

Richard Laughton

From: Richard Laughton <rlaughton@cefresearch.ca>
Sent: Sunday, October 7, 2018 6:30 AM
To: 'Bowers, Tracey C2 (DBS-JCCC Commem SO2)'
Cc: Trevor Henshaw; Luc Degrande; Ralph McLean
Subject: RE: 20181001_Rededication ID292_Clark_Noon
Attachments: NKG 253 A4 061018.pdf

Tracey,

Thank you for your email and the documents that were attached.

We are pleased to be able to provide the additional information that you requested. It was an omission on my part, as the report author, not to have clarified point #3 to a greater extent. Team member Trevor Henshaw had detailed this information in his research of all the aircraft and airmen of the Great War, all of which he has published in his book "[The Sky Their Battlefield II](#)". It would have been clearer if I had written point #3 more in line with the information that was initially given to me by the author. Here is a revised version of point #3:

3. The detailed records of lost aircraft by noted researcher and author Trevor Henshaw report that there was only one (1) aircraft that was lost and missing in action on the Western Front with '253' in the serial, which resulted in the deaths of BOTH airmen, and both of whom currently have No Known Grave. That aircraft, a Bristol F2B of 20 Squadron, Serial Number A7253, was flown by Pilot 2Lt E. V. Clark with Observer 2Lt G. Noon (Attachment #3a). The author notes that the plane set out on an Offensive Patrol and was seen chasing enemy aircraft in the vicinity of Passchendaele, Belgium. Two hours later they were seen near Westroosebeke, approximately 3 miles from where the remains were recovered.

There were four (4) other aircraft MIA with '253' within the serial - two were single seaters but both pilots saw the War out as POWs :

- I. A2536 DH2 of 32 Sqn was lost on 3 April 1917, shot down after combat east of Lagnicourt (in France Sh.57c C.23.), and the pilot Lt EL Heyworth was taken prisoner: Repatriated 18 August 1918, and
- II. H7253 SE5a of 56 Sqn shot down, probably by AA on 5 October 1918, whilst diving on an enemy Kite Balloon east of Bohain (in France Sh.62b D.21.). The pilot, Lt IW Awde, was wounded and taken prisoner. Lt Awde was repatriated on 13 December 1918.

There was a third Missing in Action with these numbers in the serial:

- III. Bristol F2B of 22 Sqn, serial B1253 lost on 5 June 1918. The pilot Lt CH Dunster was taken POW, and he was Repatriated on 18 December 1918. His Observer, Sgt LAF Young, was killed in the descent, and his grave was found in 1920 at Sh.36a L.25.c.2.8., east of AIRE, France.

The fourth aircraft MIA with '253' in the serial was:

- IV. 48 Sqn's F2B E2532, shot down on 26th October 1918 - both crew taken POW. These two men were 2Lts H Thomas and FHV Coomer, and both were repatriated on 7 December 1918. This 48 Sqn F2B was on an Offensive Patrol to Tournai, Belgium, and as such, the only other plane with

'253' in the serial to go Missing in Action in Belgium, but its crew are accounted for, as taken Prisoners, who were later repatriated.

All the other British aircraft lost and Missing in Action on the Western Front, with '253' in the serial, are therefore all comprehensively accounted for. None of the others, apart from A7253 with pilot 2Lt Clark and 2Lt G Noon, involve a crew with No Known Grave (Attachment #3b).

Your comments were circulated to the rest of the research team and Trevor has completed the table you provided as requested, a copy of which is attached. You will note that there are a few additions, as the list did not contain all the planes with the '253' in the serial. I trust that you will agree that there was no need to add the additional information for any single seater aircraft, as this crash had both a pilot and an observer.

We believe that this additional information will allow the MOD-JCCC to approve the report. We will prepare an updated version of our report and post it to the web site where the CWGC has access to all of our reports. I will also email you a PDF copy, in the event that you do not have access to the site (<http://laughton.ca/publications/unknown-project/>).

Thank you also for the information for copying services at the UKNA, as I was unaware of that service (<http://www.nationalarchives.gov.uk/help-with-your-research/record-copying/>). In this particular case, Trevor Henshaw had already assembled all of this information for the preparation of his book, thus further "hands on" research was not required. Please note that Trevor is located in the UK and you are more than welcome to deal with him directly, or copy him on any emails. You will see that Trevor is a member of the research team on a number of other cases submitted to the CWGC that involve "Unknown Airmen".

If you have any additional questions, please do not hesitate to contact us at your convenience.

Best Regards from Canada,

Richard

From: Bowers, Tracey C2 (DBS-JCCC Commem SO2) [mailto:Tracey.Bowers100@mod.gov.uk]
Sent: Tuesday, October 02, 2018 7:24 AM
To: rlaughton@cefresearch.ca
Subject: 20181001_Rededication ID292_Clark_Noon

Good Afternoon Richard,

I am writing regarding the case you submitted to the CWGC concerning the burial location of 2nd Lt Clark & 2nd Lt Noon. This case was sent to JCCC last September as the adjudicating authority and our report is attached.

Kind regards
Tracey

Tracey Bowers

SO2 Commemorations

Email; Tracey.Bowers100@mod.gov.uk

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Postal Address; Commemorations, JCCC, Rm G35, Innsworth House, Imjin Barracks, Gloucester GL3 1HW

Website; <https://www.gov.uk/guidance/joint-casualty-and-compassionate-centre-jccc>

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Allocations 1914-1916		Two-Seater Aircraft associated in any way with lost RFC RNAS RAF AFC IF 1914-18 airmen with N.K.G.	Single Seater*	
Serial	Type			
253	Nieuport Monoplane	no		Nieuport Monoplane 253 was recorded at Larkhill in 1913, then with 4 Sqn in April that year. Struck off the RFC on 13 August 1913.
1253	Bristol Scout		Single seater	
2253	RE7	no		There is no record of RE7 2253 having been allotted to the Western Front or flown there. A total of three RE7s went Missing In Action on the Western Front, all in 1916. RE7 2287 of 12 Sqn was lost on 12 Jan 1916, with the pilot 2Lt L Kingdon killed (grave found 1925 TOURNAI CC Sh.37 O.34.a.7.5.) and the Observer Lt KW Gray taken POW (Repat 19 April 1918). On 9 July 1916 RE7 2192 of 21 Sqn was lost – the pilot on a lone bombing raid: 2Lt CV Hewson killed. He was found in 1920 buried with Germans in PORTE-DE-PARIS Cemetery, CAMBRAI, Sh.57b A.16.c.3.7. The final loss on RE7s was the 21 Sqn crew of Capt JO Cooper KIA and Lt AV Oliver-Jones KIA in RE7 2388, on 21 July 1916. Both were last seen near Beaulencourt, France, and have no known grave. Note their serial: 2388.
2530	BE2c/d/e	no		BE2c 2530 came to the Western Front in August 1916 and served with 13 Sqn, and then 8 Sqn. It was shot down on 27 February 1917 at Sh.51c R.26.a. near BRETONCOURT, with 2Lt EA Pope and 2Lt HA Johnson, who were both killed. Both men were buried at WARLINCOURT HALTE British Cem. Sh.51c U.18.d.7.5. (Note: I add 2530 to your list, as it was not originally mentioned. Also, all these aircraft 2530-2539 are BE2cs.)
2531	BE2c/d/e	no		BE2c 2531 also came to the Western Front in August 1916 and joined 6 Sqn in September 1916, and then 35 Sqn in March 1917. It was eventually sent to 2AD on 16th April 1917 and struck off charge of the RFC on 25 May 1917.
2532	BE2c/d/e	no		BE2c 2532 arrived at 15 Squadron in late August 1916. It went to 4 Sqn in March 1917, and on 3 April 1917 the crew of 2Lt RMH Young and 2 Lt W Wallace had it badly hit by AA fire on Artillery Observation, but made it back safely and unhurt. A few days later it was at 2AD and declared wrecked and struck off charge.
2533	BE2c/d/e	no		BE2c 2533 was recorded on strength of 5 Sqn from 1AD on 11 September 1916. By late February 1917 it had transferred to 4 Sqn, and it was with them that a 4 Sqn pilot, Lt RA Redfern, had a minor collision in it on 5 April 1917 during a practice flight. He was unhurt. The aircraft was Struck Off Charge of the RFC a week later.
2534	BE2c/d/e	no		BE2c 2534 reached 13 Sqn from 2AD on the Western Front on 26 August 1916. It took some damage on a bombing raid on 16 November 1916, and then after a bad crash on 14th March 1917, in which no one was hurt, it was sent back as 'wrecked' on 30 March 1917 and struck off charge.
2535	BE2c/d/e	no		BE2c 2535 arrived at 10 Sqn RFC from 1AD on 11 September 1916. It went to 16 Sqn on 3 February 1917. On 26 February 1917 it was attacked by enemy fighters on Artillery Observation and the crew of Lt HE Bagot and 2Lt RLM Jack were wounded. Observer 2Lt Jack died of his wounds on 27th February, and was buried, alongside many RFC men, at Aubigny Communal Cemetery Extension, Sh.51c D.12.d.5.5.. The aircraft went back to 1AD as 'wrecked' a week later on 5 March 1917.
2536	BE2c/d/e	no		BE2c 2536 arrived with 4 Sqn RFC on 31 August 1916. On 5 March 1917 it was in a bad landing on a practice flight, but the crew of 2Lts RMH Young and J Brodie were unhurt. It was returned 'wrecked' to 2AD on 12 March 1917.
2537	BE2c/d/e	no		BE2c 2537 joined 16 Sqn from 2AD on 11 September 1916. By the end of April 1917 it was back at 1AD on its way back to the UK. It suffered a minor crash into wires at the Wireless and Observers School, Brooklands in June 1917, with pilot 2Lt C Ransom slightly injured. This crash almost certainly caused it to be Struck Off, there in the UK.
2538	BE2c/d/e	no		BE2c 2538 came to 12 Sqn on 9 September 1916. 5 days later 2Lt GW Howland stalled and crashed the machine when taking off for bombing. He was injured but ok. 2 days later, on 16th September 1916 the aircraft was at 2AD as 'wrecked' and Struck Off Charge.
2539	BE2c/d/e	no		BE2c 2539 joined 2 Sqn from 1AD on 8 September 1916. It served until 6 April 1917, when its pilot 2Lt HCW Strickland crashed it into a pole returning from Artillery Reg. The Observer 2Lt H Strickland was injured but ok. The pilot was unhurt. The aircraft was struck off charge at 1AD 4 days later.
3253	Morane Parasol		Single seater	This is a single-seater, but it is also a very famous aircraft: Morane Parasol Type L 3253 of 1 Wing RNAS was the machine in which FSLt Warneford won his Victoria Cross for single-handedly shooting down Airship LZ 37 over Brugges before dawn on 7 June 1915. The last record of this machine is that it was still with 1 Wing in December 1915.

4253	FE2a	no		FE2a 4523 was known to be with 6 Sqn, flown to them from the UK on 19May 1915. There's an AIR1 early Combat Report of it attacking an Albatros over Tournai on 31 July 1915, before returning to base. It was returned to the Air Park on 2 October 1915.
5253	Caudron G.III	no		Caudron GIII 5253 was a Training Aircraft, used in the UK (eg at 9 Reserve Air Squadron in late 1915). There's no record of it being flown on the Western Front.
6253	BE2d/e	no		6253 is a BE2d. It arrived with 10 Sqn from 1AD on 23 July 1916. It was flown to 2 Sqn on 2 January 1917, and served with them until it crashed onto a house roof on taking off for a practice Contact Patrol flight on 11 May 1917 - 2Lt CF Reeve was injured, and died of his injuries on the 13 May 1917. He is buried in Bethune Town Cemetery. His aircraft had been struck off Charge of the RFC on the day of the crash. He was alone in the aircraft.
7253	BE2d/e	no		BE2d 7253 first arrived at a Western Front Squadron on 1 March 1917 - this was 12 Sqn. It served without particular record until 10 August 1917, when it was returned to 1AD. It was later known to be back in the UK, at 75 Sqn Harling Rd B Flight, where it flew an Anti-Zeppelin patrol on 19 October 1917.
8253	Short 827	no		Short Type 827 8253 was a seaplane, sent out to Zanzibar in September 1916, where it served in various places in Africa until deleted in March 1918.
9253	Henry Farman Astral	no		Very little is known about this experimental Type, of which only 1 was built. Serial 9251 was built as an experimental two-engined bomber, but when trials failed at Hendon, the orders for the others were cancelled. 9253 was never built.
Prefixes 1916 onwards				
Serial	Type			
A253	SPAD		Single seater	
A1253	Henri Farman	no		This HF F.20 A1253 was a Training Aircraft, in the UK. It had a forced landing on 12 June 1917 at a UK Golf Course whilst with 28 Sqn RFC as that unit was working up, still as a Training Unit, at Fort Grange in the UK. No one appears to have been injured. There is no record it ever got to the Western Front.
A2253	Maurice Farman Shorthorn	no		A2253 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front.
A2530	Maurice Farman Shorthorn	no		A2530 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front. (Note: I add A2530 to your list, as it was not originally mentioned.)
A2531	Maurice Farman Shorthorn	no		A2531 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front.
A2532	Maurice Farman Shorthorn	no		A2532 was a Maurice Farman S.11 Shorthorn, and was used exclusively for training - almost certainly in the UK in 1917. There is no record of this machine ever going to the Western Front.
A2533	Airco DH2		Single seater	
A2534	Airco DH2		Single seater	
A2535	Airco DH2		Single seater	
A2536	Airco DH2		Single seater	
A2537	Airco DH2		Single seater	
A2538	Airco DH2		Single seater	
A2539	Airco DH2		Single seater	
A3253	Nieuport Type 12	no		A3253 was actually a RE8, built by Austin Motors (not a Nieuport 12). It arrived at 34 Sqn on the Western Front from 2AD on 25 April 1917. On a Photographic mission on 26 May 1917 it stalled on take off and crashed, injuring the crew of 2Lt F Fowler and Pte JH Gibson-Hawke, from which both recovered. Two days later it was noted as Struck Off Charge of the RFC.
A4253	RE8	no		RE8 A4253 joined 16 Sqn on the Western Front on 16 June 1917. It was next noted in AIR1 as being hit by another 16 Sqn RE8 (A3476) on 9 August 1917 when it was taking off for Artillery work, and was damaged. Pilot 2Lt James was slightly injured, and the Observer 2Lt Geidt was unhurt. It was returned as a wreck to 2AD on 11 August 1917.

A5253	FE2b	no		A5253 was actually a Sopwith Strutter (not an FE2b). Virtually nothing is known about A5253 - it is in the middle of a group of Sopwith Strutters known to have been sold to the Russian Govt in 1920. Only 60 of the 100 aircraft of this order were built. There is no evidence it ever went to the Western Front.
A6253	Martinsyde Elephant		Single seater	
A7253	Bristol F2B	YES		Bristol Fighter A7253 came on strength of 20 Sqn RFC on 29 September 1917. On 29 November 1917 it was on a Northerly Offensive Patrol (NOP) when it was seen in combat with enemy aircraft near Moorslede, and was last seen near Westroosebeke in Belgium. The crew of A7253 were 2Lt EV Clark (South African) and his Observer 2Lt G Noon, and they were both reported Missing and Presumed Killed in Action. They both have No Known Grave. It feels strongly likely that they can be the pair of British airmen referred to on doc1836375.jpg, described as a pair of "U.B. Off. Lieut. R.A.F." found together, and with an artefact showing "Number of Aeroplane 253". Both airmen were found and "Removed from Castle of Houthulst" Sh.20 S.E. P.14.c.0.9. and now buried in Tyne Cot British Cemetery. They are the only pair of airmen with No Known Grave to also have an aircraft which contained "253" in it's serial. These men were found with exactly such a remnant of their aircraft. Furthermore, this Map Reference of where they were found - just south of Houthulst, is only 2-3 miles north of where Records state they were last seen, before being shot down and killed.
A8253	Sopwith Strutter	no		Sopwith Strutter A8253 is known to have served only in the UK, in a Training capacity. It was with training unit 86 Sqn in March 1918, and then with No.1 Observers School of Aerial Gunnery from 29 April 1918.
A9253	Airco DH5		Single seater	
B253	Armstrong Whitworth FK8	no		AW FK8 B253 came to 2 Squadron RFC from 1AD on 17 June 1917. Just the next day, 18 June 1917, it crashed during an engine test whilst landing in a gale and was badly damaged. No one was reported injured. It was struck off charge at 2AD on 6 August 1917.
B1253	Bristol F2B	no		Bristol F2B B1253 joined 22 Sqn from 2ASD on 25 March 1918. On 5 June 1918 it was reported Missing in Action. The crew of 2Lt CH Dunster and 217347 Sgt LAF Young had last been seen going down in control towards Lestrem, under attack. The pilot was wounded and taken prisoner (2Lt Dunster was Repatriated 18 December 1918), but Observer Sgt LAF Young was fatally wounded in the descent and killed. His grave was found in 1920 at Sh.36a L.25.c.2.8. east of AIRE.
B2253	RE8	no		RE8 B2253 joined 21 Sqn RFC on the Western Front on 19 November 1917, from 1ASD. On 19 January it had been re-issued to 3 Sqn Australian Flying Corps. On 1 April 1918 on Artillery work, it was possibly hit by AA, and the crew of Lt JL Smith and Lt JL Withers made a crash forced landing near Warneton. Neither man was reported hurt. It was Struck off Charge from the Repair Park of 1ASD, as wrecked, on 8 April 1918.
B2530	Sopwith Camel		Single seater	(Note: I add B2530 to your list, as it was not originally mentioned.)
B2531	Sopwith Camel		Single seater	
B2532	Sopwith Camel		Single seater	
B2533	Sopwith Camel		Single seater	
B2534	Sopwith Camel		Single seater	
B2535	Sopwith Camel		Single seater	
B2536	Sopwith Camel		Single seater	
B2537	Sopwith Camel		Single seater	
B2538	Sopwith Camel		Single seater	
B2539	Sopwith Camel		Single seater	
B3253	Avro 504A	no		Training Aircraft UK. B3253 was known to be a Training Aircraft at RNAS Manston Jan 1918. It was not known to have gone to the Western Front. General Note for Avro 504 Types on the Western Front: The Last Avro 504 left Western Front as an operational type in October 1915 (lastly with 1 Sqn). In total, 7 were eventually reported Missing in Action (390, 638, 875, 715, 874, 753, 1001). All airmen involved were POWs - all Repatriated, apart from the deaths of a) 2Lt V Waterfall KIA and Lt CGG Bayly KIA in Avro 390 on 22 Aug 1914, both graves being found in 1929 at Labiau Communal Cemetery Sh.38 K.29.b.8.7.; and b) the other death was RNAS Flt EG Riggall KIA lost at sea on the Zeebrugge Raid in 875 on 16 Feb 1915.
B4253	Avro 504A/J	no		Training Aircraft UK. B4253 possibly at 37Sqn Sedgeford or Gosport. Not known to have gone to the Western Front. See General WF Casualty Notes for Avro 504s above - see B3253.

B5253	Sopwith Pup		Single seater	
B6253	Sopwith Camel		Single seater	
B7253	Sopwith Camel		Single seater	
B8253	SE5a		Single seater	
B9253	Sopwith Camel		Single seater	
C253	Sopwith Pup		Single seater	
C1253	Airco DH9	no		DH9 C1253 comes from a group of DH9s known to have been used as training aircraft in the UK - for example with 44 Training Sqn at Lincoln or the Fleet Practice Sqn at Turnhouse. There are no records in AIR1 specifically mentioning it, or that show it ever having been flown on the Western Front.
C2253	RE8	no		RE8 C2253 arrived at 12 Sqn from 2ASD on 26 March 1918. The very next day, on 27 March 1918, it got into a spin at 2000 feet on patrol near Bellevue and dived into the ground. Observer 2Lt HH Harman was injured, but pilot 2Lt H Fitzgibbon had been killed. He rests in Doullens Communal Cemetery. The aircraft was struck off as wrecked that day.
C2530	RE8	no		RE8 C2530 came on strength from 1AD to 7 Sqn on 29 June 1918. On 28 September 1918, during a Counter Artillery Patrol, it was shot up by Fokkers and forced to land and crashed into a tree on landing. Pilot 2Lt HM Matthews was wounded, but would recover. Observer 2Lt C Fletcher was more seriously wounded, and died the next day, the 29 September 1918. He was buried in Haringhe Military Cemetery, near Bandaghem, Sh.19 W.28.c.75.20. The aircraft was struck off as wrecked on the day of the crash, the 28 September 1918. (Note: I add C2530 to your list, as it was not originally mentioned.)
C2531	RE8	no		RE8 C2531 lacks any records in AIR1. There is currently no evidence that it was flown anywhere on the Western Front.
C2532	RE8	no		RE8 C2532 joined 59 Squadron from 2ASD on 23 June 1918. During a Contact Patrol on 6 September 1918 it suffered engine failure and crashed into a shell hole upon landing near Adinfer Wood. The crew of Lt BS Wilcox and 2Lt FW Dey were both ok. It was recorded being at the Salvage Dump of 2ASD on 18 September 1918, when it was written off charge, not worth repairing.
C2533	RE8	no		RE8 C2533 joined 21 Squadron from 1 ASD on 12 June 1918. It was still on charge with 21 Sqn at the Armistice, and was finally flown to St Omer on 24 Jan 1919.
C2534	RE8	no		RE8 C2534 joined 53 Sqn from 1AD on 24 June 1918. On 3 October 1918 it was on patrol when it had combat with the enemy and was shot up and forced to land and crash at Sh.28 K.7.d.3.1. near Becelaere - the crew of 2Lt BR Ronald and 2Lt H Walpole were both ok.
C2535	RE8	no		RE8 C2535 joined 3 Squadron Australian Flying Corps from 2AD on 15 June 1918. On 5 October 1918 it was on a practice flight when it crashed on the Aerodrome. Lone pilot Lt HE Richards was ok. It went to 2ASD and was still there when it was struck off charge as not worth repairing on 12 November 1918.
C2536	RE8	no		RE8 C2536 joined 5 Sqn in France in August 1918. On 2 September 1918 on contact patrol it had combat with an enemy machine and was forced to land and wrecked at '09.d 90.40'. Pilot Lt CC Fraser was ok, but Observer 2Lt AJ Bishop was wounded. He later recovered. It was Struck off strength at 1ASD on 7 September 1918.
C2537	RE8	no		RE8 C2537 came on strength of 59 Sqn from No.2 Issue Section on 15 July 1918. On 9 November 1918 it was shot up on a counter attack patrol by ground fire, but the wounded crew of Lt JS Robson and 2Lt HW Mitchell were taken to hospital and survived.
C2538	RE8	no		RE8 C2538 came on strength of 6 Sqn from 1 ASD on 6 September 1918. It was still with the unit on 24 January 1919 when it was reported waterlogged and warped due to rain.
C2539	RE8	no		RE8 C2539 joined 21 Sqn from 1ASD on 19 June 1918. It was reported awaiting spares for rebuild on 30 September 1918, and finally returned to St Omer from the unit on 24 January 1919.
C3253	BE12/12a/12b		Single seater	
C4253	Sopwith Dolphin		Single seater	
C5253	Airco DH6	no		The DH6 was designed as a Training Aircraft, and saw no service on any Active Front, other than some minor work with UK Home Defence Units. There are no details in AIR1 for DH6 C5253. It would not have flown on the Western Front.
C6253	Airco DH9	no		DH9 C6253 arrived at 103 Sqn on 7 June 1918. On 5 August 1918 it was on a Practice Flight when it crashed. The crew of 2Lt DC McDonald and Lt HG Stirrup were both ok. It was returned to 1ASD and struck off there on 9 August 1918.

C7253	Airco DH6	no		The DH6 was designed as a Training Aircraft, and saw no service on any Active Front, other than some very minor work with UK Home Defence Units. C7253 was known to have been flown at 25 Training Squadron at Thetford UK in 1918. It was later with 35 TDS at Thetford, and was known to have crashed on 6 August 1918 after a stall and spin with Cdt J Milward dying of his injuries after it crashed. It would not have flown on the Western Front.
C8253	Sopwith Camel		Single seater	
C9253	SE5a		Single seater	
D253	SE5a		Single seater	
D1253	Airco DH9	no		DH9 D1253 was known to be at 15 Aircraft Acceptance Park as a new aircraft on 28 December 1918. It cannot have flown on the Western Front during the War years.
D2253	Bristol F2b	no		F2b D2253 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2530	Bristol F2b	no		F2b D2530 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed. (Note: I add D2530 to your
D2531	Bristol F2b	no		F2b D2531 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
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D2536	Bristol F2b	no		F2b D2536 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2537	Bristol F2b	no		F2b D2537 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2538	Bristol F2b	no		F2b D2538 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D2539	Bristol F2b	no		F2b D2539 was to be part of an order for 500 Bristol Fighters (D2126-D2625) built by NAF No.3 Aintree, but only 120 were built before the order was cancelled. Only up to F2b D2245 were delivered. This aircraft never existed.
D3253	Airco DH9	no		DH9 D3253 joined 218 Sqn on 18 August 1918, from 4 ASD. It went to 98 Sqn on 21 January 1919, and was finally noted at 8 AAP Lypme in the UK on 12 February 1919.
D4253	Martinsyde F4 Buzzard		Single seater	
D5253	Sopwith Dolphin		Single seater	
D6253	Avro 504a/j/k	no		Training Aircraft UK. D6253 known to be at 50 Training Depot Squadron UK in July 18 (AIR1/2037). Not known to have gone to the western Front. See General WF Casualty Notes for Avro 504s above - for B3253.
D7253	Airco DH9	no		This DH9 D7253 was never built. It was part of a contract with Westland Aircraft Works Yeovil (Contr. No. A.S.42381 (BR.228)), but DH9s D7251 to D7300 were then cancelled on 15 June 1918.
D8253	Avro 504k	no		Training Aircraft UK. D8253 Probably flew with AFC 5 Trg Sqn or AFC 6 Trg Sqn. Not known to have gone to the Western Front. See General WF Casualty Notes for Avro 504s above - for B3253.
D9253	Airco DH4	no		DH4 D9253 joined 205 Sqn from 2 AI on 2 May 1918. On 7 May 1918 its engine failed on a practice flight and it crashed near Bellancourt. Pilot Lt HCR Conron was unhurt, and Observer 2Lt Deacon slightly injured. It was back at 2 ASD by 10 May 1918, and by 3 July 1918 it had been re-built as DH4 F6167.
E253	RE8	no		RE8 E253 went to 6 Sqn from 1ASD on 3 September 1918. It was recorded still with them at the end of the month, but little is known after this. It does not appear in any of the 15,000 RFC RNAS RAF AFC or IF Casualty Reports and other Files kept in AIR1 at the National Archives that I have studied and transcribed to write The Sky Their Battlefield II.
E1253	SE5a		Single seater	
E2253	Bristol F2b	no		Bristol Fighter E2253 was possibly recorded as being with 20 Sqn in November 1918, but nothing else is known about it. There are no RAF Casualty Reports associated with it in AIR1.

E2530	Bristol F2b	no		Bristol Fighter E2530 joined 48 Sqn from 1 AI on 6 September 1918. On 29 September 1918, on an Offensive Patrol over Menin it had an air collision with F2b E2520 and crashed west of the Lines. The crew of 2Lt WS Rycroft and 2Lt HC Wood were both injured, but were rescued and recovered. The aircraft was struck off Squadron Strength that day. (Note: I add E2530 to your list, as it was not originally mentioned.)
E2531	Bristol F2b	no		Bristol Fighter E2531 joined 48 Sqn from 1 AI on 9 September 1918. On 1 October 1918 it was on Offensive Patrol when it was shot up and forced to land. The crew of Lt EC Shurley and Sgt RLG White were unhurt. It was taken to the Repair Park of 1ASD and declared wrecked and not worth repairing there on 9 October 1918.
E2532	Bristol F2b	no		Bristol Fighter E2532 joined 48 Sqn from 1 AI on 13 September 1918. On 26 October 1918 it went Missing in Action on an Offensive Patrol to Tournai. The crew of 2Lt H Thomas and 2Lt FHV Coomer were taken prisoner. Both airmen were Repatriated on 7 December 1918.
E2533	Bristol F2b	no		Bristol Fighter E2533 joined 88 Sqn from 1 IS on 6 September 1918. It was still with 88 Sqn on 9 January 1919, when a Test was logged on it. It was known to be with 12 Sqn in 1920, and was still serving in the Middle East at Aboukir in 1928.
E2534	Bristol F2b	no		Bristol Fighter E2534 joined 48 Sqn on 4 September 1918. On 25 October, on a Long Patrol, it was brought down by AA near Deerlyck and forced to land. The crew of 2Lt G Thornton-Norris and Sgt RLG White were both ok. It was back at 1ASD by 31 October 1918 and declared wrecked and not worth repairing.
E2535	Bristol F2b	no		Bristol Fighter E2535 is not much documented, but was almost certainly with 141 Home Defence Squadron in the UK in 1918. There is no record of it having flown on the Western Front.
E2536	Bristol F2b	no		Bristol Fighter E2536 joined 20 Sqn from 2 ASD on 20 September 1918. It saw some action but was never shot down. There are no Casualty Reports associated with this aircraft.
E2537	Bristol F2b	no		Bristol Fighter E2537 joined 11 Sqn from 2 ASD on 6 September 1918. There's a Post-War Casualty Report from 14 December 1918 noting it crashed upon landing in high wind on a travelling flight, but the pilot was ok.
E2538	Bristol F2b	no		Bristol Fighter E2538 - not much is known about this aircraft - only that a RAF Museum Casualty Card noted it crashed at Risalpur in India on 31 December 1919. There is no record of it having flown on the Western Front.
E2539	Bristol F2b	no		Bristol Fighter E2539 - an AIR1 document notes the arrival of this aircraft at Rouen on 11 November 1918 in the SS Hunsgate, en route for 2ASD. No other records have been found.
E3253	SE5a		Single seater	
E4253	Avro 504k	no		Training Aircraft UK. E4253 - Likely to have been a training aircraft with 15 Trg Sqn UK November 1918. Not known to have ever gone to the Western Front. See General WF Casualty Notes for Avro 504s above - for B3253.
E5253	Bristol F2b	no		Bristol Fighter E5253, if it was built, was part of an Order from Standard Motors. Those very few aircraft from this order with any documentation point to deployment from mid 1919 and the early 1920s. There are no AIR1 documents suggesting it was built or flown before the Armistice.
E6253	Sopwith Snipe		Single seater	
E7253	Sopwith Camel		Single seater	
E8253	Sopwith Snipe		Single seater	
E9253	Avro 504k	no		Training Aircraft. E9253 was in a group of aircraft known to be delivered to Cranwell for Training in December 1918 -1919. See General WF Casualty Notes for Avro 504s above - for B3253.
	Notes			
	Single Seater* - Therefore excluded from search for "a pair of airmen" buried together as a crew			
	All locations of Squadrons are on the Western Front, unless noted otherwise (eg UK, Zanzibar etc)			
	ASD - Aircraft Supply Depot			
	AI - Aircraft Issue Section			
	2AD - No.2 Aircraft Depot			
	IF - Independent Force RAF			