



## CONTACT US

### The Spirit of Normandy Trust

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## FUNDRAISING

Company and individual donations including personal bequests have, in the past, enabled the Trust to fund many important landmark events such as "The Normandy Experience" in the Land Warfare Hall at the Imperial War Museum Duxford, and at the same site the Trust donated funds toward the restoration of the original briefing models installed in the "Airborne Assault Exhibit" in the Air/Space building. Another project undertaken by the Trust was the memorial to the Normandy Landings situated in The National Memorial Arboretum at Alrewas.

Groups wishing to raise funds in the name of The Spirit of Normandy Trust are obliged to seek permission and guidance of the Trust before any use of the registered name of the Trust is made. Contact can be made using the information on the fold-in page of this brochure.

Making a personal will and keeping it up to date is very important, it is reassuring to know that the causes you care about get the gift you intend for them. Any gift you leave to the Spirit of Normandy Trust will be free from Inheritance Tax and your legacy will be used to support veterans of the Normandy Campaign and their families. It will also enable the Trust to continue with its educational remit. Your legacy should be left to "The Spirit of Normandy Trust" (Registered Charity/No. 1038121) P.O.Box 300, Shrewsbury SY5 6WP

Please indicate if you are a Tax Payer at the time of contributing as your donation will qualify for Gift Aid and will increase the value of your gift to us at no extra cost to you.

To speak to someone about leaving a legacy in your will please contact the Trust by telephone, mail or e-mail and a trained advisor will return your call.

## DONATIONS

Donations to the Spirit of Normandy Trust may be made through our web site at: [www.spiritofnormandy.org.uk](http://www.spiritofnormandy.org.uk) by going to the Fund Raising page and following the 'JUSTGIVING' link



or by cheque made out to The Spirit of Normandy Trust and mailed to P.O. BOX 300, Shrewsbury, SY5 6WP U.K.

# THE SPIRIT OF NORMANDY

A CHARITABLE TRUST TO PERPETUATE THE MEMORY OF THOSE WHO FOUGHT TO PRESERVE FREEDOM IN

## ABOUT THE TRUST

Founded in 1994 to commemorate the 50th anniversary of the Normandy Campaign in 1944

The Trust has two objectives :

- Welfare
- Education

More information on the Trust can be found at [www.spiritofnormandy.org.uk](http://www.spiritofnormandy.org.uk)



## WELFARE

To provide financial assistance for veterans of the three Services who served in the Campaign, and their dependants who are in need.

All requests for assistance are directed to the Trust through the Offices of SSAFA Forces Help.

With teams of trained field workers throughout the country SSAFA can supply the Trustees with an assessment of the veteran's case, which is essential when a welfare decision has to be made by the Trustees.



## REQUESTS FOR ASSISTANCE

should be directed to the Trust through:

**SSAFA Forces Help**  
19 Queen Elizabeth Street  
London  
SE1 2LP

Tel: 0845 130 0975

[www.ssaifa.org.uk](http://www.ssaifa.org.uk)  
[info@ssaifa.org.uk](mailto:info@ssaifa.org.uk)

Information on local branches and how to proceed is available at these sites. In turn SSAFA will assess the individual case and channel the details to the appropriate charity like the Spirit of Normandy Trust.

## EDUCATION

To increase the knowledge, understanding and appreciation of the general public concerning the events from the outbreak of the Second World War and their historical significance.

Working in close liaison with the Young Historian Project, the Trust annually awards "The Spirit of Normandy Trust Young Historian" prizes for essays submitted by schools throughout the country. The prizes are for groups and individual pupils in three categories, and in very special circumstances, within the E.U. The veterans are especially keen that children should know what the war meant to servicemen, their families and the wider civilian population. Whenever possible they are happy to visit local schools by invitation to talk to children and answer questions.

This "living documentary" has been shown to inspire the children and to ignite their imagination.



## THE SPIRIT OF NORMANDY TRUST YOUNG HISTORIAN PRIZES

The Young Historian Project has brought to the Trust the prose services of Dr. Trevor James and his committee of educators, all of whom are, like the Trustees, unpaid volunteers. It is this committee that reads the entries and sits in judgement on the submissions before making recommendations to the Trust. These entries are based on the following subject:

### CATEGORIES

**Primary** - These entries are usually a class project or that of a school group in the Primary age range.

**Prizes in this category are:**  
Winning Entry - £100  
School or Group also receives - £150

**Key Stage 3** - Usually individual entries in this category

**Prizes in this category are:**  
Winning Entry - £100  
School or Group also receives - £150

**Senior** - Usually individual entries in this category

**Prizes in this category are:**  
Winning entry - £100  
School or Group also receives - £150

### "The General Peter Martin Award"

This award of £100 is given in memory of General Peter Martin, FC Chairman of the Trust. It will only be awarded to an entry considered exceptional.

All entrants will receive recognition of participation and prize value will be invited to attend a prize giving and luncheon usually held at the Union Jack Club, London.

**Details of entry available from:**  
Dr. Trevor James on 01543 301097  
e-mail: [thehistorian@history.org.uk](mailto:thehistorian@history.org.uk)

**THE SPIRIT OF NORMANDY**

A CHARITABLE TRUST TO PERPETUATE THE MEMORY OF THOSE WHO FOUGHT TO PRESERVE FREEDOM IN 1944

# Navigating through Denmark

## The story of Sgt H W Wilson

By Harry Wilson

Charges to \_\_\_\_\_ RECEIVED  
2.12.44  
Prefix. \* Time handed in. Office of \_\_\_\_\_  
100

44-51-61/17 OFFICE  
29 TH 30 TH ONE GP prds.

No. \_\_\_\_\_ OFFICE STAMP  
WELLS KENT

From \_\_\_\_\_ m 8 12.55 LI/T OHMS PTY CV 51 To \_\_\_\_\_ m

PRIORITY-CC MR H W WILSON 25 SOMERSET AVENUE  
WELLS KENT

DEEPLY REGRET TO INFORM YOU THAT YOUR SON 1398595  
SGT H W WILSON IS REPORTED MISSING AFTER AIR OPERATIONS  
ON 29 TH 30 TH AUGUST 44 STOP ANY FURTHER  
INFORMATION RECEIVED WILL BE COMMUNICATED TO YOU  
IMMEDIATELY PENDING RECEIPT OF WRITTEN NOTIFICATION  
FROM THE AIRMINISTRY NO INFORMATION SHOULD BE GIVEN  
TO THE PRESS - 51 ADJUTANT

### Introduction

This was the message received by my great, great grandparents informing them that their son, Harry Wilson, was MIA.

Harry Wilson (my namesake) joined the R.A.F in April 1942 when he was 18 and a half years old. He did his initial ground training in England, mainly at NO.10 Initial training wing at Scarborough, before going to South Africa for flying training as a navigator. He has documented his time in the war and I have used these notes to write about his experiences.

### The Training

When Harry was in South Africa, Ansons planes were flown by instructor with two trainee navigators telling them where to go, not always successfully. Harry passed out as a sergeant navigator in September 1943 and returned to the UK. He travelled to and from South Africa by troopship, each journey taking six weeks. In December 1943 he was posted to Wales, again on Ansons, but now

navigating the plane around the UK on his own. In March 1944, Harry was posted to Silverstone, then an airfield, now a grand prix circuit.

There the airmen crewed up. According to Harry, this was a haphazard affair, "*Bomb Aimers, pilots, navigators, wireless operators and gunners just milled around asking each other whether we felt they could get on together and form a crew, eg. You would ask whether people drank or smoked, played football, all their interests. Strange as it seemed it worked*".

As a crew they flew Wellingtons again and again around the UK. In June 1944 they went on to Stirling's, found themselves a flight engineer and went to the four engined Stirling's, this was really for the pilot to learn to handle the four engined aircraft. In July the crew, now complete were posted to 61 squadron a Skellingthorpe near Lincoln. On 14 August 1944, Harry carried out his first operation as navigator, a daylight raid on Brest in France.



*Harry Wilson in his RAF uniform*

## **The night of August 29<sup>th</sup>, 1944**

The night of 29 August 1944 would be a night that my great grandad would never forget and the story from that night has been passed down through our family. On this particular night, Harry and his crew were detailed to attack Königsberg<sup>1</sup>, in East Prussia. Unfortunately on the previous run the markers were "*not exactly spot on*" and the bombing did not achieve its intended target, hence the return. However it was all about to turn for the worst.

After a successful mission they were feeling reasonably happy and started their descent to 2000ft over the Baltic Sea. Then all of a sudden in the early hours of the morning their starboard inner was hit by a flak. According to Harry, "*it was such a good shot it was like trying to put out the fire of London with a water pistol*". The skipper gave the order "*Bale out*", the Mid-upper and Tail gunners went out of the side doors with the rest of the crew exiting out of the front hatch.

Harry landed quite safely in a field in Denmark with no broken bones. He hid his parachute in the cabbages, he knew it would be found but there was no time to dig a hole. He started running in any direction with one thought in mind "*get away from the landing sight*". Just then he stumbled into a ditch, conveniently, he used the ditch to hide his Mae West (survival vest). A few shots rang out in the night, however there was no sign of the crew. When Harry could run no further, he climbed over a fence and lay still in the undergrowth, where it remained quiet.

## **The Day After**

Harry stayed hidden in the undergrowth in the grounds of a farm all day. He had maps of the area and European money; however the authorities had decided they did not need Danish money. He watched the house on the farm, all day people went to and fro but luckily no sign of Germans.

At dusk the farmer who owned the farm and the land came out to have a last look around. Harry took his opportunity and he stepped out of the trees and spoke to him. The farmer was an old man and was absolutely astonished by my great grandfather's story. My great granddad pointed to his aircrew badge, imitated a bird and repeated R.A.F many times before the farmer understood. A short while later the farmer came back with a sack, wrapped it around Harry before taking him into the house. There were certainly language problems with most of the conversations being communicated through imitation.

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<sup>1</sup> Königsberg is now called Kaliningrad and is in Russia!

Harry stayed with the farmer and his wife, Mr and Mrs Kjør in Valgaard, near Farso, Denmark, who fed and looked after him for a week although they knew Harry's discovery meant their deaths. On the second day off his enforced rest he was interrogated by Mr and Miss Sonne and later Mr Hald all who could speak English. They knew all about the crash and agreed to help him get back to England. He learnt his pilot Bruce Loneon had also contacted the resistance but the rest of the crew were prisoners.



*The farm where my great grandad stayed*

After a week on the farm, Harry cycled to a house in Farso and met up with his pilot, Bruce. A car took Harry and Bruce to a lovely road, where they were transferred to a police car. At this point, Harry and Bruce were prisoners of the Danish police (which remained under Danish control until 2 weeks after Harry's escape). The police car took them to the train station, where they took a train to Copenhagen. On the train people stood around in corridors while Harry and Bruce had a compartment to themselves. Upon being asked whether they were dangerous one of the police officers replied, "*only a couple of burglars*"<sup>2</sup>.

By now Harry and Bruce had been supplied with fake identities with my great grandad being Jens Kristian Hansen. In the day they were escorted and at night they stopped indoors with 'Kis' and 'Antonius' (my great grandad assumed that these were their 'underground names') who never opened the door without a gun in their hands.

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<sup>2</sup> The story of Harry's escape is detailed in *Free to Fight Again, RAF Escapes and Evasions 1940 – 1945* by Alan W Cooper, under the heading 'A Couple of Burglars'.

Eventually, on a dark night in September, they were collected by a "swarthy character" who took them into a black saloon car to the docks. The black saloon screeched through the streets of the town, lights flashing, sirens wailing. During their time in the car the driver told them "this isn't my car, I stole it from the Gestapo". According to my great grandad, no one would dream of stopping a Gestapo car!

We arrived at the docks to catch a boat to Malmo in Sweden. The Captain of the ship welcomed Harry and Bruce with open arms and clearly knew all about them. Harry and Bruce were taken to the hold of the ship, prior to it setting sail, and sat there wondering if they were going to get away with it.

Two days after their arrival in Malmo, they took a train to Stockholm.

When he arrived in Stockholm, he sent a telegraph to his parents explaining them about his story and that he was okay.

CABLEGRAM VIA NORTHERN	
THE GREAT NORTHERN TELEGRAPH CO. LIMITED OF DENMARK.	
RECD: 1944 SEP 14 25 BY: <i>[Signature]</i>	Direct, speedy and reliable communication with CHINA, HONGKONG, JAPAN, HAWAII, MANILA, U.S.S.R., FINLAND, LATVIA, ESTONIA, LITHUANIA, POLAND, SWEDEN, DENMARK, FAROE ISLANDS, ICELAND, and GREENLAND.
<i>BFY</i> / <i>SS</i> <i>15</i> <i>L</i>	
STOCKHOLM 06415 15 14 1140	
= ELT = MRS H WILSON 27 SOMERSETAVE WLLINGBRI	
= WLL SAFE SWEDEN RETURNING SOON LOVE	
= HARRY WILSON =	
	
<small>In order to avoid delay, please telephone or hand your cablegrams direct to our Office, 5, St. Helen's Place, E.C.4 (Telephone London 2441) or to our Cable Office, 10, Abchurch Lane, London E.C.4 (Telephone London 2441) Cable Office</small>	

The telegram that Harry sent to his parents.

About a week later they flew back to Scotland. Once they were back on home soil my great grandad went back to operations. About 3 months later he received a letter from his friends in Denmark giving him an address to write to. Although wording his letter well and not mentioning his escape, he was court marshalled for attempting to communicate with countries under control. Luckily, he won the day and carried out fighting for 9 Squadron for the rest of the war.

C O P Y.

Copenhagen, 14th September, 1944.

To Mr. Lonsen and Mr. Wilson.

Dear friends,

When this letter comes into your hands you are certainly going on again in our fight for freedom, thank you and good luck.

We were so happy to have you two RAF-boys here in Copenhagen and we shall never forget the days we spent together, we feel like having known you all our life - just as old friends - and we hope it is the same to you.

As promised you we send you hereby some of our underground-papers "The free Danes" and when we publish new ones we shall not forget to send them to you.

Well, go ahead then, dear friends, and with the kindest regards from our chief and all your friends in Denmark, we remain

yours very sincerely

Kis & Antonius

(I cross my fingers for you, Kis)

Kis says that she is longing for you and we do hope to meet you again in peace-time. If you get time we shall be very happy, indeed, to have a few lines from you and you can write to the following address:

Mrs. Kis,  
Postassistenten Copenhagen,  
o/o Max Weiss,  
Tarnholmagatan 17  
M a l m o.  
Sweden.

*The letter received from Harry's Danish friends*

### **The impact of Harry's escapades**

*My great grandad* - I think my great grandad must have felt excited because he was experiencing a new adventure. I also think he would have felt confused because he didn't know who to trust. He



also would have felt scared because one bad move could have meant him being taken prisoner of war and potentially endangering the Danish people who looked after him.

*The Danish people who helped him* – we need to remember all the people who agreed to look after him because being found would have most likely resulted in their death. The willingness of the Danish and Swedish people to help him and the risks they took demonstrate their support of the allies and how grateful they were for the bravery of the RAF service men. My great granddad was so grateful to the Danish that he went back to Denmark several times after the war and represented The Escape Society at the Danish 40<sup>th</sup> anniversary freedom celebrations in 1985 in Copenhagen, and was hosted by Prince George of Denmark.



*Udvalget vedrørende 40-året for Danmarks Befrielse  
har den ære at indbyde Dem til  
festforestilling i Det kongelige Teater, Nye Scene,  
søndag den 5. maj 1985 kl. 20<sup>15</sup> præcis.*

*Billet til forestillingen vedlægges.  
Påklædning: Mørkt tøj.*

*Med venlig hilsen*

*Henning Strøm | Kirsten Fastrup  
stiftamtmand fm.*

*Såfremt De er forhindret i at deltage, bedes  
De venligst snarest tilbageende billetten.*

*The invitation from the Danish Government to attend the Danish 40 years of freedom celebrations*

Great granddad also found the relatives of the farmer who helped him hide and even returned and slept at the farm in 1986. He stayed friends with the people who had helped him through so much.

*Harry's parents* – I think his parents must have felt distraught when they received the telegram saying that his plane had been shot down. They could have been thinking that they had lost their son. When they received the telegram from Harry, telling them that he was safe in Sweden, I think they would have felt overjoyed because their son was not dead.

*Me* – As he escaped from enemy territory after bailing out, my great granddad was able to wear the gold caterpillar badge<sup>1</sup> and the Escape Society Tie as marks of his bravery and incredible story. My dad tells me he always wore these with pride when in later life he gave talks and went to RAF

reunions. I find my great grandad's acts of bravery extremely impressive and I would definitely not have been able to keep a straight mind with everything he went through. I feel extremely proud and could not imagine how much stress he was under. I hope that my essay has shown how proud I am of what he did for others.

**Harry Wilson (year 6)**

**June 2023**

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<sup>1</sup> The **Caterpillar Club** is an informal association of people who have successfully used a parachute to bail out of a disabled aircraft. After authentication by the parachute maker, applicants receive a membership certificate and a distinctive lapel pin.

PADDY MAYNE

The Irish Lion!

In the...



SAS

Born on the 11<sup>th</sup> January 1915 in Newtownards, County Down, Northern Ireland, Paddy Mayne was a poetry lover, a talented rugby player and a paratrooper.



And he was a founding member of the...

SAS

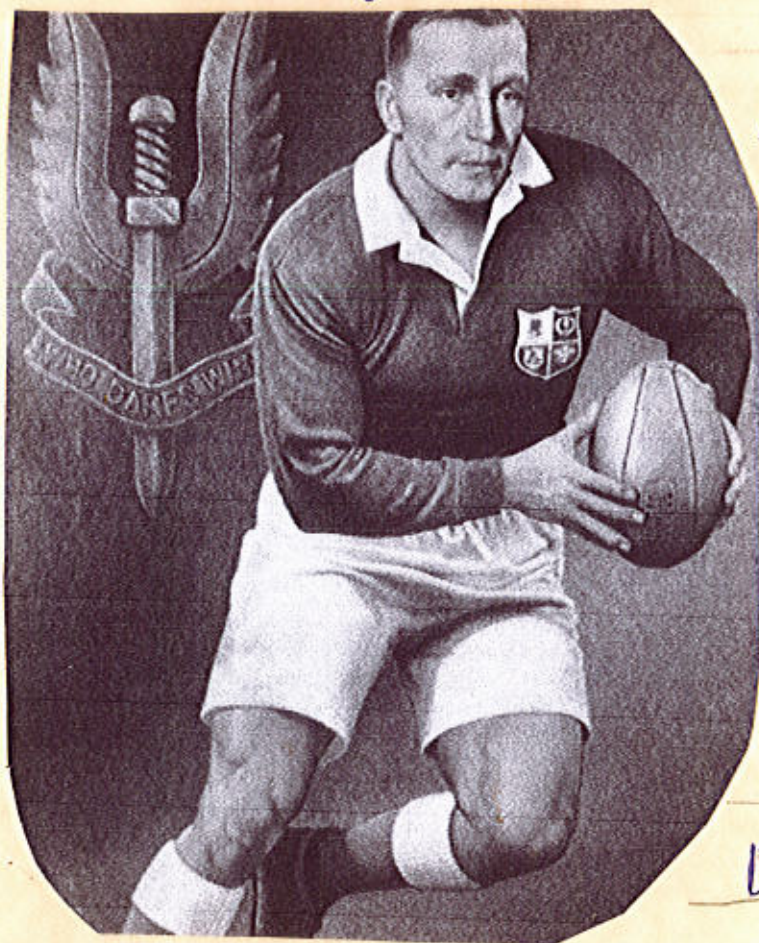
The Special Air Service (SAS) was formed in 1941 in the north African deserts by

David Stirling



## Early Life

Paddy Moyne's real name was Robert. He was born in Northern Ireland in 1915. He was of seven children, at school he played cricket and golf, and showed a real talent for boxing and rugby. He later played for Ireland and the British Lions. After school, he trained to be a solicitor.



## WW2

At the outbreak of the second world war, Paddy had joined the Supplementary Reserve in Newtownards and by 1940 he had been transferred to the 'Royal Ulster Rifles'.

After the evacuation at Dunkirk, Paddy volunteered

for the new Scottish Commando force (NO. 11 Commando.) He was successful in leading men in the Battle of the Litani River in Lebanon against French Vichy forces.

## The SAS in WW2

In 1941, David Stirling was creating the SAS, which was simply known then as the 'Parachute Unit.' A fellow officer recommended Paddy to be a volunteer for the S.A.S, and history was made. From 1941 - 1942, Paddy Mayne went straight behind enemy lines and joined in many raids carried out by the S.A.S on enemy aircraft in Egypt and Libya. The S.A.S used many jeeps to do this, and Paddy is credited with destroying about 100 aircraft. The most successful raid was on the 26<sup>th</sup> July 1942 on the Sidi Haneish Airfield in Egypt. They destroyed 37 German aircraft, but only lost 3 out of 18 jeeps and sadly two men.



Paddy left a bomb in the engine of a parked bomber and they all escaped into the nighttime desert.

on their way back, they had to camouflage and hide during daylight to avoid being spotted.



After captain Stirling was captured by the Germans, Paddy Moyné took over as Commander of the S.A.S and he led his men into many glorious battles, sometimes directly into machine gun fire. He was a great leader and always planned carefully. I admire him because he was a real life Super hero. Despite everything that life threw at him, he still managed to get the job done! After the war, Paddy returned to Ireland and worked again as a Solicitor. He died in a car accident in 1955. He is an inspiration to my generation and I hope his legacy lives on.

## About Me!



My name is Dylan Fry and my father served in the New Zealand S.A.S. This is me wearing his beret and medal. He inspired me to learn more about how the S.A.S began and my Dad reminds me of Paddy Mayne.



# MIR BURM



## \*HOW THE BATTLE STARTED AND\* \*ENDED\*

The battle started because Japan was trying to invade Burma / Myanmar. At that time Burma and India were the British empire so some soldiers from the British empire including India went to fight against Japanese invaders and help Burma / Myanmar win the Battle.

## \*HOW

He is

- ME
- My siblings
- My Grandpas siblings
- My Great grandpas



by  
ZOYA ALI BAIG

# SHAFI HUSSAIN 1A CAMPAIGN 1941-1945



## \* STORY \*

Mir Shafi Hussain didn't have a job so he went into the Indian army. At that time during WW2 Burma / Myanmar was getting attacked by the Japanese invaders so he went to Burma / Myanmar to fight against Japanese invaders. Luckily he survived and started a small business called Automobile spareparts shop it was where he used to sell spare parts of automobiles.

He had eight children he was also the third child amongst all his siblings and he died at the age of sixty five.

HE IS RELATED TO \*

\* ME \*

my Grandpas uncle.

- 1. My Parents
- 2. My Grandparents
- 3. My Great grandpa, Mir Shafi Hussain, their siblings...
- 4. My Great Great grandpa

SBH



# Reginald George Sollars

Reginald George was the eldest of two sons born to George Samuel and Frances Ethel Sollars on the 21<sup>st</sup> November 1912 in Sheepscombe, Gloucestershire. He had one brother, James Francis.

He left school at 19 to go to Bristol University, earning his rowing colours.

When he left Bristol he went to teach at Wrekin College, Wellington in the Science Department.

He learnt to fly in Cambridge, while he was studying at Bristol University.



During the war he ...

- flew Lancaster bombers
- was in the R.A.F.V.R (Royal Air Force Volunteer Reserve) founded 1/4/1936
- once flew over Germany dropping leaflets
- trained other pilots
- was a main instructor

# THE WAR



Here is a photo of on the left Wing Commander F.F. Fluton then next to him is the Bishop of Maidstone then penultimate to last is Air Marshall Sir Richard Atcherly and last but best off all Fit-Lieut R.G. Sollars

Reg married Mavis Audrey Gardiner during the war on 14th April 1941.



Each soldier had a few R.A.F sew on badges so that when they changed clothes they didn't have to take them of.



These mini badges are not worn on the soldiers' uniform but on other normal clothes when out, therefore are not as big and bulky .



The front of the medals



# MEDALS

Reginald was awarded quite a few medals. He might also have got the star



People usually had spars and odd bits to replace broken ones

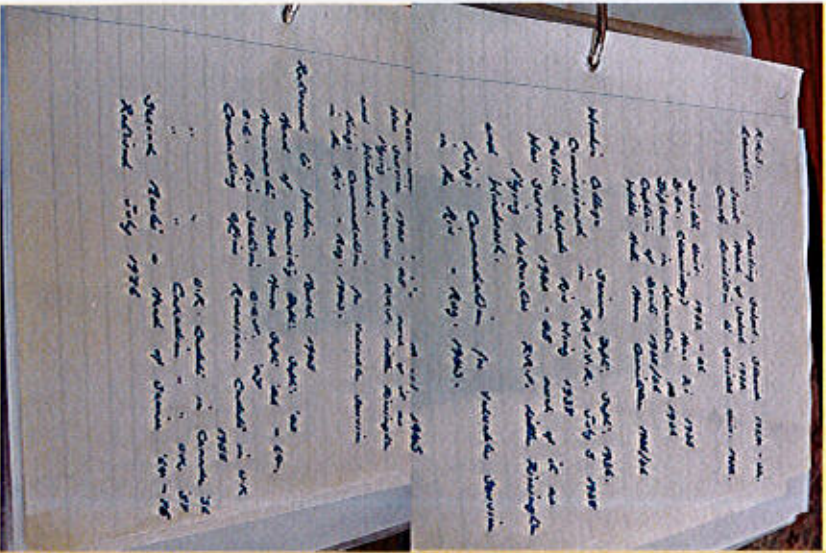
The back of the medals



Name	Description of ribbon	Clasp (if awarded)	First awarded
1 Defence Medal	Flame coloured with green edges, upon each of which is a narrow black stripe	Silver laurel leaves (for brave conduct)	1945
2 War Medal (1939-45)	A narrow central stripe with a narrow white stripe on either side. A broad red stripe at either edge, and two intervening stripes in blue.	Oak leaf	1939
3 Queen Elizabeth II Coronation Medal	A narrow central red stripe with two dark blue stripes on either side and red on the outside	None	1953
4 Air Efficiency Award	A dark green with two narrow white central stripes	The extra eagle	1942

# More info

Reginald learnt to fly planes while at Bristol University he actually learnt to fly in Cambridge, so that was part of the reason he was so useful during the war. So he during the war he was especially useful because he already knew how to fly, so they put him training other officers to fly Lancaster bombers.



Some notes written by Reginald



The Under-Secretary of State for Air presents his compliments and by Command of the Air Council has the honour to transmit the enclosed Awards granted for service during the war of 1939-45.

All this information is about my Great Grandpa and has been provided from Grandma and mainly Grandpa.

## Campaign Stars, Clasps and Medals instituted in recognition of service in the war of 1939-45

THE AWARDS DETAILED ARE MARKED X ON THE ACCOMPANYING LIST

Order of Precedence	Description of Ribbon	Class of Emblem (if awarded)
1 1939-45 Star	Dark blue, red and light blue in three equal vertical stripes. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	Battle of Britain
2 Aircrew Star	Blue, white and sea green divided and veined. This ribbon is worn with the blue edge furthest from the left shoulder.	Air Crew Europe France and Germany
3 Air Crew Europe Star	Light blue with black edge and in addition a narrow yellow stripe on either side.	Atlantic or France and Germany
4 Africa Star	Blue buff, with a central vertical red stripe and two narrower stripes, one dark blue, and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	6th Army or North Africa 1942-43
5 Pacific Star	Dark green with red stripe, a central yellow stripe and two narrower stripes, one dark blue and the other light blue. This ribbon is worn with the dark blue stripe furthest from the left shoulder.	Burma
6 Burma Star	Dark blue with a central red stripe and in addition two orange stripes.	Pacific
7 July Star	Five vertical stripes of equal width, one in red at either edge and one in green at the centre, the two intervening stripes being in white.	
8 France and Germany Star	Five vertical stripes of equal width, one in blue at either edge and one in red at the centre, the two intervening stripes being in white.	Atlantic
9 Defence Medal	Flame coloured with green edges, upon each of which is a narrow black stripe.	Night Inland Leaves (Star's Companion for Inland conduct, Civil)
10 War Medal 1939-45	A narrow central red stripe with a narrow white stripe on either side. A broad red stripe at either edge, and two intervening stripes in blue.	Oak Leaf

W. J. F. M. A. L. D. G. R. O. N. B. R.  
S. O. L. E. A. M. W.

Reginald George was the eldest of two sons born to George Edward and Anne Pearl (nee Lane) Messinger, on the 2nd November 1910 at 70, Over, Chipping, Dorsetshire, the birth was registered on the 30th March. Grandpa and the entry above.

1019 Jax Reginald George George Edward Messinger  
1910

We want to thank you for the information you have provided. We would be glad to go to Bristol University to read from you and add to the record. His Dearest.