8. D/4975. on the afternoon of 1st. September 1918. I examined the rigging of the machine before 2/Lieut. Parkes took it up and found everything satisfactory. no alterations being necessary.

(Sgd) W. Kirby.

7th. Witness. Capt. T.E. Marshall A.A.M.C. M.O. No.2. Squadron Station. A.F.C. states:-

I saw 2/Lieut. Parkes at the Medical Hut after the accident and he was already dead as a result of fracture of the base of the skull. There were minor injuries of the nature of contusions and slight lacerations. Death was probably instantaneous.

(Sgd) T.E.Marshall

Additional information from Court of Enquiry:

The weather conditions when the plane took off was listed as "suitable for flying although a gust S.W. wind was blowing."

Second Lieutenant William Parkes had flown B.E.2.E. aeroplane for 24 hours (dual) & 16 hours (solo). He had flown R.E.8 for 7hrs 15mins (dual) & 11 hours 10 mins (solo).

The Court of Enquiry visited the scene of the accident before the Aeroplane was removed and found the following facts:

(A) The machine was lying on its right hand side with the right lower wing doubled underneath and the left wing sheared off. The rear petrol tank had left its moorings and was lying on the ground immediately to the right of the Pilot's seat. The throttle was off and the switch on. The tail plane adjustment was in the "right back" position. The belt was fastened but had broken away from its moorings. The machine had hit the ground "X".

Points from Royal Air Force Form 44 – Report of Accident to a Flying Officer, Probationer or N.C.O. (Flying) completed by Medical Officer – Captain Marshall:

The machine did not catch fire. Exact position of Airman when found – *lying in wreckage*. Was he pinned by any part of Machine – *No*. Was there Blood, Hair, etc on any part of Machine – *Blood on wreckage*. Was he Pilot or passenger – *Pilot*. Was any obvious mishap observed – *Spin after stalling turn down wind*. Helmet worn & Type – *Summer issue*. Goggles & Type – *Motor Cyclists (not triplex)*. Belt & Type – *R.A.F.* Did Belt give way? – *Apparently as belt was not on him when found*. Nature of Injuries – *Fractured base of skull*. Condition after Accident, Unconsciousness, etc – *Dead*. Signs of Fracture of Base – *Bleeding from nose & both ears*.

The Report of Squadron Commander – Major W. Anderson, No. 7 Training Squadron, A.F.C. stated "*Pilot was on duty and was not to blame. He had been thoroughly instructed in the use of the tail plane adjustment and up till this crash he had been flying well in the air, only his landings being at all uncertain.*"

Finding from Court of Enquiry: "*The cause of the accident was due to the machine stalling owing to the pilot attempting to do a turn with the engine on and the tail plane adjusted into the "right back" causing the machine to stall and nose dive and spin.*"

A death for William Parkes, aged 26, was registered in the September quarter, 1918 in the district of Tetbury, Gloucestershire, England.

Second Lieutenant William Parkes was buried on 4th September, 1918 in Leighterton Church Cemetery, Leighterton, Gloucestershire, England – Section 2 (unnumbered) and has a Commonwealth War Graves Commission headstone. From the burial report of Second Lieutenant William Parkes - *Coffin was polished Elm. The deceased Officer was accorded a Military funeral, Firing Party, Bugler and Pallbearers being in attendance. A large number of Brother Officers and Cadets attended the funeral. Administrative Headquarters, A.I.F. London were represented.*

Selena Parkes, "Dudley" North Creswick, mother of the late Second Lieutenant William Parkes, wrote to the Secretary of Defence, Melbourne on 6th July, 1919: "*I am enclosing herewith an extract taken from a letter which I received from a friend of my late son, Lieut. W. Parkes. A.F.C. who met his death accidentally whilst flying in England. The writer of the letter was with my son for two years prior to his accident and was in a position to know just what took place at the time. I have received from Base Records certain articles belonging to my son, but his watch, sovereign case, camera, money etc I have not yet received. Seeing as these articles were taken by an officer detailed to forward to Head Quarters for transmission, I am writing you in the hope that you will expedite their return to me.*"

Brigadier General, i/c Administration, A.I.F., London, replied to The Secretary, Department of Defence, Melbourne on 13th September, 1919 stating "*with reference to your memorandum of the 18th July last embodying extracts from correspondence.... By Mrs S. Parkes....relative to a watch, sovereign case and camera which have not been included in the personal effects of her above-named late son, delivered to her – I would advise that the three articles enquired for did not reach the A.I.F. Kit Store, London nor do they figure on the inventory prepared by the Committee convened to adjust and dispose of the effects of the late Lieutenant Parkes. The inventory which accompanied the effects from No. 7 (T) Squadron, Australian Flying Corps, Leighterton is signed by the President, Lieutenant A.F.S. Dodson and countersigned by Lieutenants J. Boyle and A. Curried. The 1st Wing Headquarters, Australian Flying Corps having been repatriated it is regretted that no enquiries can be instituted in an effort to trace the missing articles.*"

Second Lieutenant William Parkes was entitled to British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Second Lieutenant Parkes' father – Mr W. Parkes, as the closest next-of-kin. (Scroll sent November, 1921 & Plaque sent December, 1922).



**Memorial Plaque for William Parkes**

The Commonwealth War Graves Commission lists Second Lieutenant William Parkes, aged 26, of Australian Flying Corps. He was the son of William and Selena Parkes, of North Creswick, Victoria.

Second Lieutenant W. Parkes 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.



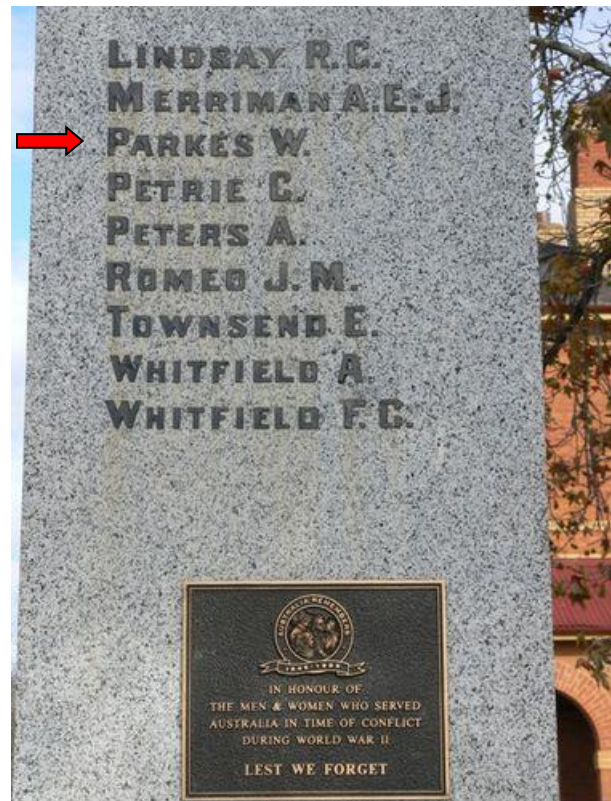
*Roll Of Honour WW1 Australian War Memorial Canberra, Australia*

W. Parkes is remembered on the Creswick Honor Roll, located in Creswick Town Hall, 70 Albert Street, Creswick, Victoria.



Creswick Honor Roll (Photo from Monument Australia – Kent Watson)

W. Parkes is remembered on the Creswick War Memorial, located at Raglan & Cambridge Streets, Creswick, Victoria.



Creswick War Memorial (Photos from Monument Australia)

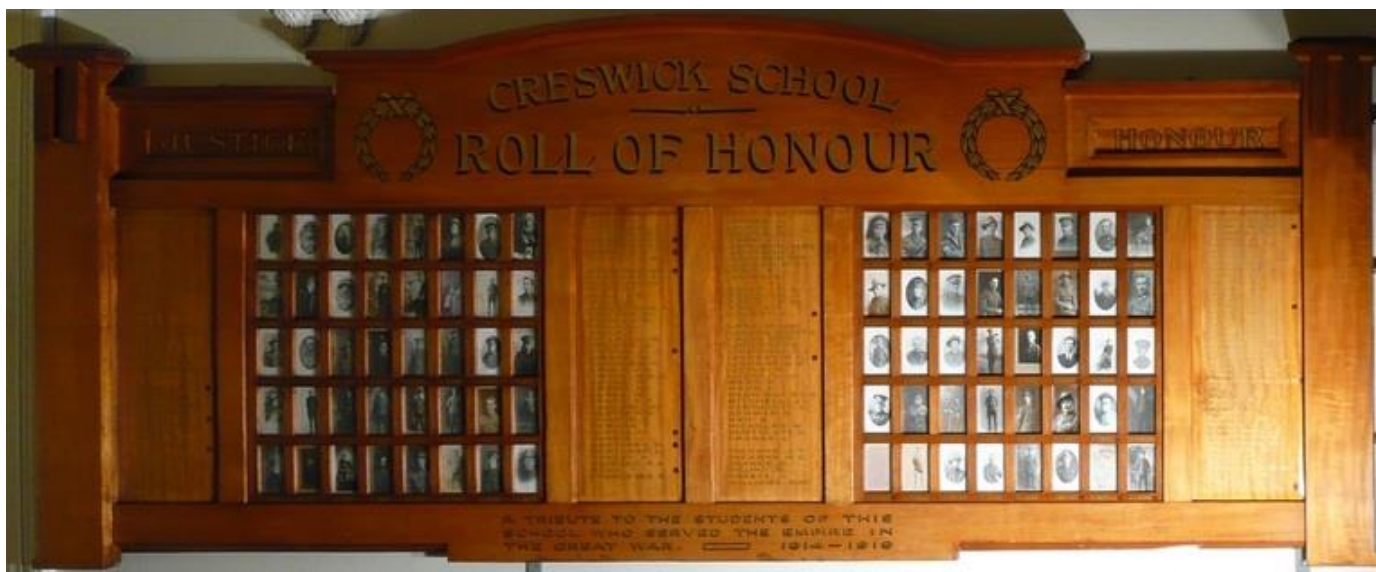


W. Parkes is remembered on the North Creswick State School Honor Roll, located in Creswick North Primary School, Macs Street, Creswick, Victoria.



North Creswick State School Honor Roll (Photo from Monument Australia)

W. Parkes is remembered on the Creswick School Pictorial Roll of Honour, located in Creswick Museum, Town Hall Building, 70 Albert Street, Creswick, Victoria (photo No. 51 – right hand side).



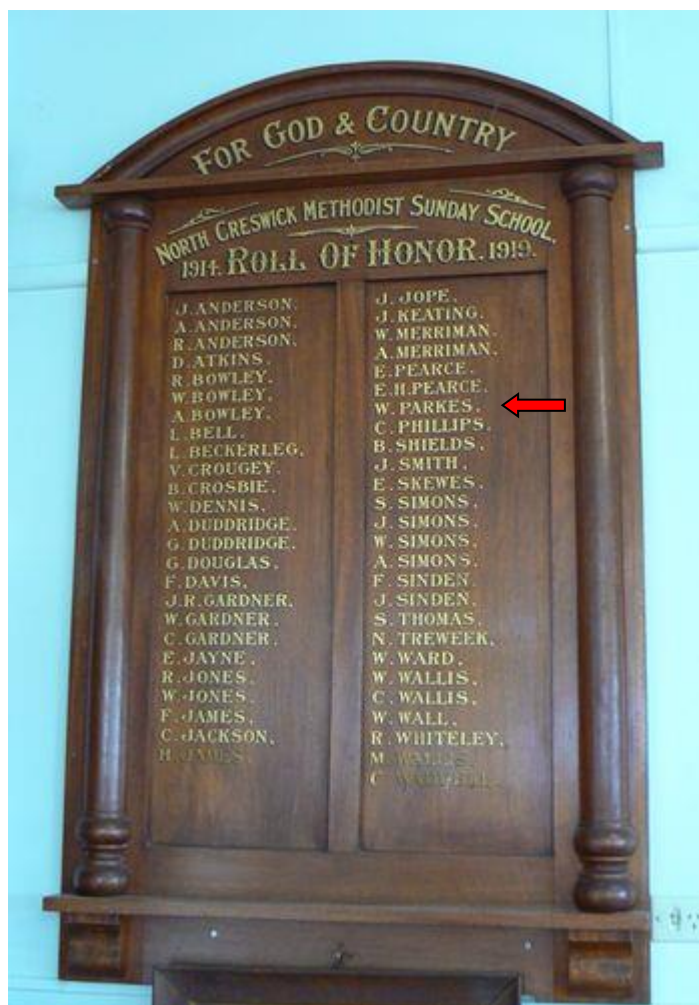
Creswick School Pictorial Roll of Honour (Photo courtesy of Creswick Museum)



**Creswick School Pictorial Roll of Honour – Photo No. 51**

*(Photo courtesy of Margaret Fullwood – Secretary – Creswick Museum Community Asset Committee)*

W. Parkes is remembered on the North Creswick Methodist Sunday School Roll of Honour, located in Smeaton RSL Club, 60 Albert Street, Creswick, Victoria.



**North Creswick Methodist Sunday School Roll of Honour** (Photo from Monument Australia – Kent Watson)

W. Parkes is remembered on the National Soldiers Memorial in Adelaide. The Adelaide National War Memorial commemorates those from South Australia that served in the First World War. The names of those that died are listed inside the Memorial, which is located on the corner of North Terrace & Kintore Avenue, Adelaide.



**National War Memorial – Adelaide** (Photos by Bilby)



W. Parkes is remembered on the Unley City Honour Roll, located in Town Hall, Unley Road & Oxford Terrace, Unley, South Australia.



**Unley City Honour Roll** (Photos from Monument Australia)

(65 pages of Second Lieutenant William Parkes' 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**

### **AUSTRALIANS IN ACTION**

### **DISTRICT CASUALTIES**

### **FLIGHT LIEUTENANT W. PARKES**

Intense sorrow was felt yesterday when it became known that Mr and Mrs Wm. Parkes, of North Creswick had suffered a severe bereavement, their only son, Flight Lieutenant William Parkes, having been killed on active service. The young man, who enlisted in Adelaide, recently cabled to his parents that, after a course in an instruction school, he had gained his commission in the Flying Corps. Yesterday morning his aunt, Miss Ruth Parkes, of North Parade, received a cablegram from a relative in England to the effect that the young man had been killed, and the sad news was broken to the bereaved parents. The flag was yesterday afternoon flown half-mast high in memory of Flight Lieutenant Parkes.

(*Creswick Advertiser*, Victoria – 10 September, 1918)

## DEATHS

### On Active Service

PARKES – Officially reported killed, on 1st September, as a result of an aeroplane accident at Tenbury, Flight-Lieutenant William, dearly beloved son of William and Selena Parkes, and loving brother of Effie, North Creswick; aged 25 years.

*(The Ballarat Courier, Victoria – 18 September, 1918)*

---

## AUSTRALIANS IN ACTION

### DISTRICT CASUALTIES

#### LIEUTENANT W. PARKES

Lieutenant William Parkes, killed in an aeroplane accident at Tenbury, was the only son of Mr and Mrs Wm. Parkes, of North Creswick. The young man received his education in the North Creswick and Creswick State schools, and later at the Grammar school. He passed the Commonwealth Civil Service examination, and took up a position in the Customs department in South Australia. He enlisted when in Adelaide, and sailed for service overseas on 12th January, 1916, then being connected with the Infantry. Later he was attached to a Machine Gun Section, and then went to Oxford College for a course of instruction for admission to the Flying Corps. He passed his examination, and received his commission as Second Lieutenant in the Flying Corps three weeks prior to being accidentally killed on 1st September 1918. The deceased, who was 26 years of age, was well liked by his fellows, and the bereaved parents, sister and other relatives have the deep sympathy of a wide circle of friends in the sad loss they have sustained. The service in the North Creswick Methodist Church next Sunday evening will be in memory of the late Lieutenant Parkes. The address will be given by Sir Alexander Peacock.



*(Creswick Advertiser, Victoria – 20 September, 1918)*

---

## **THE ROLL OF HONOR**

### **BALLARAT AND DISTRICT MEN**

#### **LIEUTENANT WILLIAM PARKES**



Lieut William Parkes, killed in an aeroplane accident at Tenbury, was the only son of Mr and Mrs Wm Parkes of North Creswick. The young man received his education in the North Creswick and Creswick State schools. and later at the Grammar school. He passed the Commonwealth Civil Service examination, and took up a position in the Customs Department in South Australia. He enlisted in Adelaide and sailed for service overseas on 12th January 1916, then being connected with the Infantry. Later he was attached to a machine gun section, and then went to Oxford College for a course of instruction for admission to the Flying Corps. He passed his examination, and received his commission as Second Lieutenant in the Flying Corps three weeks prior to being accidentally killed on 1st September 1918. The deceased, who was 26 years of age, was well liked.

*(The Ballarat Courier, Victoria – 21 September, 1918)*

---

## **IN MEMORIAM SERVICES**

### **FLIGHT LIEUT. W. PARKES**

There was a good congregation at the North Creswick Methodist Church last Sunday evening, when the service was in memory of Flight Lieutenant Wm. Parkes, only son of Mr and Mrs W. Parkes, the young man having recently been killed in an aeroplane accident in England. The Rev. Alex. McKay conducted the service, and the address was given by Sir Alexander Peacock. The choir rendered an anthem, and during the offertory Mr H. Vague sang "Some time we'll understand," Miss Jory presiding at the organ. At the conclusion of the service Mr Percy Northcott sounded the Last Post.

The Rev. A. McKay said they were very fortunate in having Sir Alexander Peacock with them. Mr and Mrs Parkes desired his presence, and asked that he speak on that occasion. It was very kind of Sir Alexander to come, but they knew the great affection he had for the boys who had gone to the war, not only from Creswick, but from all parts of Australia.

Sir Alexander Peacock said when he received the rev. gentleman's letter conveying the request that he should give the address that evening, he was very busy in Parliament House. The first impulse was that it was rather trying, but that was soon brushed aside by the thought what a little it would be on his part to comply with the request compared with the sacrifice of so many parents. They were present out of respect to the lad they knew as a child, who had grown up in their midst, a young man who, as Cr Grose had recently said, in quoting from a poet, had "worn the white flower of a blameless life." They were also present out of admiration for the sacrifice and out of respect for the parents, who had long been resident in their midst, and whom it had been their pleasure to call their friends. To them and to the young sister they extended their sympathy in their time of trial. In the course of his address Sir Alexander touched on many interesting aspects of the war, and spoke of the great deeds of the Australians such as the late

Willie Parkes, whose names would live for ever more. He ventured to say that famous men who would be remembered would not be those who stood in the limelight in the political or other arena, but those who had sacrificed all connection with their homes and loved ones in answer to the call of duty. Willie Parkes, like all the boys who had gone from Creswick, and from Australia, were actuated by the same spirit as the 19-year-old college boy, Burns, who wrote "The bugles of England," which he quoted. Yes; the famous men who would be honored were such as Willie Parkes and those whose names appeared on the honor board in that church. They had gone without any pressure from the Government, but because they felt it their duty, and if God did call them they would be cherished, would be the famous men of the nation. He had received a letter from Willie Parkes' old schoolmaster, Mr Martin, who had had charge of the Creswick Grammar school. He (Mr Martin) desired to add his testimony to the worth of Flight Lieutenant Parkes. During the time he conducted the Grammar school his two most promising pupils were Captain Hartland and Flight Lieutenant Parkes, both having now given their lives in the cause of justice. In preparing for the Commonwealth Public Service examination Willie Parkes had eight weeks to study the mathematical subject, which, generally takes 12 months, and had taken a high position amongst the candidates. He had been a man of noble character, and to get promotion of Flight Lieutenant, concluded Mr Martin, he must have done his level best, and what man could do more? Continuing, Sir Alexander said his was no untimely end; his career may have been short in years but had been long in deeds. The noblest and best had responded to the call of Empire. The sacrifice had been great, but our young men had saved civilisation; although some lives had been cut short, the world had been saved. Sir Alexander then went on to refer to the war and the reasons why the nation joined in, it now being clearly recognised that the Central Powers alone wanted war. The entry of America was spoken of, followed by references to the great esteem and respect shown to the Anzacs. Willie Parkes and others had died, but their spirit still lives. What fine mothers and fathers they had, the mothers especially! Mr and Mrs Parkes had suffered heavily. He had just heard that Willie Parkes had left a letter behind to be opened if he died, and it would be treasured. It showed the spirit of the lad. He had left on record his appreciation of the sacrifices his parents had made. Sir Alexander spoke of the Australians beating back the Germans in March last. He quoted from a poem by C. J. Dennis, President Wilson's speech to Congress, and President Lincoln's famous oration, and concluded with "Remember, Lord, Australia's sons to-night."

*(Creswick Advertiser, Victoria – 24 September, 1918)*

---

### **War News and Notes**

Lieutenant Wm. Parkes, killed in an aeroplane accident at Tenbury, England, was the only son of Mr. and Mrs. Parkes, of North Creswick. The young man received his education in the North Creswick and Creswick State Schools, and later, at the Grammar School. He passed the Commonwealth Civil Service examination, and took up a position in the Customs Department in South Australia. He enlisted when in Adelaide, and sailed for service overseas on 12th January, 1916, then being connected with the infantry. Later he was attached to a machine gun section, and then went to Oxford College for a course of instruction for admission to the Flying Corps. He passed his examination and received his commission as second lieutenant in the Flying Corps, three weeks prior to being accidentally killed, on September 1st, 1918. The deceased, who was twenty-six years of age, was a general favourite, one of whom it might truly be said, "he wore the white flower of a blameless life." The bereaved parents, sister, and other relatives have the deep sympathy of a wide circle of friends in the loss they have sustained.

*(Spectator and Methodist Chronicle, Melbourne, Victoria – 25 September, 1918)*

---

### **SOUTH AUSTRALIAN HEROES**

#### **CASUALTY LIST No. 437**

Killed Accidentally

2/Lieut. W. Parkes, Creswick, Vic

*(Port Pirie Recorder, South Australia – 28 October, 1918)*

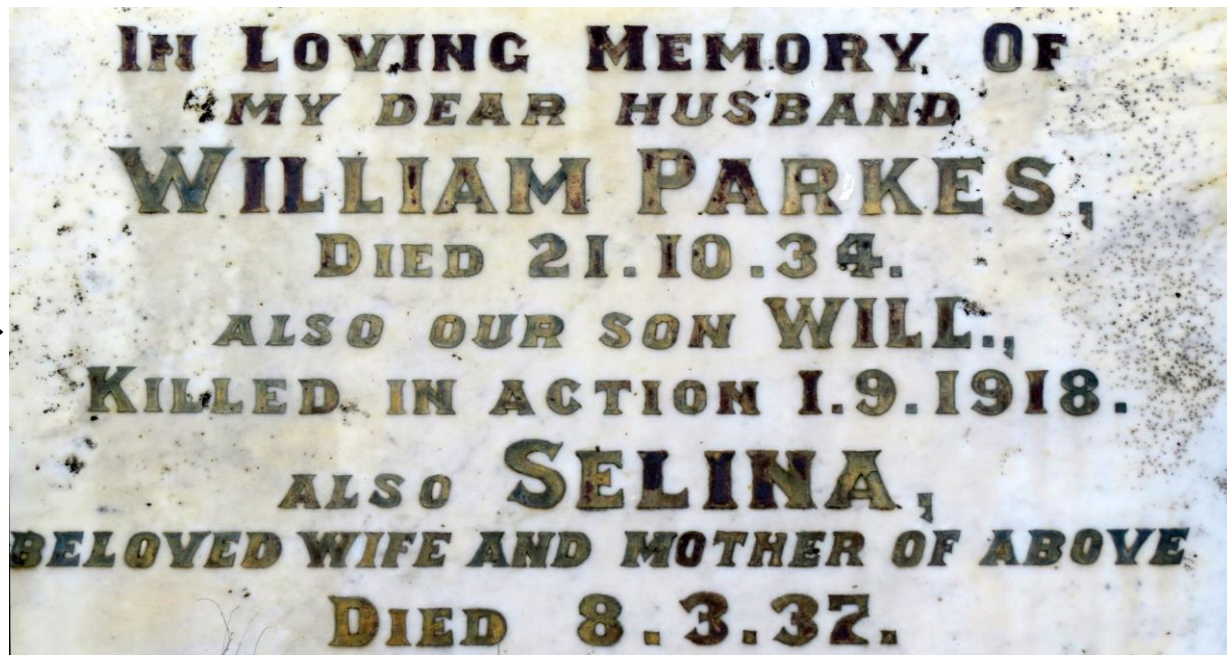
---



Will Parkes is remembered on his parents' headstone in Creswick Cemetery, Victoria.



*(Photos from Find a Grave – Rebecca McIntosh)*



#### 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)*

Second Lieutenant William Parkes does have a personal inscription on his headstone.

*To Live In The Hearts Of Those We Love Is Not To Die*

## Leighterton Church Cemetery, Leighterton, Gloucestershire, England

The cemetery is 500 metres north-east of Leighterton St. Andrew's Church. There is a war graves plot of 23 1914-18 graves in the North-east part.

During the 1914-18 war, there were a number of Australian Flying Corps training squadrons based in the vicinity of Leighterton. This cemetery contains the graves of 23 airmen who died whilst serving with these squadrons.

*(Information from CWGC)*



AUSTRALIAN WAR MEMORIAL

P04362.002

### The original graves of three Australian Flying Corps (AFC) officers at Leighterton Cemetery, England.

Left to right: Second Lieutenant Roy Lytton Cummings, No 5 (Training) Squadron, AFC, of Franklin, Tas; 747 Corporal Cadet (Cpl Cadet) Ernest Howard Jeffreys, No 6 (Training) Squadron, AFC, of Hornsby, NSW; and Lieutenant (Lt) Charles William Scott, 58th Battalion attached AFC, of Ascot Vale, Vic.



*(Photo by James Minty)*



**Leighterton Church Cemetery** *(Photo by John Grech)*



*(Photo by James Minty)*



War Graves in Leighterton Church Cemetery (Photo from Find a Grave – Paul Best)



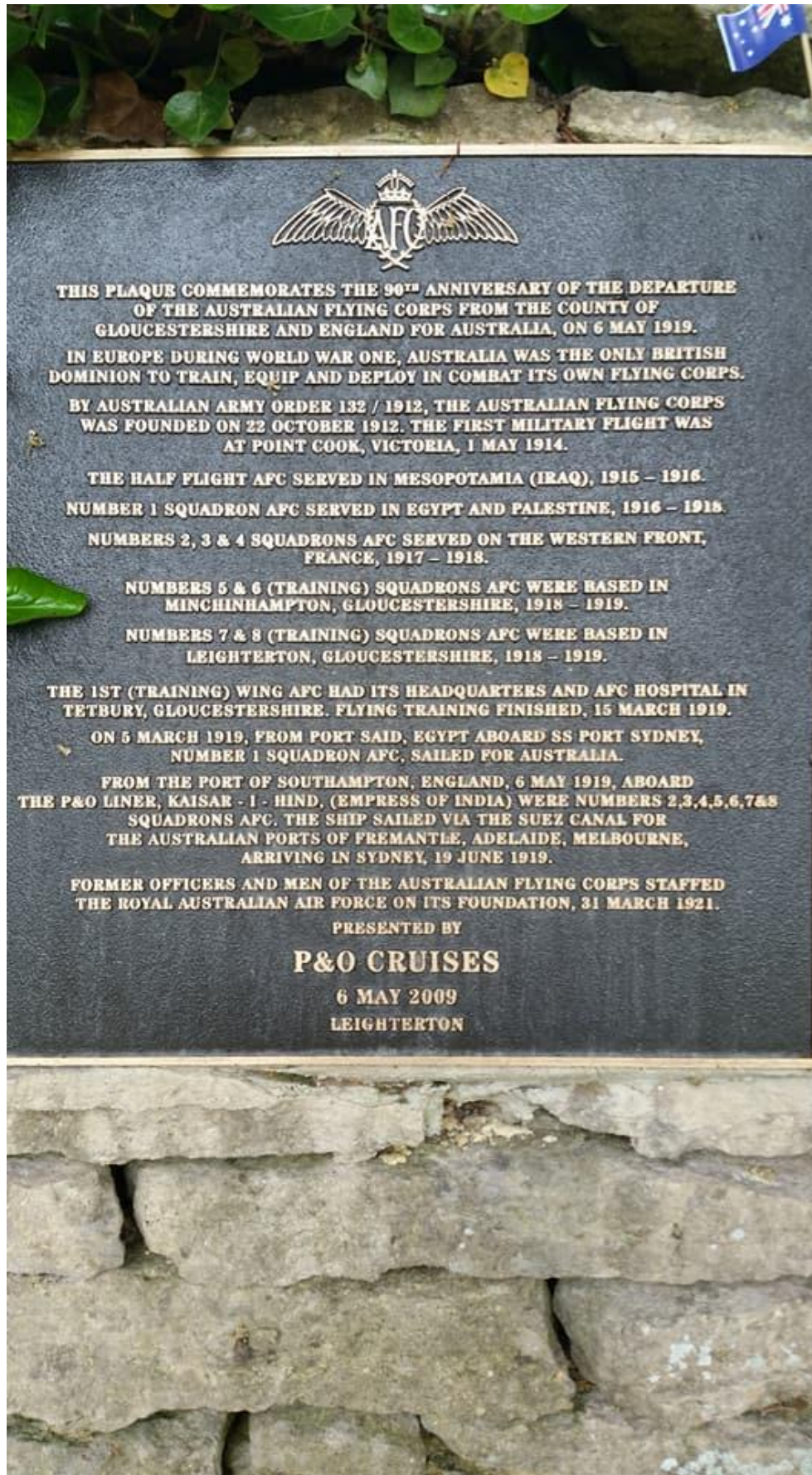
The Roll of Honour for the Australian Flying Corps Personnel buried at Leighterton in St. Andrew's Church.

(Photo courtesy of Kathryn's History Blog)



**Memorial to the Australian Flying Corps Fallen in Leighterton Church Cemetery  
& also A.M 2<sup>nd</sup> Class Stronach in St. Mary's Churchyard, Lasborough, Gloucestershire**

*(Photo by James Minty)*



**Plaque Commemorating the 90<sup>th</sup> Anniversary of the Departure of the Australian Flying Corps  
from the County of Gloucestershire**

*(Photo by James Minty)*

Photo of Second Lieutenant William Parkes' Commonwealth War Graves Commission Headstone in Leighterton Church Cemetery, Leighterton, Gloucestershire, England.



*(Photo by James Minty)*