

**St. Sebastian Churchyard,
Wokingham, Berkshire**

War Grave



Lest We Forget

World War 1



CAPTAIN

A. D. WIGRAM

ROYAL AIR FORCE

30TH APRIL, 1919 Age 34

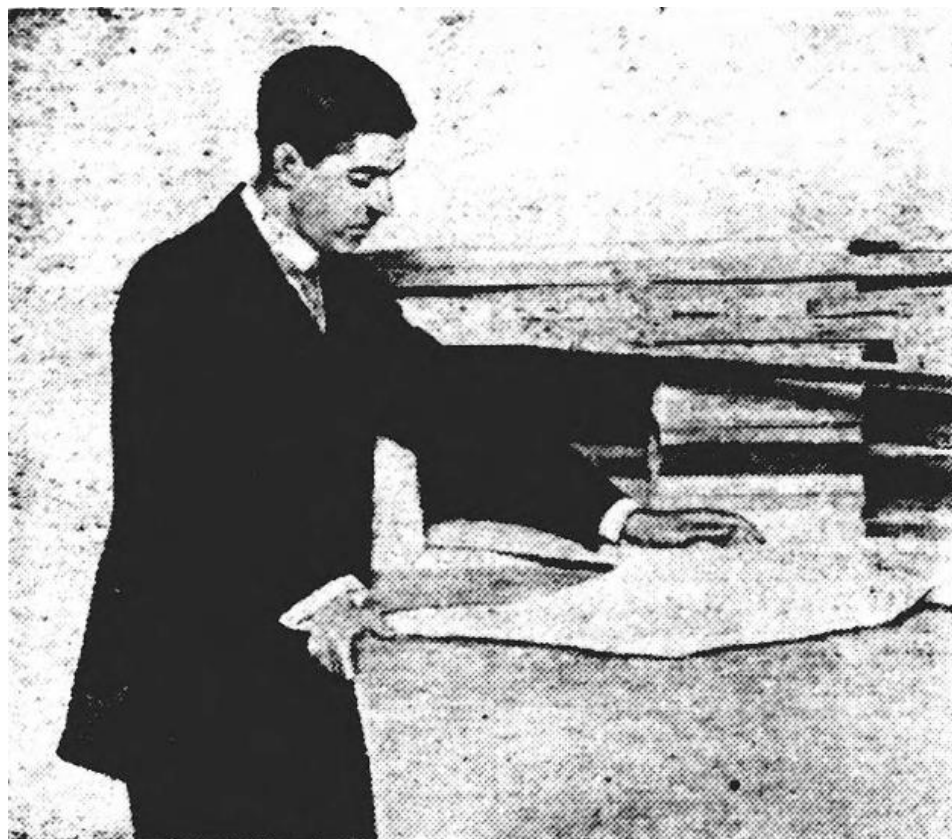
Thy Will Be Done

Arthur Dunbar WIGRAM

Arthur Dunbar Wigram was born on 1st June, 1884 in the district of St. Leonards, NSW to parents James Sven Wigram & Dorothea Wigram (nee Ashburn).

Newspaper item - *London Daily News*, London, England – 7 December, 1911:

AERIAL TORPEDO INVENTOR



Mr Arthur Dunbar Wigram, a young Australia inventor now in this country, whose aerial torpedo is being investigated by the Government.

A marriage was registered in the district of Fulham, London in the September quarter, 1913 between Arthur D. Wigram & Dorothy Eteen.

James Sven Wigram, father of Arthur Dunbar Wigram, died in January, 1914 in Sydney, NSW.

Arthur Dunbar Wigram joined British Royal Air Force. He stated his date of birth as 1st June, 1881 & his next-of-kin was listed as his wife – Dorothy Wigram, of 64 The Lawn Shepherds Bush, London W 12. (the address was later changed to 10 Bolney (Botany) St, Waverley, Sydney, NSW, Australia.

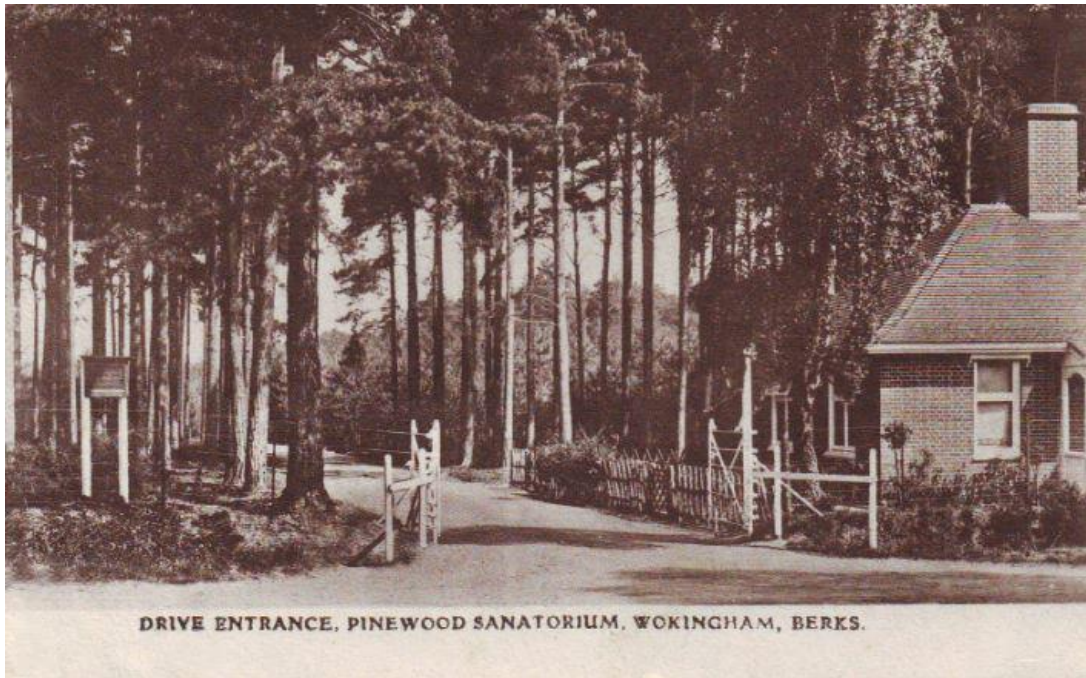
Listed on Arthur Dunbar Wigram's British Royal Air Force Officers' Service Record is the following qualification - "*Inventor of the Flying Hydroplane and the hollow steel air screw which is now being experimented with by the propeller section.*"

Arthur Dunbar Wigram was posted to Air Ministry.

Arthur Dunbar Wigram was appointed Lieutenant (Temp. Captain) effective from 1st April, 1918.

Captain Arthur Dunbar Wigram was reported as “Unfit any duty 6 months. Sanatorium treatment recomd.”

Captain Arthur Dunbar Wigram was admitted to Pinewood Sanatorium, Wokingham, Berkshire, England on 28th November, 1918.



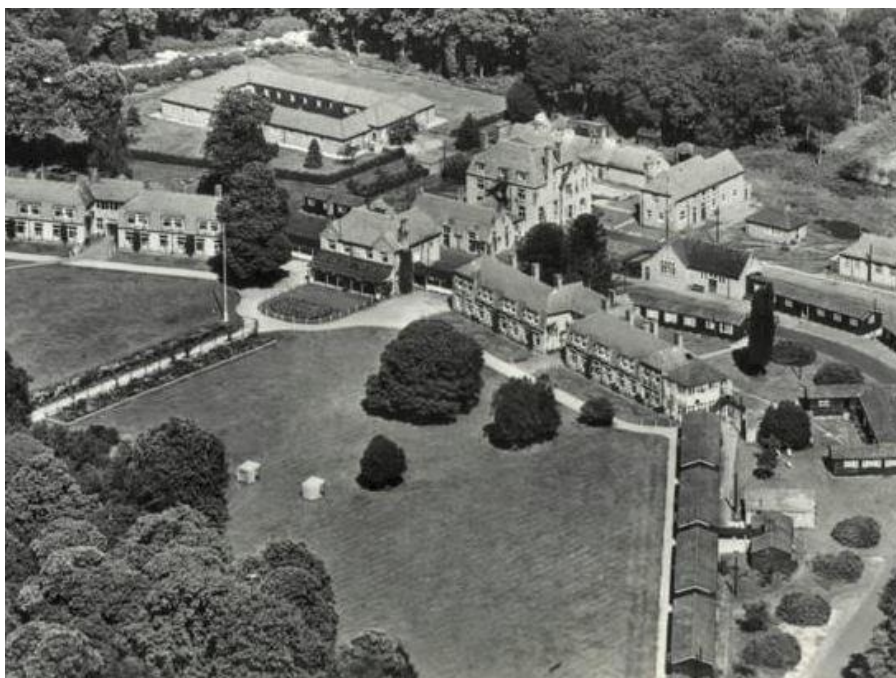
Pinewood Sanatorium, Wokingham

Pinewood Sanatorium, Wokingham

The Pinewood Hospital was a hospital in Pinewood, near Crowthorne, England, for the treatment of people suffering from tuberculosis. It was located in a pine wood as pine trees were thought to be beneficial in the treatment of the disease. It opened as the London Open Air Sanatorium in 1901 before becoming the Pinewood Sanatorium. It treated casualties of the First and Second World Wars and after the second, began to treat general thoracic patients as tuberculosis became less prevalent. It closed in 1966.

During the First World War the sanatorium was used to treat victims of gas warfare.

(Information from Wikipedia)



Captain Arthur Dunbar Wigram relinquished his Commission on 16th April, 1919 on account of ill health but was permitted to retain his rank.

Captain Arthur Dunbar Wigram died on 30th April, 1919 at New Road, Wokingham, Berkshire from Phthisis.

A death for Arthur D. Wigram, aged 36, was registered in the June quarter, 1919 in the district of Wokingham, Berkshire, England.

Captain Arthur Dunbar Wigram was buried on 5th May, 1919 in St. Sebastian Churchyard, Wokingham, Berkshire, England – Special Plot 7 and has a Commonwealth War Graves Commission headstone.

Probate details:

WIGRAM Arthur Dunbar of 133 Holland-road, Kensington, Middlesex. Captain R.A.F. died 30 April, 1919 at Pinewood Sanatorium, Wokingham, Berkshire. Probate London 24 May to Dorothy Wigram, widow and Evelyn Napier Fellowes, Solicitor. Effects £200.

The Commonwealth War Graves Commission lists Captain Arthur Dunbar Wigram, aged 34, of Royal Air Force. He was the son of J. S. and D. E. Wigram, of 10 Botany Street, Waverley, Sydney, Australia.

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



Commemorative Area of the Australian War Memorial (Capital Photographer)



Newspaper Notices

Aerial Torpedo



AERIAL TORPEDO.

A young Australian engineer, Mr. Arthur Dunbar Wigram, now resident in England, has invented an aerial torpedo, whose adoption will revolutionise methods of warfare. It can, of course, be used either for naval or military operations, and can be directed with deadly accuracy. The British Government are having the torpedo tested.

(The World News, Sydney, NSW – 20 January, 1912)

GOSSIP ABOUT NOTABLES

Mr Arthur Dunbar Wigram, a young Australian engineer, has arrived in London with an invention which may revolutionise modern warfare, and supersede the "big ship" policy of the great naval Powers. Mr Wigram's invention consists of an aerial torpedo, which can be used either on land or sea with equally deadly effect. The Admiralty and War Office authorities have been invited to witness experiments.

(Sunday Times, Sydney, NSW – 4 February, 1912)

THE AUSTRALIANS ABROAD

Men and Women Who Have “Arrived”

Success in Scholarships, Science, Sculpture, Music, Painting and Dramatic Art

One swallow does not make a Summer, and Madame Melba is not the only Australian who has won name and fame in countries far away from the land of her birth.

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TWO INVENTORS

Mr Arthur Dunbar Wigram, a young Australia engineer, has arrived in London with an invention which may revolutionise modern warfare, and supersede the “big ship” policy of the great naval Powers. Mr Wigram’s invention consists of an aerial torpedo, which can be used either on land or sea with equally deadly effect. The Admiralty and War Office authorities have been invited to witness experiments.

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(*The World News*, Sydney, NSW – 20 January, 1912) &

(*Sunday Times*, Sydney, NSW – 11 February, 1912 & 18 February, 1912)

ECHOES OF THE DAY

The first all-British flying boat will be ready shortly for work on land and water. It is the invention of Mr Arthur Wigram, a young Australian engineer, and is being built at the works of Mr S. E. Saunders, at East Cowes. This new hydro-aeroplane differs from the ordinary type in that it is an amphibious machine, which can start and land equally well on the water as on the ground; it is not an aeroplane that will float, but a boat that will fly. It is designed throughout on the same principles that govern the design of a sailing yacht. The boat body, which is fitted with an appropriately curved front, offers no more resistance to the air than the body of the average up-to-date torpedo-shaped aeroplane.

(*Lincolnshire Echo*, Lincolnshire, England – 21 March, 1913)

EASTBOURNE AVIATION COMPANY

A daily newspaper announced on Wednesday that the Eastbourne Aviation Company had entered for the Round Britain Sea-flight, and that it intended to enter for the transatlantic flight also. The proprietors of the journal referred to offer a prize of £5,000 for the first waterplane flight round Great Britain in seventy-two hours by an all-British machine. They also offer a prize of £10,000 for the first waterplane flight across the Atlantic in seventy-two hours by a machine of any nationality. Other intending entrants for one or other of the prizes are Messrs. Bleriot, Colonel Cody, Messrs Radley and Gordon England and Mr Arthur Wigram.

(*Eastbourne Gazette*, East Sussex, England – 16 April, 1913)

DEATHS

WIGRAM – On April 30th, at Wokingham New-road, Crowthorne, Capt. A. W. Wigram, R.A.F.

(*Reading Observer*, Reading, Berkshire, England – 10 May, 1919)

DEATHS

WIGRAM – London, Captain Arthur Dunbar, R.N.A.S., dearly loved youngest son of the late Lieut.-Col. and Mrs Wigram, of 10 Botany Street, Waverley. (By cable)

(*The Daily Telegraph*, Sydney, NSW – 24 May, 1919)

St. Sebastian Churchyard, Wokingham, Berkshire, England

St. Sebastian Churchyard, Wokingham contains 34 Commonwealth War Graves – 30 from World War 1 & 4 from World War 2.



St. Sebastian Church, Wokingham (Photo by Michael Ford)



St. Sebastian Churchyard, Wokingham (Photo from CWGC)

Photo of Captain A. D. Wigram's Commonwealth War Graves Commission Headstone in St. Sebastian Churchyard, Wokingham, Berkshire, England.



(Photo courtesy of julia&keld)