

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

**War Graves**



*Lest We Forget*

**World War 1**



**LIEUTENANT**

**P. G. WALSH**

**AUSTRALIAN FLYING CORPS**

**30TH SEPTEMBER, 1918 Age 22**

*Rest In Peace*

*His Duty Done*

*R.I.P.*

## Patrick George WALSH

Patrick George Walsh was born at Cunnamulla, Queensland on 9th June, 1896 to parents Richard & Mary Walsh (nee Costello).

Patrick George Walsh attended Christian Brothers at Toowoomba & Toowoomba Grammar School, Queensland.

Patrick George Walsh was a 19 year old, single, Bank Teller from Goodwood Street, Newtown, Toowoomba, Queensland when he enlisted on 15th October, 1915 with the Australian Imperial Force (A.I.F.). His service number was 5213 & his religion was Roman Catholic. His next of kin was listed as his father – Mr R. Walsh, Newtown, Toowoomba, Queensland. Patrick Walsh stated on his Attestation Papers that he had served for 4 years in C.M.F. (Citizen Military Forces) as a Private for 2 years; 2nd Lieutenant for 15 months & (Temporary) Lieutenant for 5 months.

As Patrick George Walsh was under the age of 21 years – his parents were required to sign their consent for their son to enlist in the Australian Imperial Force for active service abroad. R. Walsh & M. Walsh both signed their consent.

Private Patrick George Walsh was posted to 7th Depot Battalion on 5th October, 1915 for recruit training. He was promoted to Corporal on 4th November, 1915 & then transferred to 16th Reinforcements of 9th Battalion on 16th January, 1916. Corporal Walsh was promoted to Sergeant on 9th March, 1916.

Private George Patrick Walsh (rank & name as per Embarkation Roll. His rank should have been Sergeant) embarked from Sydney, New South Wales on HMAT *Star of Victoria (A16)* on 31st March, 1916 with the 9th Infantry Battalion, 16th Reinforcements & disembarked at Port Said on 5th May, 1916.

Sergeant Patrick George Walsh was posted to 1st A.D.B.D. (Australian Divisional Base Depot). He was marched out from 1st A.D.B.D. at Etaples, France on 26th July, 1916 & was taken on strength of 9th Battalion in France on 29th July, 1916. Sergeant Walsh reverted to ranks on joining 9th Battalion on 29th July, 1916.

Private Patrick George Walsh was promoted to Temporary Corporal from 1st August, 1916 while in France. His Temporary rank of Corporal was confirmed on 26th September, 1916.

### 9th Battalion

The 9th Battalion was among the first infantry units raised for the AIF during the First World War. It was the first battalion recruited in Queensland, and with the 10th, 11th and 12th Battalions it formed the 3rd Brigade.....

In September 1916 the battalion was moved to Belgium where they served in and out of the front lines near Ypres. There, they were involved in training, trench repairs and maintenance as well as patrols and occasional raids. In early October 1916 they returned to the Somme just in time to spend the bitterly cold winter of 1916-1917 in the trenches.....

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

Corporal Patrick George Walsh was temporarily detached to School of Instruction, England from 2nd October, 1916. He joined No. 4 Officers' Cadet Battalion at Oxford, England on 5th October, 1916. Cadet Walsh was posted to Supernumerary Establishment on 20th October, 1916 on joining Officers Cadet Battalion in England.

Having been passed as qualified for Commission in Infantry Cadet Walsh was appointed to be 2/Lieutenant in A.I.F. & was posted to Infantry Reinforcements in England from 25th January, 1917 (A.I.F. List 144 of 23.2.17).

2/Lieutenant Patrick George Walsh was marched out to A.I.F. Headquarters in London from Cadet Battalion at Oxford & was granted furlough from 26th January, 1917.

2/Lieutenant Patrick George Walsh proceeded overseas to France on 13th February, 1917. He was admitted to Base in France on 16th February, 1917 & was taken on strength of 25th Battalion in France on 21st February, 1917.

## **25th Battalion**

The 25th Battalion was raised at Enoggera in Queensland in March 1915 as part of the 7th Brigade. Although predominantly composed of men recruited in Queensland, the battalion also included a small contingent of men from Darwin....

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

2/Lieutenant Patrick George Walsh was transferred to 9th Battalion on 5th June, 1917 from 25th Battalion (A.I.F. List 192). He was taken on strength of 9th Battalion on France from 6th June, 1917.

2/Lieutenant Patrick George Walsh was promoted to Lieutenant from 20th June, 1917 (A.I.F. List 197).

Lieutenant Patrick George Walsh was on Leave to UK from France from 3rd September, 1917. He rejoined 9th Battalion in Belgium on 21st September, 1917.

Lieutenant Patrick George Walsh reported sick on 16th October, 1917. He was admitted to 3rd Australian Field Ambulance on 16th October, 1917 then transferred & admitted to 17th Casualty Clearing Station. Lieutenant Walsh was transferred to Ambulance Train on 17th October, 1917 & admitted to 14th General Hospital, Wimereux, France with Diarrhoea on the same day.

A Medical Board Report was completed on 26th October, 1917 regarding Lieutenant P. G. Walsh. His disability was listed as Debility – *“he is suffering from Debility following an attack of Diarrhoea of several weeks duration. The Board recommended 14 days sick leave to England”*.

Lieutenant Patrick George Walsh was granted 14 days sick leave by S. M. Board on 27th October, 1917. He was admitted to No. 1 Moreton Gardens on 8th November, 1917 – cause “NYD” (Not yet determined).

A Medical Board Report was completed on 8th November, 1917 regarding Lieutenant P. G. Walsh whose disability was listed as Dental trouble – *“requires dental treatment urgently due to his inability to masticate hard food.”* The Board stated he would be unfit for General Service for 2 weeks. On 22nd November, 1917 the Board stated Lieutenant Walsh was fit for General Service.

Lieutenant Patrick George Walsh rejoined 9th Battalion on 29th November, 1917.

Lieutenant Patrick George Walsh was accepted to the Australian Flying Corps on 19th December, 1917.

Lieutenant Patrick George Walsh was seconded for training with Australian Flying Corps (A.F.C.) & joined Royal Flying Corps (R.F.C.) in England on 4th January, 1918. He joined No. 1 R.F.C. School of Military Aeronautics at Reading on 4th January, 1918 to qualify for an appointment in A.F.C. as Flying Officer (Pilot).

Lieutenant Patrick George Walsh was marched in to Training Depot at Wendover on 26th February, 1918 from No. 1 School of Military Aeronautics at Reading. He was marched out from A.F.C. (Australian Flying Corps Depot on 26th March, 1918 & was marched in to No. 8 Training Squadron at Leighterton, Gloucestershire, England on 27th March, 1918. He underwent a Course of Instruction from 26th March, 1918 to 29th June, 1918 at No. 8 Training Squadron, Leighterton, Gloucestershire, England (dates as per “Confidential” Report from Commanding 1st Wing, Australian Flying Corps, Tetbury, 30th June, 1918.)

On 5th April, 1918 Lieutenant Patrick George Walsh passed Wireless List. He passed Gunnery Test on 15th April, 1918 & passed Vickers Gun Test on 28th May, 1918. Lieutenant Walsh passed Height test on 3rd June, 1918. He passed all Ground tests in Bombing on 20th June, 1918 & passed Gunnery Tests (Lewis No. 4 & 6) the same day.

## **No. 8 Training Squadron**

No. 8 Squadron was an Australian flying training squadron of World War I. The squadron was formed in England in October 1917 as part of the Australian Flying Corps, and disbanded in April 1919.

*(Information from Wikipedia)*

© Cathy Sedgwick 2021



AUSTRALIAN WAR MEMORIAL

D00471

### Leighterton, England.

*A view of one of the two Australian aerodromes used by No. 7 (Training) Squadron, Australian Flying Corps (AFC) and No. 8 (Training) Squadron, AFC, showing the old and new camouflaged type of hangars.*

Lieutenant Patrick George Walsh was piloting a Sopwith Camel Serial number F1948 from Leighterton Aerodrome on 30th September, 1918 practising spin recovery techniques. The machine went into a spin & nosedived to earth.

Lieutenant Patrick George Walsh died at 11.45am on 30th September, 1918 at Leighterton, Gloucestershire, England as a result of an aeroplane accident. E. Russell, cousin, of 18 Montrell St, Streatham Hill, London, England, & Lieutenant Walsh's father in Toowoomba, Queensland, Australia, were advised of the death of Lieutenant Patrick George Walsh.

#### War Diary - No. 8 Training Squadron

*Leighterton – 30th September, 1918:*

*At 11.45 am Lieut P. G Walsh crashed in a Camel from a height of 1000 feet and was instantly killed. He was seen to get into a left hand engine spin from which he was apparently unable to recover his machine.....*

(Extract of War Diary from the Australian War Memorial)

A Court of Enquiry was held at Leighterton Aerodrome on 30th September, 1918 for the purpose of enquiring into the circumstances connected with the accident on 30th September at Leighterton Aerodrome involving Lieutenant Patrick George Walsh. No. 8 Training Squadron, Australian Flying Corps.

CERTIFIED TRUE COPY.

11 DEC 1918

BAM 38/1266

D. D. & L., London, E.C.  
A90091 Wt. W59/P40 250,000 10/17 Sch. 2 Form  
A. 2  
41

Army Form A. 2.

PROCEEDINGS of a COURT OF ENQUIRY.

\*N.B.—The Form being applicable to any Board of Officers, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by each Officer composing the Board, etc.

assembled at Aerodrome Leighterton.

on the 30th September 1918.

by order of Major A.W.L. ELLIS. M.C. O.C. No. 8 Training  
Squadron, A.F.C.

for the purpose of enquiring into the circumstances connected  
with the accident on 30th September at Leighterton  
Aerodrome involving:- Lieut Patrick George WALSH,  
No. 8 T. S. A. F. C.

PRESIDENT.

Lieut. Kerr, P.H. No. 7 T.S.A.F.C.

MEMBERS.

Lieut. King, C.J. No. 8 T.S.A.F.C.

Lieut. Rudd, L.H. -do-

IN ATTENDANCE.

The Court. having assembled pursuant to order, proceed to  
take evidence.

TRUE COPY.

PROCEEDINGS OF COURT OF ENQUIRY.

FLYING ACCIDENTS.

PLANE.	TYPE.	ENGINE.
Extent damaged e.g. totally, seriously slightly.	E.D. NO.	Makers No.
Extent damaged e.g. totally, seriously slightly.		
Camel F.1948.	Totally. 140 H.P. Clerget.	35101. 2229. Totally.

Note :- If more than one plane is involved insert here first in order the names of the occupants of the plane entered first above.

Occupants.

NAME.	RANK.	UNIT.	Whether pilot or passenger on flight.	No of plane in which he was occupant.	Extent injured e.g. Serious slight.
WALSH PATRICK. GEORGE.	Lieut.	No.8 T. S. A.P.C	Pilot.	P.1948.	Fatally.

Here insert additional special points of enquiry (if any) contained in instruction of the authority convening the Court.

For the purpose of :-

- (1) Establishing the facts called for in the finding of the Court. - on page 3 of this form.
- (2) Enabling the court to state on page 4 of form, its opinion as to the cause of the accident and to make recommendations for the future.
- (3) Enquiring specially into..... Nil.

(Continued)-----

TRUE COPY.

Page two.

Page one.

COMPOSITION OF THE COURT.

RANK.	NAME.	UNIT.
President. Lieut.	Kerr, P.H.	No.7 T. S. A. F. C.
Members. )	Lieut. King, C.J.	No. 8 T. S. A. F. C.
	Lieut. Rudd, L.H.	-do-
In attendance.	Nil.	

LIST OF WITNESSES.

Rank.	Name.	Unit (if civilian state so)
Major.	Ellis, A. W. L.	M.C. O.C. - No. 8 T. S. A. F. C.
Capt.	Marshall. T.E.	M.O. Leighterton Station.
Lieut.	Lawson, A. V.	No. 8 T. S. A. F. C.
Aus.1089. Sgt/Mech.	Anderson. A. G.	-do-
Aus.1910. 2 a/m.	King. H. N.	-do-

EVIDENCE.

---

1st. Witness. Aus. 1089. Sgt/Mech. Anderson. A.G. No. 8 T.S.A.F.C. states:-

I am a Sgt. rigger in "C" Flight of No 8 T.S.A.F.C.  
At about 9-40 a.m. on 30.9.18. I examined Camel F. 1948 after a test flight of 15 minutes by Lieut Lawson and found everything O. K.  
At 11-0 a.m. - 30.9.18 I despatched Lieut P.G. Walsh as pilot in Camel F. 1948. Before taking off he ran engine up to full revs. twice, and the engine appeared to be running in perfect order. The last I saw of the machine was just as it was taking off the ground.

(Sgd). Sgt. Anderson Aus. 1089 Sgt/Mech.  
Rigger "C" Flight - No. 8 T.S.A.F.C.

2nd. Witness. Aus. 1910 2 a/m. King, N.N. No. 8 T.S.A.F.C. states:-

I am engine fitter on camel F. 1948, and examined engine about 11-0 a.m. 30.9.1918 previous to the machine being flown by Lieut P.G. Walsh, and found the engine in perfect order. I did not see the machine leave the ground.

(Sgd). Norman N. King, Aus 2 a/m 1910.  
Fitter "C" Flight No. 8 T.S.A.F.C.

3rd. Witness. Lieut A.V. Lawson - No 8 T.S.A.F.C. states:-

I am a Flying Officer in "C" Flight No. 8 T.S.A.F.C.  
At about 9-20 a.m. - 30.9.18. I flew Camel F. 1948 for 15 minutes test flight, and found everything correct except that one of the copper petrol pipes was in such a position that it interfered with the working of the rudder. I reported same on landing, and had it adjusted before the machine was flown by Lieut P.G. Walsh.  
The next I saw of the machine was at about 11.25 a.m about 30 feet up, it was in a fast engine spin. It spun into the ground and crashed.

(Sgd) A.V. Lawson, Lieut.  
No. 8 T.S.A.F.C.

4th. Witness. - Capt T.E. Marshall., M.O. Leighterton Station states:-

I am the Medical Officer in the Leighterton Station A.F.C.  
At about 11.45 a.m on 30.9.18 I saw Lieut P.G. Walsh at the Medical Hut. He was quite dead as result of Fractured Skull. Death must have been instantaneous.

Other injuries were:-

Fractured Left Thigh, Fractured Right wrist and small bones of the hand, and numerous lacerations and contusions of varying degree.

(Sgd) T.E. Marshall, Capt, A.A.M.C.

5th. Witness. Major A.W.L. Ellis, M.C. O.C. No. 8 T.S.A.F.C. states:-

I am the Officer Commanding No. 8 T.S.A.F.C.  
At 11-20 a.m 30.9.18 I was standing on the Tarmac outside "B" Flight Hangar watching various machines in the air. I noticed a Camel apparently diving at the target with the

engine slightly throttled down. The machine was pulled out of the dive, and immediately dived again, and crashed to earth in a left hand engine spin. I am of the opinion that The Pilot came out of the first dive with left rudder on, and got into an engine spin, and did not have height to correct same. On examination of the wreckage, I found Rudder, and elevator controls to be O.K. The nacelle was to badly damaged to show whether the aileron controls or rudder bar were in any way jammed.

(Q) At what height was the machine when it went into the spin.  
 (A) About 500 feet.

(Sgd) A.W.L.Ellis. Major,  
 O.C.No. 8 Training Squadron, A.F.C.

FINDING OF COURT.

The Undersigned have conducted a Court of Inquiry 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 ..... Five ..... witnesses is recorded on the preceding pages inserted in this form.

(a) We find from the evidence that the following facts have been established:-

- (1) The description of the occupants, Planes, and Engine and of the extent of the injury to them as is set forth on the front page of this form with the exception that ..... Nil.....
- (2) The purpose of an instructions for the flight was as follows:-

Aeroplane Type No.	Purpose and Instructions (including whether one occupant was instructing the other).		
Camel F.1948.	Solo.	Lieut. P. G. Walsh.	Test Flight.

(3) The accident occurred about 11:25am.....o'clock at the place and on the date set forth on the first page of this form.

(4) The Aeroplane was controlled as follows:-

Aeroplane Type No.	seats No. of	Whether fitted with single or dual control.	Names of Occupants of seats. Front.	Back.	other.
Camel F.1948	One.	Single.	Lieut P.G.Walsh.	Nil	Nil.

(5) The Aeroplane took off the ground as follows:-

Aeroplane Type No.	Time.	Weather conditions where Aeroplane took off.
Camel F.1948.	11.5 a.m.	Favourable.

(6) Condition of Aeroplane at commencement of Flight.

Aeroplane. Type No.	When last examined		Whether plane and engine fit for flight in question.
	By Fitter	By Rigger.	
	Date Hr.	Date Hr.	
Camel F.1948.	11.0 a.m. 30.9.18.	9.40 a.m. 30.9.18.	Yes.

(7) The flying experience of the occupants prior to this flight was :-

Names of occupants.	Type of Aeroplanes.	Time flown on each type. Dual.	Solo.



Lieut. P.G. Walsh.	Camel.	-	18 hrs. 15 mins.
	Avro.	58 hrs. 50 mins	
	Avro.		26 hrs. 15 mins.
	Sop Pups.		11 hrs. 45 mins.

We have examined the following Aeroplane, Engine, and Pilot's Flying Log Books and have ascertained :-

Description of Book.	Remarks, including material facts supplemented or confirming Evidence of Witnesses.
Engine Log Book. 140 HP. Clerget. No. 35101. W.D.	Engine overhauled on 22.8.1918:..... Time flown since last overhaul. - 5 hrs. 35 mins. Total time run since purchase. - 11 hrs. 0 mins.
Engine Log Book.	Engine overhauled on ..... Time flown since last overhaul. - Total time run since purchase. -
Aeroplane Log Book.	Machine has been flown approximately - 9 hrs 0mins.
Camel F. 1948.	
Pilot's Log Book	His times agree with those shown on page three.

9.

The Court proceeded to the scene of the accident. The Court found Camel F.1948 was lying on the ground in a totally wrecked condition. Instrument Board smashed to pieces. The Rudder and Finx were badly bent. Control stick bent forward. Engine embedded in ground. Petrol Tank smashed. Controls inspected and appeared to be in good order, except that Rudder Bar was broken, evidently through crash. One switch was found to be on contact, the other it was impossible to tell owing to badly smashed condition. Both fine adjustment and throttle were off. Fuselage was broken off at rear of Cockpit. (b) We have been unable to obtain the evidence of the following witnesses:-

Name.	Rank.	Unit.	Reason precluding obtaining of evidence.	How concerned with evidence.
P.G. Walsh.	Lieut.	No. 8 T.S. A.F.C.	Deceased.	Pilot.

- (c) The Court having carefully considered the evidence are of the opinion that the crash of Camel F.1948 involving in the death of Lieut. P.G. Walsh was caused by :-  
The machine getting into an engine spin at such a low height that it did not allow the Pilot time to right the machine before crashing.  
The Court are further of the opinion that no blame is attachable to any other person, and that machine was in perfect flying order when leaving the ground.
- (d) The accident has been reported to the Accidents Committee, but they were not asked to visit the scene of the accident.

Signature of President, (Sgd) P.H. Kerr, Lieut A.F.C.  
No. 7 T.S.A.F.C.  
Members. (Sgd) C.J. King, Lieut A.F.C.  
No. 8 T.S.A.F.C.  
(Sgd) L.H. Rudd, Lieut A.F.C.  
No. 8 T.S.A.F.C.

Date of Signing.....

REPORT OF COMMANDING OFFICER.

This accident was due to the machine getting into an engine spin after coming out of a steep dive at the target. I consider that the machine was pulled out of a dive with left rudder on, and immediately went into a spin. The machine was completely wrecked and the Pilot killed instantly. The Pilot being on duty at the time, was in no way to blame.

I concur (Sgd) P.G. Walsh, Lieut-Col.  
Commanding 1st Wing  
Australian Flying Corps.  
1.10.18.

(Sgd) A.W.L. Ellis, Major.  
Commndg, No. 8 T. Sqn A.F.C.

Report of Commanding Officer – Court of Enquiry:

*“This accident was due to the machine getting into an engine spin after coming out of a steep dive at the target. I consider that the machine was pulled out of a dive with left rudder on, and immediately went into a spin. The machine was completely wrecked and the Pilot killed instantly. The Pilot being on duty at the time, was in no way to blame.”*



AUSTRALIAN WAR MEMORIAL

C04684

*A bad crash at Leighterton Aerodrome, in which the pilot Lieutenant Patrick George Walsh was killed on 30 September 1918.*

A death for Patrick G. Walsh, aged 22, was registered in the December quarter, 1918 in the district of Tetbury, Gloucestershire, England.

Lieutenant Patrick George Walsh was buried on 3rd October, 1918 in Leighterton Church Cemetery, Leighterton, Gloucestershire, England and now has a Commonwealth War Graves Commission headstone. From the burial report of Lieutenant Patrick George Walsh - *Coffin was good, polished Elm. The deceased officer was accorded a Military funeral, Bugler and Bearers being in attendance. The coffin was draped with the Union Jack, and surmounted by several beautiful wreaths, sent from comrades of the 8th Training Squadron, and Lieutenant Mellish. The burial service was conducted at the graveside by the Rev: Father K. D. Norman, and the “Last Post” sounded. The grave will be turfed, and an oak cross erected by the A.I.F. London. Administrative Headquarters, A.I.F. London were represented at the funeral.*

*Names and Addresses of Relatives or Friend present at Funeral – Misses Russell, De Mellish, Mrs Lowlsey Williams, Col. O'Brien and Mrs Russell.*

Report of Accident to a Flying Officer:

**ROYAL AIR FORCE. F.S. Form 44.**

## Report of Accident to a Flying Officer, Probationer or N.C.O. (Flying).

Unit No 8 T. Squ. AFC. Official No. or Date of Commission 25.1.17  
 Squadron & Wing No 8 Training Squadron 1st Wing A 36  
 Rank and Grading Subaltern Age 22 yrs  
 Name WALSH. Patrick. George.  
 History of Accident:—Date 30th Sept 1918 Locality Leigherton 4th  
 Name & Type of Machine Sp. Bessel (300 Clerget engine)  
 Did Machine catch Fire? No  
 Was Fire Extinguisher fitted? Yes  
 Were Telephones fitted? No  
 Exact position of Airman when found Head downwards in front portion of wreck  
 Was he pinned by any part of Machine? Yes. legs jammed.  
 Was there Blood, Hair, etc, on any part of Machine? Yes.  
 Was he Pilot or Passenger? Pilot  
 Was any obvious mishap observed? No.  
 At what stage of flight did Accident occur? While diving at target.  
 Helmet worn & Type Leuro.  
 Goggles & Type Leuro.  
 Belt & Type R.A.F. pattern  
 Did Belt give way? Torn away.  
 Nature of Injuries \_\_\_\_\_  
 Nature of Aid rendered \_\_\_\_\_  
 Condition after Accident, Unconsciousness, etc. \_\_\_\_\_  
 Any Headache? \_\_\_\_\_ Any Vomiting? \_\_\_\_\_  
 Signs of Fracture of Base \_\_\_\_\_  
 Nightmare? \_\_\_\_\_  
 No. of hours Flying done 118 hours 15 mins  
 Health immediately before Accident \_\_\_\_\_  
 Date of last Special Report \_\_\_\_\_  
 If fatal, state exact cause (if thrown out, head struck, etc.) \_\_\_\_\_  
 Chief Injuries observed at post mortem \_\_\_\_\_  
 Signature of Medical Officer \_\_\_\_\_

*Deceased*

F6011 Wt.19271/422 200 Pads (2) 2/18 J.P. Gp. 160.

The Public Curator's Office, Brisbane, Queensland wrote to Base Records on 26th October, 1918 requesting a Certificate of Death of Patrick George Walsh who died on 30th September, 1918 at "*Leichterton Aerodrome, England*".

A formal acknowledgement was sent by Base Records on 6th November, 1918.

The Public Curator's Office, Brisbane, Queensland wrote to Base Records again on 4th March, 1919 requesting a further Certificate of Death for the late Lieutenant P. G. Walsh.

The National Mutual Life Association of Australia Limited, Brisbane, wrote to Base Records on 6th February, 1919 requesting information for identification purposes (Place of birth, Age, Height, Next of Kin) for the late Lieutenant Patrick George Walsh.

Base Records replied to The National Mutual Life Association on 13th March, 1919, enclosing a certificate of report of death of the late Lieutenant P. G. Walsh, Australian Flying Corps.

Lieutenant Patrick George Walsh was entitled to British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Lieutenant Walsh's father – Mr R. Walsh, as the closest next-of-kin. (Scroll sent December, 1921 & Plaque sent December, 1922).

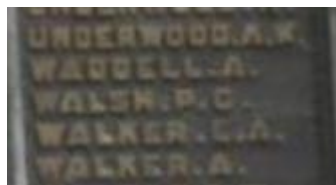
The Commonwealth War Graves Commission lists Lieutenant Patrick George Walsh, aged 22, of Australian Flying Corps. He was the son of Richard & Mary Walsh, of Toowoomba, Queensland.

Lieutenant P. G. Walsh 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*

P. G. Walsh is remembered on the Toowoomba World War 1 Honour Roll, located in the Old Hall at Toowoomba Grammar School, 24 Margaret Street, East Toowoomba, Queensland. He is also remembered on the Toowoomba Grammar School WW1 Fallen but as "G. W. Walsh 30.IX.18"



Toowoomba Grammar School World War 1 Honour Roll (Photos from VWMA)





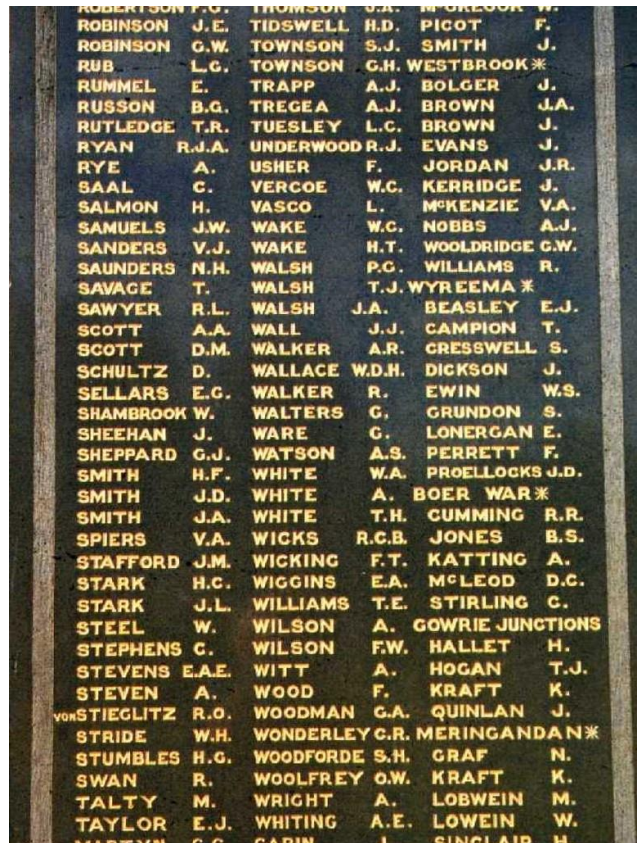
Toowoomba Grammar School WW1 Fallen

P. G. Walsh is remembered on the Toowoomba Roll of Honour, located in Toowoomba RSL Club, 549 Ruthven Street, Toowoomba, Queensland.



**Toowoomba Roll of Honour** (Photo from Monument Australia)

P. G. Walsh is remembered on the Toowoomba Mothers' Memorial, located in East Creek Park, Margaret Street, East Toowoomba, Queensland.



**Toowoomba Mothers' Memorial** (Photos from Monument Australia)

Lieutenant Patrick George Walsh is remembered by the Aviation Museum, Western Australia.



## WALSH Patrick George

LEST WE FORGET

Lieutenant Patrick George WALSH

Service No: 2213  
 Born: Cunnamulla QLD, June 1916  
 Enlisted in the Army: 5 October 1915  
 Unit: No. 8 (Training) Squadron, Australian Flying Corps  
 Died: Aircraft Accident, Leighterton, 30 September 1918, Aged 22 Years  
 Buried: Leighterton Church Cemetery, Leighterton, Gloucestershire, England  
 CWGC Additional Information: Son of Richard and Mary Walsh, of Toowoomba, Queensland  
 Place of Association: Toowoomba QLD  
 Remembered: Panel 188, Commemorative Area, Australian War Memorial, Canberra ACT

On 30 September 1918, Lieutenant Walsh was killed in the crash of Sopwith Camel aircraft P.1948 at Leighterton Aerodrome. A witness reported that the aircraft went into a dive with the engine slightly throttled down and was pulled out of the dive, and immediately dived again and crashed to the ground. Lieutenant Walsh came out of the first dive with the left rudder on and got into an engine spin at about 500 feet and did not have the altitude to correct. The Court of Enquiry concluded that the accident was due to the machine getting into an engine spin after coming out of a steep dive on the target.

Patrick George Walsh is remembered on the List of Australian Flying Corps Personnel buried at Leighterton, which is located in St. Andrews Church, Leighterton.



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

(Photo courtesy of Kathryn's History Blog)



(120 pages of Lieutenant Patrick George Walsh'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*



AUSTRALIAN WAR MEMORIAL

P03452.034

### **Lieutenant Patrick George Walsh**

*Lithographic copy of a studio portrait of Lieutenant (Lt) Patrick George Walsh, Australian Flying Corps (AFC), of Toowoomba, Qld. Lt Walsh enlisted in the 9th Battalion, AIF, as 5213 Private (Pte) Walsh on 5 October 1915 and embarked from Sydney aboard HMAT Star of Victoria on 31 March 1916, before transferring to the AFC. He died of accidental injuries on 30 September 1918, In England, aged 22.*

## **Newspaper Notices**

### **PERSONAL**

Another young townsman has sacrificed a good position to join the ranks of our heroes at the Dardanelles in the person of Lieut. P. G. Walsh, son of Mr and Mrs R. Walsh, "Goodwood", and of the firm of Messrs Walsh and Co., agricultural seedmen. Lieut. Walsh resigned his position as teller in the Back of North Queensland and visited his home yesterday prior to proceeding to the officers school of instruction at the military camp at Enoggera to-day.

*(Darling Downs Gazette, Queensland – 1 September, 1915)*

---

### **HONOURING THE BRAVE**

#### **REMARKS BY THE MAYOR**

#### **POSSIBILITY OF AN EARLY PEACE**

Prior to the commencement of business at the City Council meeting yesterday the Mayor (Dr. T.D. Price) said he would like to say how rejoiced they all were at the news received that morning of the capitulation of Australia. It would be a relief, particularly to those women and children whose husbands and fathers were at the front. He thought, as they hoped, that peace would be proclaimed, before the next meeting, that it would be fitting if he read out the list of names of those who had laid down their lives since the last list was read. Aldermen then rose while the Mayor read the following list — 925, W. C. Vercoe, died of wounds 2nd September, 1918. Lieutenant Leslie Buchanan, died 5th September 1918. 497, E.A.E. Stevens, died of wounds 24th August, 1918. 37, Herbert Hampson, killed in action 25th August, 1918. 3590, L.E. Pearson, killed in action 1st September, 1918. 3635, G. H. Maag, died of wounds 1st September, 1918 5935, Arthur White killed in action 2nd September, 1918. 0297, Sidney Farquharson, died of wounds 2nd September, 1918. 4759, A. V. Creighton, died of wounds 18th September 1918. 6997, Alexander Jackson, Killed in action 19th September, 1918. **Lieutenant P. G. Walsh, died flight accident 30th September, 1918.** 4248, S. J. Townson, killed in action 18th September 1918, 4181, G. A. Woodman, died of wounds 29th September, 1918. 2872 Joseph Gratton drowned "S .S. Leinster," 10th October, 1918. 1207, Stanley Greenbury, killed in action 2nd October, 1918. Lieutenant F.P. Laracy, missing (believed drowned, "S.S. Leinster") 10th October, 1918. 388, Harold Sinclair, died 15th October, 1918.

The Mayor said they offered their sympathy to the relations of those brave men and trusted that their work for peace would soon be consummated and they would be able to rejoice in a satisfactory peace.

*(Darling Downs Gazette, Queensland – 5 November, 1918)*

---

### **Roll of Honor**

#### **CASUALTY LIST No. 442**

#### **DIED, OTHER CAUSES**

Lieutenant Patrick George Walsh, Toowoomba (result of accident)

*(The Northern Miner, Charters Towers, Queensland – 20 November, 1918)*

---

## 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)*

Lieutenant P. G. Walsh does have a personal inscription on his headstone.

*Rest In Peace*

*His Duty Done*

*R.I.P.*

The 1st Military District, Australian Military Forces, Brisbane wrote to Base Records on 4th April, 1922 with the following: "Appended hereto is an extract of letter received from Mr R. Walsh, "Goodwood" Goodwood Street, Newtown, Toowoomba, Queensland in connection with the grave of Lieut P. G. Walsh, Australian Flying Corps, for your attention and reply direct to write, please:- "*Our Boy was buried in England (Leighterton) are any headstones or other attention given to the graves*".

Base Records replied to Mr Walsh on 12th April, 1922 advising him that "*..I have to inform you that a permanent headstone will be erected over the grave of your son, the late Lieutenant P. G. Walsh, Australian Flying Corps, in the Leighterton Cemetery. On the memorial will be inscribed the late Officer's name, regiment particulars, date of death and the inscription furnished by you in 1920. The work is under the direction of the Imperial War Graves Commission who give every care and attention to the graves of our fallen soldiers.*"

### **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

AWM2019.936.6



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. All three officers were killed in a flying accident at Minchinhampton aerodrome on 28 August 1918. At 7.25 am on the morning of 28 August, Flying Instructor Cummings and his pupil, Lt Scott, were flying above the aerodrome when a pupil from another squadron flying by himself, Cpl Cadet Jeffreys (who had been ordered to practise turns), collided with Cummings' aircraft at a height of 1,500 feet. Both machines crashed to earth, killing all three occupants instantly. Following an inquest into the incident, a verdict of accidental death was reached in the cases of all three AFC officers.*



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



**Leighterton Church Cemetery** *(Photos by James Minty)*



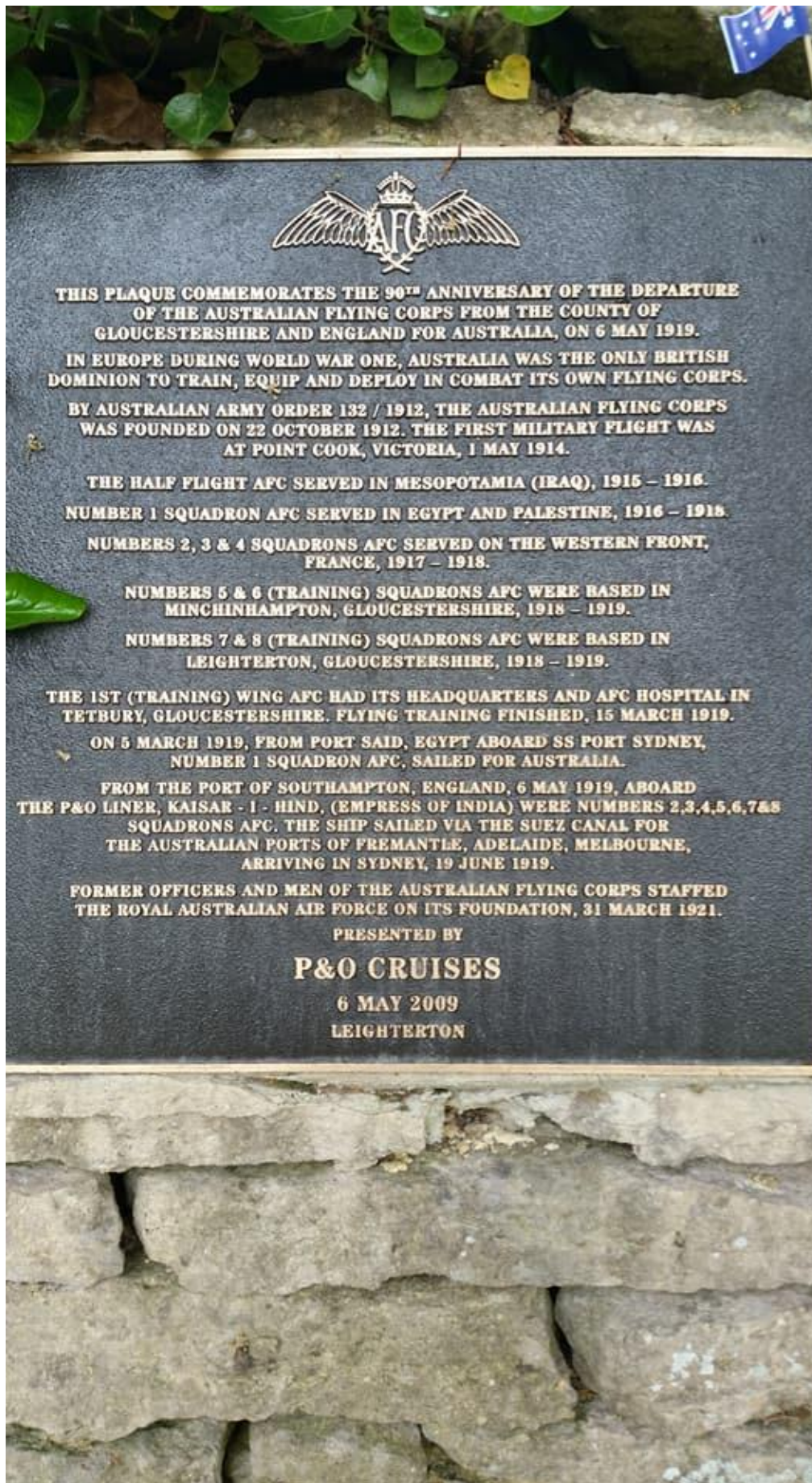


**War Graves in Leighterton Church Cemetery** (Photo from Find a Grave – Paul Best)



**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 Lieutenant P. G. Walsh's Commonwealth War Graves Commission Headstone in Leighterton Church Cemetery, Leighterton, Gloucestershire, England.



*(Photo by James Minty)*