



JOHN BEVERIDGE FOTHERINGHAM

B.Sc., 1916

Born at Ottawa, Ont., March 20th, 1892. Appointed Lieutenant in the 148th Battalion, Canadian Expeditionary Force, December 9th, 1915. Transferred to the Royal Flying Corps. Served in France. Killed in an encounter with enemy planes, July 7th, 1917.

Foreword

Lieutenant John Beveridge Fotheringham, my husband's grandfather's cousin, was a Canadian infantry officer, seconded to the Royal Flying Corps, who was shot down and killed south of Ypres, Belgium, along with his pilot, British 2nd Lieutenant John Victor Ariel Glead, on 7 July 1917. Lieutenant Fotheringham is commemorated on the Arras Flying Services Memorial in France.

For almost 90 years, his family believed that he was one of the 54,000 Allied soldiers (including 7,000 Canadians) who died in the Ypres Salient and have no known grave, likely being buried where his plane crashed, and lying in a farmer's field in Belgium.

In 2007, with the assistance of military archival researchers in Ottawa and the UK, we discovered that there is a lot more to the story, and we continue to try to identify his final resting place, and to have his grave properly marked by the Commonwealth War Graves Commission (CWGC).

This is the result of our research to date, and the journey continues.

Toronto, Ontario, Canada

June 2012

John Beveridge Fotheringham was born in Ottawa on 20 March 1891, the son of George Beveridge and Elizabeth (née Lee) Fotheringham. He had two older sisters - Anne and Elizabeth, and two younger sisters, Margaret (b. 1893, d. 1896) and Margaret Turnbull.

His cousin was John Popham Fotheringham, my husband's grandfather, who enlisted in August 1916 in the Canadian Expeditionary Force as a Sapper (Private) with the Canadian Engineers, being posted to the 3rd Canadian Divisional Signal Company. Sapper J.P. Fotheringham served as a driver with the 9th Canadian Brigade, Canadian Field Artillery in France and Belgium from June 1917 to January 1919.

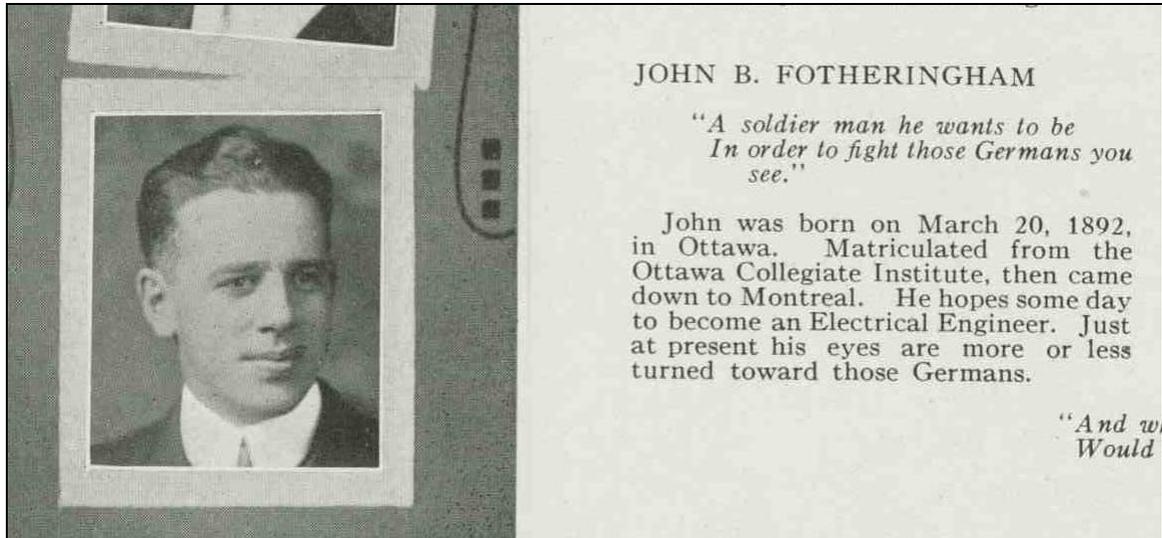


*"Little Jack (John Popham Fotheringham), Big Jack (John Beveridge Fotheringham)
and Pete", Danford Lake, Quebec*



John Beveridge Fotheringham, Danford Lake, Quebec

John went to Lisgar Collegiate Institute in Ottawa and graduated with a Bachelor of Science from McGill University, class of 1916.



Old McGill, 1916

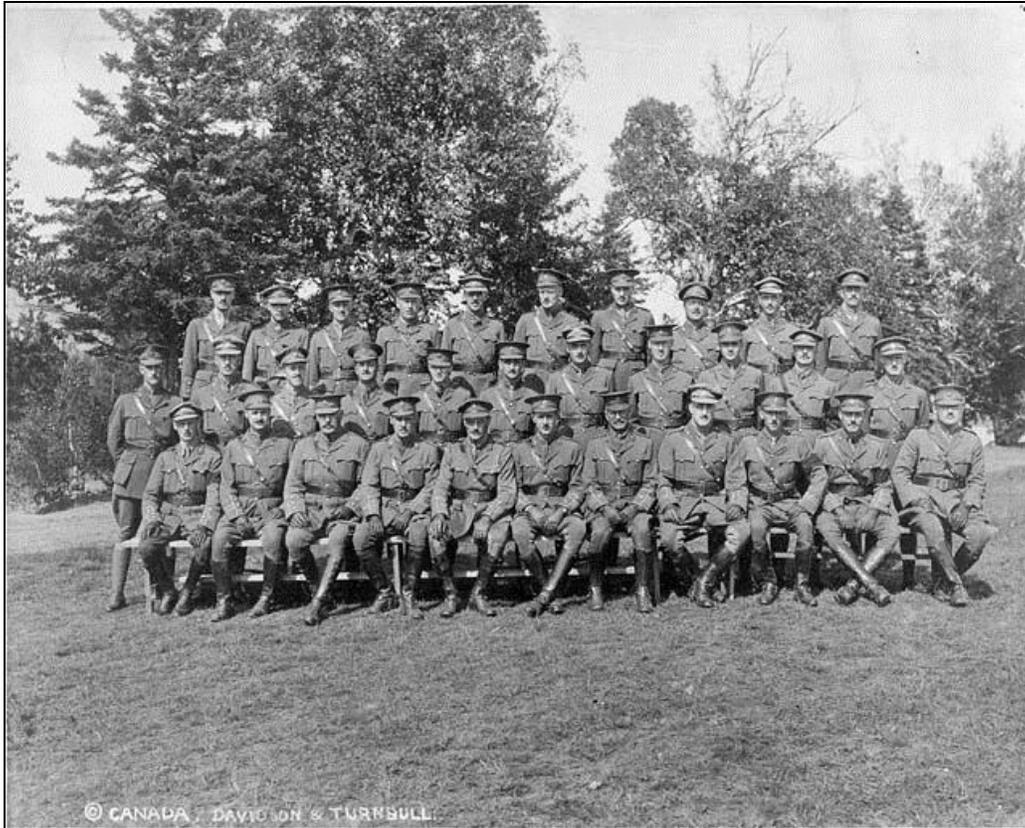
His application to be an officer in the Canadian Over-Seas Expeditionary Force was completed on 9 December 1915 in Montreal, and detailed him as living at home with his parents at 15 Buena Vista Road, Rockcliffe Park, Ottawa; his occupation as 'Student'; his religion as Baptist; and that he was already a member of the Active Militia - Canadian Officers Training Corps.

His medical exam on the same day listed him as 5 feet, 10 inches in height, 145 pounds, a medium build, with a 'livid scar left forehead'.

John was appointed a Lieutenant with the 148th Battalion, Canadian Expeditionary Force (CEF) on 7 February 1916 and began full-time service on that date.

The 148th Battalion was organized in 1915 with an initial strength of 953 men. The battalion was absorbed by the 20th Reserve Battalion and thus did not see active service in France as a unit. Battle Honours (Arras 1917, 1918; Hill 70; Ypres 1917; Amiens; Hindenburg Line; Pursuit to Mons) were attributed by the appearance of the original men

in those battles with a serving unit. The battalion was perpetuated by the McGill University Contingent of the Canadian Officers Training Corps (C.O.T.C.).

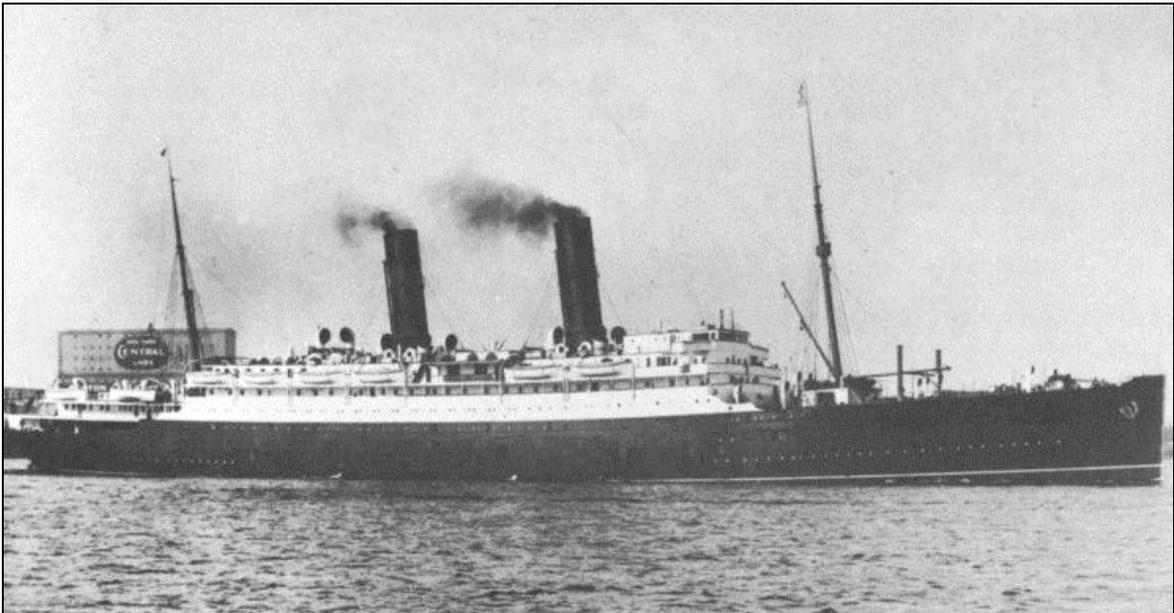


Officers of the 148th Overseas Battalion

Library and Archives Canada Digital Collection

Lieutenant Fotheringham, back row, 5th from left

Although not organized under McGill's authority, the 148th Battalion was closely associated with McGill University. The Commanding Officer, Colonel A.A. Magee, had been the Major of, and on active service in, the Officers' Training Corps of the University. Several of its officers and those in the ranks were McGill men. By resolution of Corporation, the 148th Battalion was given for training purposes the use of McGill's buildings and grounds, and was affiliated with the McGill C.O.T.C. Before its departure for overseas, its colours were formally deposited in the Redpath Library. The Battalion, consisting of 32 officers and 953 enlisted men, sailed overseas on 26 September 1916, to be absorbed as reinforcements by units already in the field.¹



Lieutenant Fotheringham embarked from Halifax on 26 September 1916 aboard the S.S. Laconia, and landed at Liverpool on 6 October. (The Laconia was later sunk by a German submarine on 26 February 1917).

Lieutenant Fotheringham was transferred from the 148th Battalion to the 20th Reserve Battalion on 8 January 1917 at Shoreham and taken on strength with the 1st Quebec Regimental Depot on 15 March 1917 in Bramshott.

On 17 March 1917, he was transferred to the Royal Flying Corps, Reading, as an Observer, and started to receive Flying Pay immediately. Wing Commander Jeff Jefford's history of 45 Squadron, *The Flying Camels*², indicates that Fotheringham came to 45 Squadron on 22 April 1917. The Squadron was based at Ste. Marie Cappel, France.

That same day, he was admitted to No. 7 Stationary Hospital, Boulogne, later transferring to No. 39 General Hospital at le Havre on 30 April. It would appear that he had contracted "VDG" - venereal disease - gonorrhoea. He was not discharged until 20 June 1917, and was docked \$1.60 per day for 54 days (he was receiving \$2 per day base pay, an extra 60 cents of day Field Allowance, \$1 per day for Messing, and 50 cents a day in Flight Pay).



Lieutenant John Beveridge Fotheringham

The 17 May 1917 Ottawa Citizen reported:

LT. FOTHERINGHAM IN FLYING CORPS

Ottawa Man Slightly Injured in Landing.

Mr. G.B. Fotheringham, of Rockcliffe, has received word from his son, Lieut. J.B. Fotheringham, stating that he was injured while making a landing from his aeroplane.

Lt. Fotheringham went overseas with the McGill company of infantry, but in order to get to the front more quickly transferred to the Royal Flying Corps. He got in just within one week of the age limit, which is 23 years. He went to France on April 20th and on May 1, while making a landing, had his ankle sprained and his back injured. At the time of writing he was in the base hospital but expected to get back in action soon.

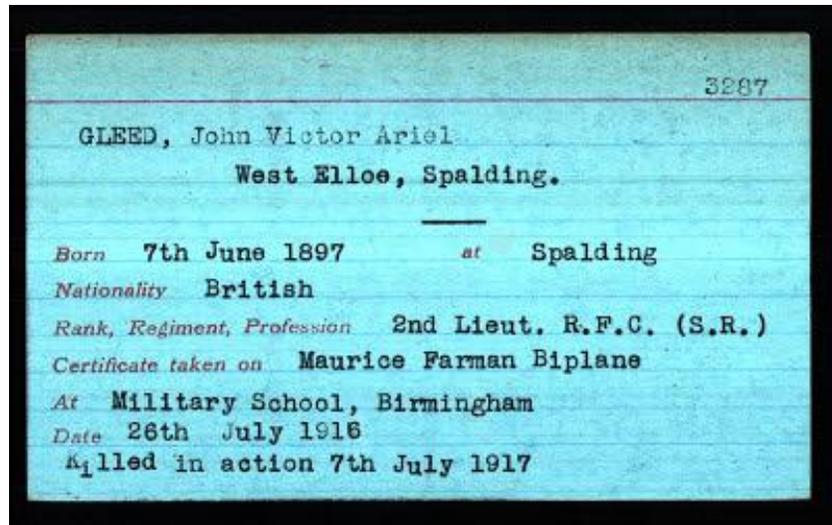
About three weeks ago some one called up the Fotheringham residence and asked if Col. Fotheringham was known there. The enquiry was taken from some one who was trying to locate Col. Fotheringham of Toronto, who was then in Ottawa, but Mrs. Fotheringham got the impression that the enquiry was from some one concerning her son. She was seized with the presentiment that he was wounded and made enquiries at the Militia Department which, however, had no report. But the letter shows that her son was injured about that time.

In July 1917, Fotheringham was paired with 2nd Lieutenant John Victor Ariel Glead, who had arrived at 45 Squadron on 28 June 1917. Glead had many months of flying experience prior to his arrival at Ste. Marie Cappel, having become earned his pilot's wings in September 1916. He was 20 years of age (born 7 June 1897) and from Spalding, England.



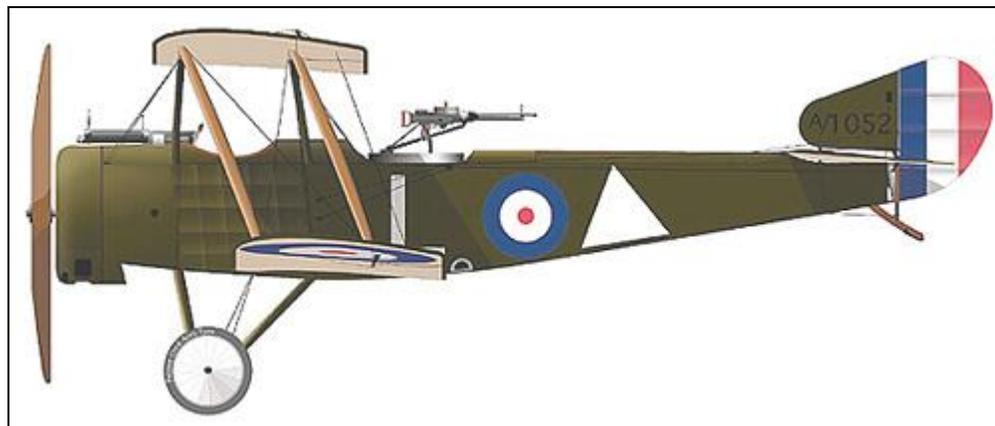
2nd Lieutenant John Victor Ariel Gleed

Gleed's father was Sir John Wilson Gleed, MA, JP. For 23 years he was Chairman of the Holland County Council and was to be knighted by King George VI and the Queen Mother on 8 June 1939 for his public service. Sir John Gleed, in his other position of Chairman of the Holland Education Committee, showed a keen interest in education and there are two Spalding schools named in his honour - the Gleed Boys' School and the Gleed Girls' CAL and Technology College.



JVA Gleed's index card from the Royal Aero Club - until late 1916, it was obligatory for all pilots to receive their flying qualification from the Club prior to applying to the RFC.

45 Squadron was equipped with Sopwith 1½ Strutters, so named because of the short second set of struts attaching the upper wing to the fuselage. It was one of the most significant military planes of WWI - the first plane designed for a synchronized machine gun firing through the propeller and it was the first to equip a strategic bombing unit. It was quite advanced for the time having a variable incident tailplane and airbrakes on the lower wings. It was not a fast or manoeuvrable plane, but it was designed as a one or two-seat bomber, not a fighting scout. By 1917, it was the pre-eminent coastal patrol plane and night fighter.



Sopwith 1½ Strutter

SPECIFICATIONS	
Country:	Great Britain
Manufacturer:	Sopwith Aviation Company
Type:	Fighter - reconnaissance/bombing
First Service:	1916
Number Built:	6000
Engine(s):	Clerget 9B rotary, 110 hp or 130 hp
Wing Span:	33 ft 6 in
Length:	25 ft 3 in
Height:	10 ft 3 in
Empty Weight:	1,305 lbs
Gross Weight:	2,150 lbs
Max Speed:	106 mph
Ceiling:	13,000 ft
Endurance:	4.25 hours
Crew:	2
Armament:	1 fixed Vickers .303 machine gun & one Lewis .303 machine gun

“No. 45 Squadron had come out from England with its Sopwith fighters barely two months previously. But it had already taken such a beating that it was back at a 'rest' area in Boisdingham for refitting and for more crew training in the techniques of the new two-seater type of fighting that this plan was supposed to conduct. Nobody considered, at the time, that the squadron's troubles had been due to anything much worse than inexperience plus, perhaps, an overdose of bad luck.

Before long, however, we were going to find out, at heavy cost, that we were up against more drastic difficulties than mere inexperience, and we were due to compile such a record of losses that we would earn the title of 'The Suicide Club'.

After a few weeks of refitting and what we hoped was suitable training, No. 45 Squadron left Boisdingham to return to the fighting front. Our field was a large piece of farmland at Ste. Marie Cappel, a few miles south of Hazebrouck. We were in trouble from the start, and we got deeper into it as we went along.

The early Fokkers had now been replaced by a new crop of German fighters, twin-gunned and demonstrating performances with which they could literally run rings around us. For a short while, as long as we had enough practiced crews, we could hit back at these enemies with gratifying effect, and they showed their respect for us by their reluctance to attack unless they substantially outnumbered us. But, as our old hands were gradually picked off, to be replaced by newcomers with less and less training and experience, the going began to get progressively tougher.

Our really serious troubles started early in the game, when the Staff began to load upon us other duties, which these chairborne gentlemen apparently supposed would be merely incidental to our fighting.

The Staff decided that, instead of using us as fighter protection for regular photographic planes, we should do both the fighting and the photography ourselves. After all, said the Staff, there was plenty of room in the gunner's cockpit for a camera installation, and he ought to have plenty of time between fights to take photos. Worse still - from our standpoint - our Sopwiths had come to us with the long range capacity that the Navy required of them for long overwater patrols, and we had about five hours' fuel instead of the usual 2½ - 3 hours' supply. This encouraged the Staff to send us out farther and keep us out longer, for photographic purposes.

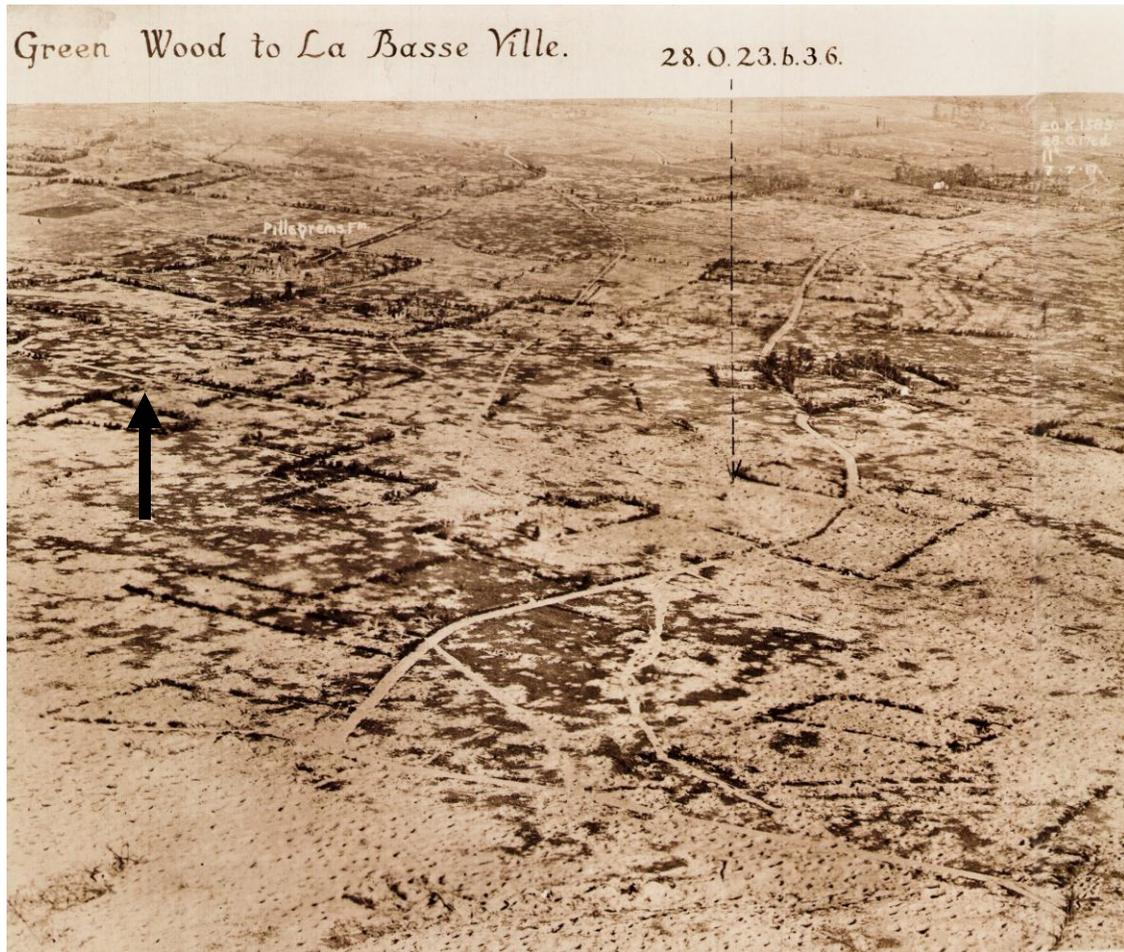
We became used to losing two out of three planes or three out of eight, and there were occasions when we wondered how any of us got back at all."³

45 Squadron records show the following flights for Fotheringham and Gleed (Fotheringham arrived back at 45 Squadron from the hospital on 20 June 1917, and Gleed arrived at 45 Squadron on 28 June 1917):⁴

- 26 June 1917 - aircraft A8298 - patrol - 1325 to 1615 hours - 4 machines - Fotheringham observer to Captain Wood;
- 3 July 1917 - aircraft A1023 - patrol - 6 machines - 1335 to 1610 hours;
- 4 July 1917 - aircraft A8281 - patrol - 6 machines - 0415 to 0430 hours - engine trouble;
- 5 July 1917 - aircraft A8281 - 1135 to 1150 hours - engine trouble, third time engine gone wrong;
- 6 July 1917 - aircraft A8281 - 1135 to 1225 hours - photo test for observer;
- 6 July 1917 - aircraft A8281 - patrol - 6 machines - 1800 to 1815 hours;
- 7 July 1917 - aircraft A8281 - patrol - 6 machines - 0530 to 0745;
- 7 July 1917 - aircraft A8281 - patrol - 1530 to 1700 hours - seen fall in flames.

"On 7 July 1917 No. 45 Squadron sent a six-machine photo-reconnaissance to Wervicq, led by Cock. His observer, Ward, exposed 21 plates at 10,000 feet over the required area. As the formation returned the Richtofen Circus (as the RFC dubbed the Geschwader) attacked it. Nine Albatross scouts came down from above and another nine zoomed up from below, with perhaps a few more around. The 1-1/2 Strutters fought to bring their photographs back and reported several Albatross going down but there was no chance in such a mêlée to watch them to see what happened lower down, for too many attackers were coming in repeatedly against each Sopwith. Two of the six Sopwiths fell in flames: Hewson, who came from Ararat, Victoria, Australia, was 22 and had been with 45 for three weeks and had not flown nine hours on 1-1/2 Strutters when he arrived; his 30-year-old-observer Snyder, who came from North Kitchener, Ontario, had been with us four days longer; 20-year-old Gleed had been a pilot for nearly 10 months and had flown 50 hours on 1-1/2 Strutters and as much again on other types when he had joined 45 Squadron only eight days before; his observer, Fotheringham, was 26, a Canadian from Ottawa and McGill University, and had been with us for two and a half months. They

were shot down by 26-year-old Leutnant Hans Klein of Jasta 4 and Vizefeldwebel Lautenschlager of Jasta 11, near Houthem and Wytshaete. One was Klein's 14th victory, the other was Lautenschlager's first and only one. But 45 Squadron brought the photographs back to St Marie Cappel."⁵



This is one of the photos taken by Lieutenant Ward, flying in the same formation as Gleed and Fotheringham on 7 July 1917. The thick black arrow marks the approximate location where Gleed's body was recovered following the war, and could also be the site of the crash of A8281. Pillayrens Farm is marked in the top left of the photo.

The Combats in the Air report for this mission indicates that 5 Sopwith 1-1/2 Strutters, led by Captain Cock with Lieutenant Ward as navigator, were attacked by 18 Albatross Scouts one mile north of Wervigq, at 5 p.m. and at a height of 10,000 feet.

"While the Offensive Patrol was taking photos over WERVICQ, 9 E.A. <enemy aircraft> Scouts approached the formation from below, and 9 E.A. above.

Sergt. Yeomans and Cpl. Harries, who were in the right rear machine were attacked by 2 of the E.A. diving on them. Sergt. Yeomans turned round sharply and got right down on top of one of the E.A. which was continuing its dive past him. Sergt. Yeomans got in a long burst at this machine which, with its engine apparently full on turned sideways on to its back. Clouds of smoke came out of the E.A.'s exhaust pipes. This E.A. after being on its back got a wing down, side-slipped, and then started spinning. Almost immediately afterwards about 7 E.A. dived on Sergt. Yeoman's machine, which had by this time got slightly behind the formation. One E.A. dived to within 30 yards of them. Cpl. Harries shot this machine, and a volume of flame burst out of it, the E.A. immediately going down. Cpl. Harries immediately turned his attention to another E.A., which by this time was right into them. This E.A. was apparently hit in the ammunition box because an explosion took place in front of the E. pilot, with a long flash followed by a greyish white smoke. This machine put its nose down with a violent jerk and disappeared out of sight.

Cpl. Harries had barely time to put another drum on his gun when a third E.A. was on top of them. The Pilot, however, destroyed the enemy's accuracy of fire by gentle "S" turns. This machine was shot down out of control by Cpl. Harries.

Capt. Cock and Lieut. Ward at the head of the formation had an E.A. dive right across their tail. Lieut. Ward claims to have shot down this machine out of control.

Capt. Cock looking round confirmed that this machine went down undoubtedly out of control. He also saw two of the machines apparently shot by Cpl. Harries go down out of control.

Lieut. Walker, observer Lieut. Mullen who were flying immediately on the right of the leader at one time had 5 E.A. on their tail. The observer opened fire on the nearest one which was so close that he could see the instruments in front of the E. pilot, and the

pilot's hands on the joy-stick. Lieut. Mullen shot a burst apparently right into the body of the pilot; the machine falling out of control. When they saw this machine fall they withdrew.

Five enemy machines attacked the left rear Sopwith (Lieut. Hewson, Pilot, Lieut. Snyder, observer) from above and below, who appeared to be going too straight. This machine burst into flames and went down. The 4 E.A. then closed on the Sopwith (with Lieut. Gleed and Lieut. Fotheringham) which had been flying immediately in front of the last mentioned machine. This machine was shot down in flames.

These 2 machines of ours which went down in flames occurred well towards the end of the flight.

Very few of the EA. were now left, and they did not appear to have the heart to continue the attack. Four of them were seen to dive away in the direction of the COUCOU aerodrome.

<signed H.A. Van Ryneveld >

Major,

Commanding No. 45 Squadron, R.F.C."

On 11 July 1917, Lieutenant Fotheringham's father, George Beveridge Fotheringham, received correspondence from the Adjutant-General, Canadian Militia:

"I have the honour to inform you, that an official report has been received by cable from England, to the effect that Lieutenant John Beveridge Fotheringham, Canadian Expeditionary Force, was reported missing on July 7th, 1917.

I am to express to you the sincere sympathy of the Militia Council.

Any further information received at Militia Headquarters regarding this officer will be at once communicated to you."

From The Ottawa Evening Journal on 9 August 1917:

LT. FOTHERINGHAM KILLED, IS FEARED

Little Hope Held Out By Squadron Headquarters That He Is Still Alive

It is feared that Lieut. J.B. Fotheringham, only son of Mr. G.B. Fotheringham, 15 Buena Vista Drive, Rockcliffe, who was formerly captain of the Ottawa Collegiate Cadets, has been killed in France. According to a letter which Mr. Fotheringham has just received from the Records Office of the 45th Flying Squadron, Lieutenant Fotheringham, who was an observer in the Royal Flying Corps, participated in a large aerial raid on July 7. He did not return from the raid and it is feared that he was killed.

The letter, which Mr. Fotheringham received from the Records Office, states that very little hope can be held out that he is still alive. He was flying at a height of 10,000 feet.

Lieut. Fotheringham was one of Ottawa's best known young men. He was in his 25th year and went overseas with a unit from McGill University. The unit was broken up in England and he was transferred to the Flying Corps. Some time ago he was injured in France and spent seven weeks in the hospital. On June 25 he returned to duty.

The late lieutenant was born in Ottawa. Just before going overseas he graduated from McGill University with the degree of electrical engineer. He is a nephew of Deputy Police Magistrate Askwith.

Besides his parents he is survived by three sisters, Mrs. J.B. Knox, of Montreal, and Misses Annie and Margaret at home.

The 9 August 1917 Ottawa Citizen reported:

LT. FOTHERINGHAM KILLED IN ACTION
Machine Fell in Flames from 10,000 Feet.

It is now practically certain that Lieut. J.B. Fotheringham, only son of Mr. and Mrs. G.B. Fotheringham, Rockcliffe, was killed in action with enemy airmen.

Lt. Fotheringham, who was 25 years of age, went overseas with a McGill company but in order to get to the front more quickly, he transferred to the Royal Flying Corps. He was reported missing on July 7 but his relatives and friends here had hopes that he might have been taken prisoner. The letter which Mr. Fotheringham has just received from the commander of the flying corps leaves little doubt.

The letter states that Lt. Fotheringham was one of a party of aviators who went out against a large German force and engaged in terrific air combat. From those in the other machines, it was learned that Lt. Fotheringham's machine fell in flames from a height of 10,000 feet. The letter adds that it was almost certain that he had been killed by the bullets of the enemy craft before his machine fell."

On 2 October 1917, Fotheringham was reported dead by the Canadian forces - "Previously reported missing. Now reported, through German sources, died - 7 July 1917".

The Royal Aero Club of the United Kingdom's Flight magazine noted in the 18 October 1917 issue the 'Lieut. J.B. Fotheringham, Quebec, attd. R.F.C.' was 'Previously Missing, now reported Died'.

The 25 October 1917 issue noted that:

”Second-Lieutenant JOHN VICTOR ARIEL GLEED, R.F.C., who was reported missing on July 7th, and is now officially reported to have been killed on that day, was the elder son of Mr. J. W. Gleed, Vice-Chairman of the Holland County Council, and Mrs. J. W. Gleed, of West Elloe, Spalding, Lines.

He was 20 years of age, and was educated at Lydgate House, Hunstanton, and at Uppingham, where he represented the school at hockey and fives, was in the school second eleven at cricket, and was most efficient at all outdoor pursuits. On leaving Uppingham at Easter, 1916, he received his commission in the R.F.C., obtained his "Wings" in September, and went to the front last June. On July 7th he took part in a great air combat over the enemy's lines, and now appears in an official German list to have died on that day.”

The 29 November 1917 edition of the same magazine noted that 2nd Lieutenant Gleed was 'Previously Missing, now reported Killed'.

They were most likely shot down by Oberleutnant Hans Klein of Jasta 4, a German ace with 22 victories by the end of the war.



Oberleutnant Hans Klein

When the war began, Klein joined the army and served with the infantry on the Western Front. Commissioned in March 1915, he transferred to the German Air Force in the spring of 1916 and was assigned to Jasta 4 in November 1916. Credited with his first victory in the spring of 1917, he was wounded in action on 9 May 1917. He was wounded again at Gistel on the morning of 13 July 1917. On 27 September 1917, Klein assumed command of Jasta 10. After scoring 6 more victories, he was wounded again, losing his right thumb on 19 February 1918. Upon recovering, he rejoined Jasta 10 but served the remainder of the war as a ground officer. In 1935, Klein joined the Luftwaffe, later served as Deputy Commander of all fighters and attained the rank of Major General before his death in 1944.

The search for Lt Fotheringham's body

The manner in which Lt Fotheringham and 2Lt Gleed were reported “by German sources” to have been killed has not been determined. There were instances of each side dropping messages from aircraft onto the opposing airfield informing of the death of a flier, but it is more likely that the information was passed to the Foreign Office through a neutral third party such as the Red Cross.

In December 1919/January 1920, the 84th Labour Company and the 26 Graves Registration Unit located the body of 2Lt Gleed at coordinates 28.O.23.b.95.95, and he was buried in Wytshaete Military Cemetery. The location where 2Lt Gleed was found is approximately 1,300 yards from Pilligrens Farm. The Commonwealth War Graves Commission (CWGC) states that only Gleed's body was found at those coordinates.

In March 1920, George Fotheringham contacted the office of the Adjutant-General, Canadian Militia, indicating that he was aware that 2Lt Gleed's body had been found, and asking for further information on his son. The Adjutant-General's office wrote to the Director General of Graves, London, stating “Information has been received that his <Fotheringham's> grave is at Pillegrims Ferne, presumably Pillegrims Farm, in the Ypres Sector and it would be appreciated if search could be made by your officers in that area with a view to locating and registering the grave”.

The Imperial War Graves Commission responded in May 1920 - “there is no information in this office concerning the grave of the above named officer <Fotheringham>. Exhumation reports have been received from the area in which you state he was believed to be buried, and should his name appear in these lists you will be informed at once.”

In November 1920, Lt Fotheringham's silver identity disc was returned by the German government through diplomatic channels to the War Office, London, as part of a shipment of the personal effects of deceased British officers and men. The disc was forwarded to his father.

In December 1920, the office of the Adjutant-General wrote to the War Office, London, stating “I beg to enclose herewith copy of translation of a communication received by the father from the German War Office, Berlin, under date of the 4th November. “

The translation is “In reply to your communication of the 26th July concerning British Aviator J.B. Fotheringham who was shot down at HOUTHEM and who was buried at PILLEGRINES FARM, you are advised that the silver identification disc (with armband) was transmitted on 19/9/17 to the Foreign Office with advice list 28/2811, for transmission to the British Government.

Pillegrines Farm lies 4 Kilometers north west of Houthem.”

A 6 January 1921 letter from the Imperial War Graves Commission states “It is known that this officer <Fotheringham> was brought down in an aeroplane with Lieutenant J.V.A. Glead, Royal Flying Corps, who was buried by the Germans at about map reference 28.O.24.d.0.8 , and according to the records of this office, the body of the latter officer was exhumed from 28.O.23.b.9.9, and re-buried in Wytschaete British Cemetery.

Information received from the German authorities indicates that Lieutenant Fotheringham was buried in Pillegrim’s Farm, which would be in the vicinity of 28.O.24.b.”

The War Graves Section of the No. 8 O/Seas Detachment, Canadian Militia, London wrote to the Director General Graves Registration on 21 January 1921, noting that “The body of the marginally named Officer <Fotheringham>, who was reported missing 7-7-17, and presumed to have died on that date, has not yet, so far as we can learn, been recovered, although he is reported by Ottawa as having been in the same ‘plane as Lieut. GLEED, who is buried in Wytschaete Military Cemetery.

It is understood, however, that an unknown Canadian Officer is buried in the same Cemetery (Plot 3, Row E, Grave 36) and a request will be made in the near future for this grave to be opened up.

In the meantime a letter has been despatched to Ottawa, asking for all possible physical characteristics and peculiarities.”

The information was received, and a cable from London to Ottawa on 28 February 1921 indicates that “Officer in charge of War Graves Section proceeding to France 7th March to superintend exhumation.”

On 20 November 1921 from the office of the Adjutant-General, Ottawa to the Office of the High Commissioner for Canada, Attention War Graves Section, London, asking “it would be much appreciated if this enquiry could be expedited, information concerning the grave of Lieut. Fotheringham being urgently desired by his next of kin.”

On 18 March 1922, the office of the Adjutant-General wrote to George Fotheringham:

“It is much regretted that careful and systematic enquiries made with a view to locating this officer’s grave have been unsuccessful.

The case has been fully investigated, and it is known that your late son was brought down in an aeroplane with Lieut. J.V.A. Gleed, of the Royal Flying Corps, who was buried by the enemy at a point approximately 300 yards South of Pillegrems Farm, which is about 3/4 of a mile due West of the Village of Houthem, Belgium, and records reflect the information that the body of this latter officer was exhumed and reburied in Wyttschaete British Cemetery.

Information received from the enemy authorities indicated that the body of Lieut. Fotheringham was also buried in the locality in which the burial of Lieut. Gleed was first made.

The body of the unknown Canadian officer reburied in Wyttschaete British Cemetery was found without further means of identification at a point South East of Dickebusch, which is about 8,000 yards from the reported place of burial of your son, but it is not considered that the body could be that of Lieut. Fotheringham.

The area in which the bodies of Lieut. Gleed and your late son were reported to have been buried was cleared into six different Cemeteries, the records of which have all been carefully searched, but there is no trace of any officer's body having been found at or near your late son's reported burial place.

At least eleven unknown British soldiers were found in the locality and buried in four different Cemeteries, and it is possible that Lieut. Fotheringham's body may be one of these, but there is unfortunately no reason to connect this officer with any one of these bodies. It is feared that no further action can be taken, and the necessity of forwarding you such unsatisfactory information is sincerely regretted.

Such casualties as these are naturally of deepest concern to the relatives of those whose bodies have never been recovered, or whose graves, once marked have been lost trace of. The number is not small, and it has been suggested that the best way to record their memory would be to place a memorial tablet on the walls or cloisters of the Cemetery, nearest to where it is presumed they lost their lives. In the case of officers and men of the Flying Corps, the place of whose death sometimes could not be known

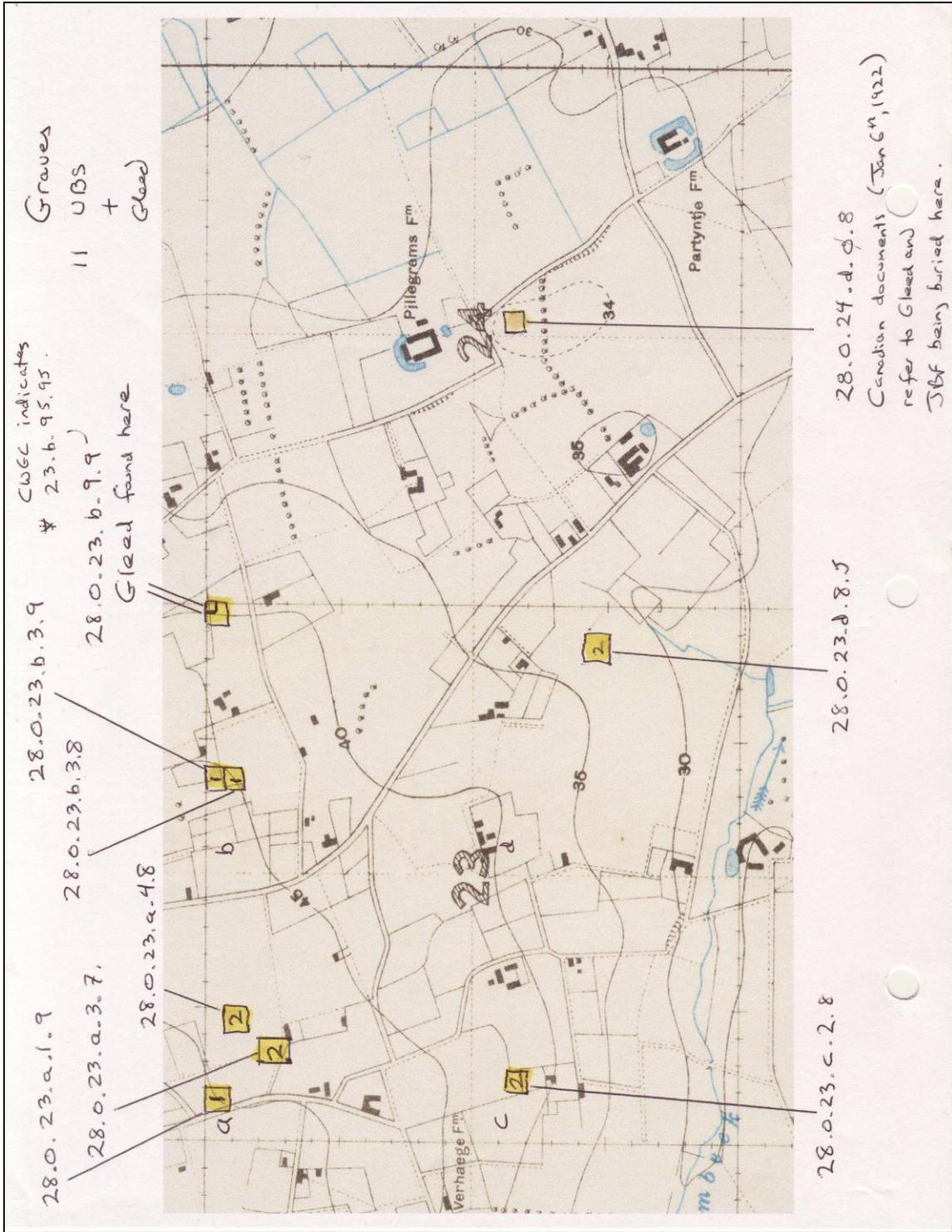
within many miles, the tablet might be placed in the Cemetery nearest to the Camp from where they started their last flight.

In any case the relatives may rest assured that the memory of the dead who have no known resting place will be commemorated in as fitting a manner as the memory of those to whom regulation memorials have been erected, and that each case will be dealt with upon full consideration of its merits as regards the site and place of memorial.”

The eleven unknown British soldiers (UBS) found in the vicinity were:

Soldier	Cemetery	Plot	Row	Grave	Exhumed From
UBS	Voormezeele Enclosure No 3 Extension	15	G	24	28.O.23.a.3.7
UBS	Voormezeele Enclosure No 3 Extension	15	G	25	28.O.23.a.3.7
UBS	Voormezeele Enclosure No 3 Extension	16	C	21	28.O.23.a.1.9
UBS	Messines Ridge British Cemetery	6	D	1	28.O.23.d.8.5
UBS	Messines Ridge British Cemetery	6	D	2	28.O.23.d.8.5
UBS	Wyschaete Military Cemetery	4	C	32	28.O.23.c.2.8
UBS	Wyschaete Military Cemetery	3	C	32	28.O.23.c.2.8
Gleed	Wyschaete Military Cemetery	4	C	33	28.O.23.b.9.9
UBS	La Brique Military Cemetery No. 2	2	C	19	28.O.23.b.3.9
UBS	La Brique Military Cemetery No. 2	2	C	20	28.O.23.b.3.8
UBS	Voormezeele Enclosure No 3 Extension	15	G	26	28.O.23.a.4.8
UBS	Voormezeele Enclosure No 3 Extension	15	G	27	28.O.23.a.4.8

The closest UBS found to Gleed are the two soldiers buried in La Brique Military Cemetery No. 2, but they were found 600 yards west of Gleed, so it is unlikely that any of these eleven soldiers are Lt Fotheringham.



*Exhumation locations for Glead and 11 Unidentified British Soldiers,
and the location for Fotheringham's burial according to German sources*

To add further to the mystery is Lieutenant Fotheringham's Casualty Card, which notes "Died as P/W" - Prisoner of War.

John Bewridge ✓

(91) W5680/167 10,000. 4/17 Cas.P.Ltd. **CASUALTY CARD.** Tests completed _____
 Went overseas _____

Rank, Name and Unit Lieutenant J.B. Fotheringham
Canadian Infantry att. R.F.C. 45. Squad.

Graduated as _____ on (date) _____ At Time of Accident: _____
 Employed as _____

Date Report Received and Official Reference.	Date of Casualty	Where occurred.	Type of Machine.	Nature and Cause of Accident.	Result of Accident.	Name of other Occupant of Machine.	Remarks.
11.7.17. 2. Ret. 8.7.17. J.M. 219. 26.9.17.	7.7.17.	France.	Sop. 2-seater.	on offensive patrol.	Missing Died as P/W.		File 320306/22 Missing from J.W.G.C.

(91) W5680/167 10,000. 4/17 Cas.P.Ltd. **CASUALTY CARD.** Tests completed _____
 Went overseas _____

Rank, Name and Unit Lieutenant J.B. Fotheringham
Canadian Inf att. R.F.C. 45. Sq.

Graduated as _____ on (date) _____ At Time of Accident: _____
 Employed as _____

Date Report Received and Official Reference.	Date of Casualty	Where occurred.	Type of Machine.	Nature and Cause of Accident.	Result of Accident.	Name of other Occupant of Machine.	Remarks.
11.7.17. Cas. Div. 8.7.17. J.M. 219. 26.9.17.	7.7.17.	France	Sop 2 Str. 45 Sq.	on offensive patrol.	Missing Died as P/W.		

Lieutenant Fotheringham's Casualty Card showing "Died as P/W"

Current Unanswered Questions

- There are several references to Gleed and Fotheringham being buried 300 metres south of Pillegrems Farm, yet Gleed's body was located in 1921 over 500 metres northwest of Pillegrems Farm.
- The Commonwealth War Graves Commission register at Wytschaete Military Cemetery states that Gleed "died of wounds sustained in aerial combat", which might mean that he survived the crash, and succumbed later to his injuries.
- Fotheringham's Casualty Card has a notation "died as P/W" – Prisoner of War. Did he survive the crash?
- Flight Magazine lists Gleed as 'Previously Missing, now reported Killed', but Fotheringham as 'Previously Missing, now reported Died'. Again, did Fotheringham survive the crash, to die later and perhaps be buried in a different location from Gleed?

Our Current Theory (June 2012)

- Lt Fotheringham is buried either at 28.O.23.b.9.9 (where Gleed was found), or 28.O.24.d.0.8 (south of Pillegrems Farm, if he died as a P/W).
- Lt Fotheringham is not one of the 11 Unidentified British Soldiers due to their distance from Gleed's burial location.
- 2Lt Gleed was buried where the plane crashed (28.O.23.b.9.9). There may be pieces of the wreckage buried in the vicinity. Lt Fotheringham was brought to the German HQ at Pillegrems Farm, where he survived long enough to be listed as a P/W, but died and was buried south of the HQ (28.O.24.d.0.8). There may be other bodies there as well. Note that this area was heavily shelled after July 1917, and any burials may have been disturbed/obliterated.

Next Steps

We've learned a lot about Lieutenant John Beveridge Fotheringham in the last five years, and the search for his remains is not over.

We have considered the use of ground penetrating radar at map reference 28.O.23.b.9.9 (where Gleed was found) to locate plane wreckage and possible bodies, and the same search at reference 28.O.24.d.0.8 (300 metres south of Pillegrems Farm) to locate bodies. However, such a search is expensive, currently known to be non-conclusive in identifying isolated skeletons, and permits are required before digging, and rarely granted for this purpose.

A request to the Commonwealth War Grave Commission was made by us in 2011 to have a stone placed in Wytschaete Military Cemetery noting that Fotheringham was buried in a known cemetery (German) and his body subsequently lost in battle. There are similar stones in the cemetery. The request was declined on the basis that Fotheringham's initial burial was a field burial, and not in a known cemetery.

More detail on what the Germans included in their message that Gleed and Fotheringham had been killed would be interesting, including confirmation of the map reference where they were buried, and whether they were dead in the crash, or if one or both of them survived to die shortly after from their injuries. There are recently discovered Red Cross records in Geneva that may include Gleed and Fotheringham – “The collection is made up of cards, as well as battlefield reports that were initially compiled by the German Army. The original German documents remain in the Red Cross Archives. About 20 Million World War I casualties are dealt with in the collection – many detailing the dead found on the battlefield, complete with the soldier's name, number, rank, unit, and exactly where the person was found and buried. If the person was wounded, and captured, that information is also found in the Archive”. The Red Cross hopes to have this information digitized and available on-line by 2014.

Further Research

McGill University - The bulk of the historical records are preserved in a series of scrapbooks. One series, covering 1914-1917, consists of newsclippings on C.O.T.C. and the 148th Battalion. A second and more formal series begins in 1914 and continues through to 1939. Besides press clipping, these scrapbooks contain photographs, orders, invitations, copies of pamphlets, and other records such as the log book of the Ski Camp, 1935-1936. These scrapbooks were the model for the 8-volume Historical Record of the C.O.T.C. during World War II. These volumes contain a running chronology, orders, press extracts and clippings, statistics, photographs and personal reminiscences. The last volume is a service record of all C.O.T.C. members. This series is supplemented by two newsclippings scrapbooks for the period 1939-1942. A "Book of the Six Universities Companies" of the Princess Patricia Canadian Light Infantry was prepared for the unveiling of a memorial plaque after World War II. It contains a historical record and statistics. Printed records of the 148th Battalion, and a file of correspondence and programmes for the 1962 celebration of C.O.T.C.'s 50th anniversary complete this section.



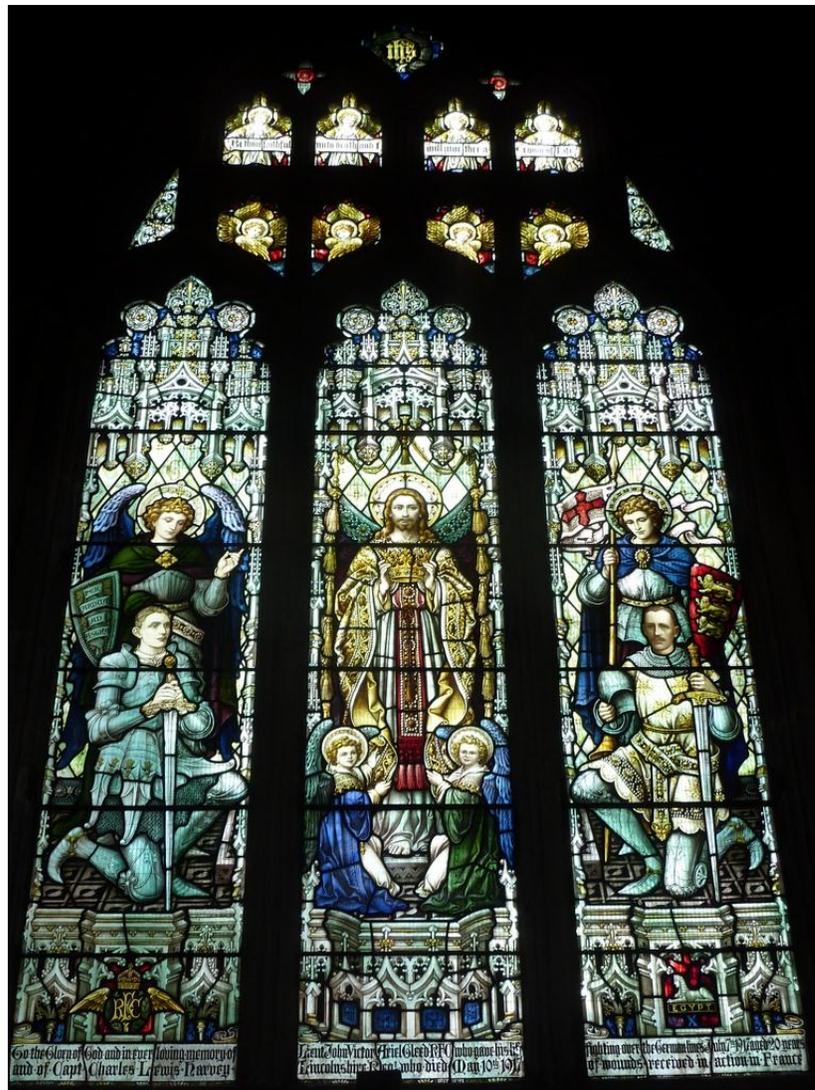
*Lieutenant Fotheringham is commemorated on the
Flying Services Memorial, Arras, France*



*Second Lieutenant J.V.A. Gleed
Wytschaete Military Cemetery, Belgium*



Detail of war memorial window for 2Lt JVA Gleed in the church of St Mary & St Nicolas, Spalding, Lincolnshire



War memorial window in the church of St Mary & St Nicolas, Spalding, Lincolnshire. This particular window commemorates two brothers in law, Second Lieutenant John Victor Ariel Gleed of the Royal Flying Corps, who was killed in action on July 7th 1917 and his sister's husband, Captain Charles Lewis Harvey of the Lincolnshire Regiment, who died of wounds received in action in France on May 10th 1917. It was donated by Sir John and Lady Wilson Gleed, parents of JVA Gleed and designed by the local vicar of Spalding, Canon Edward Pountney Gough. The men are dressed as medieval knights but each carries a photographic image of his own face.



Lieutenant Fotheringham's name in the Book of Remembrance,

Peace Tower, Ottawa

Combats in the Air

Squadron: No. 45 Date: July 7th, 1917
Type and No. of Aeroplane: 5 Sopwith 2/Strs. Time: 5.0 P.M.
Armament: Vickers & Lewis Guns each Duty: Offensive Patrol
Pilot: Formation lead by Capt. Cock Height: 10,000 feet
Observer: Lieut. Ward
Locality: 1 Mile N. of WERVIGQ

Remarks of Hostile machine: - Type, armament, speed, etc.

18 Albatross V strut Scouts.

---- Narrative ----

While the Offensive Patrol was taking photos over WERVICQ, 9 E.A. <enemy aircraft> Scouts approached the formation from below, and 9 E.A. above.

Sergt. Yeomans and Cpl. Harries, who were in the right rear machine were attacked by 2 of the E.A. diving on them. Sergt. Yeomans turned round sharply and got right down on top of one of the E.A. which was continuing its dive past him. Sergt. Yeomans got in a long burst at this machine which, with its engine apparently full on turned sideways on to its back. Clouds of smoke came out of the E.A.'s exhaust pipes. This E.A. after being on its back got a wing down, side-slipped, and then started spinning. Almost immediately afterwards about 7 E.A. dived on Sergt. Yeoman's machine, which had by this time got slightly behind the formation. One E.A. dived to within 30 yards of them. Cpl. Barries shot this machine, and a volume of flame burst out of it, the E.A. immediately going down. Cpl. Harries immediately turned his attention to another E.A., which by this time was right into them. This E.A. was apparently hit in the ammunition box because an explosion took place in front of the E. pilot, with a long flash followed by a greyish white smoke. This machine put its nose down with a violent jerk and disappeared out of sight.

Cpl. Harries had barely time to put another drum on his gun when a third E.A. was on top of them. The Pilot, however, destroyed the enemy's accuracy of fire by gentle "S" turns. This machine was shot down out of control by Cpl. Harries.

Capt. Cock and Lieut. Ward at the head of the formation had an E.A. dive right across their tail. Lieut. Ward claims to have shot down this machine out of control.

Capt. Cock looking round confirmed that this machine went down undoubtedly out of control. He also saw two of the machines apparently shot by Cpl. Harries go down out of control.

Lieut. Walker, observer Lieut. Mullen who were flying immediately on the right of the leader at one time had 5 E.A. on their tail. The observer opened fire on the nearest one which was so close that he could see the instruments in front of the E. pilot, and the pilot's hands on the joy-stick. Lieut. Mullen shot a burst apparently right into the body of the pilot; the machine falling out of control. When they saw this machine fall they withdrew.

Five enemy machines attacked the left rear Sopwith (Lieut. Hewson, Pilot, Lieut. Snyder, observer) from above and below, who appeared to be going too straight. This machine burst into flames and went down. The 4 E.A. then closed on the Sopwith (with Lieut. Gleed and Lieut. Fotheringham) which had been flying immediately in front of the last mentioned machine. This machine was shot down in flames.

These 2 machines of ours which went down in flames occurred well towards the end of the flight.

Very few of the EA. were now left, and they did not appear to have the heart to continue the attack. Four of them were seen to dive away in the direction of the COUCOU aerodrome.

<signed H.A. Van Ryneveld >
Major,
Commanding No. 45 Squadron, R.F.C.

SQUADRON RECORD BOOK

Pilots available - 16

No. 45 Squadron

S - 14

Aeroplanes

U - 5

Date - July 7th, 1917

Type and Number	Pilot and Observer	Duty	Hour of Start	Hour of Return	Remarks
Sopwith 2/Str A/8792	Capt. Harris 2/Lt. Webb	Offensive Patrol	11.35	2.10	Attacked 7 E.A. Scouts. 1 shot down out of control by front gun between YPRES & MESSINES. Confirmed by No. 19 Section J Battery A.A.
A/8281	Lt. Musgrave 2/Lt. Copeland	do.	11.30	2.10	Saw Pilot of A/8792 shoot 1 E.A. down out of control.
A/970	2/Lt. Montgomery 2/Lt. Purvis	do.	11.35	2.10	Engaged 7 E.A.
A/1020	2/Lt. Frew 2/Lt. White	do.	11.35	1.50	Vickers Gun jammed twice during fight.
A/8298	Capt. Wood Lt. Brooks	do.	11.35	1.40	Engine trouble.
A/1030	Lt. Hewson Lt. Snyder	do.	11.35	1.10	do.
A/977	Lt. Walker	Practice	12.40	1.10	

	Capt. Higgins	Photos			
A/8298	Capt. Cock Lt. Ward	Offensive Patrol	3.30	5.30	Attacked by 20 to 25 E.A. N. of WERVICQ. 1 E.A. shot down by rear gun. 21 plates exposed nr. MENIN.
A/8292	Sgt. Yeomans Cpl. Harries	do.	3.30	5.15	1 E.A. shot down by front gun. 2 E.A. shot down by rear gun. (1 in flames.)
A/8295	Lt. Walker 2/Lt. Mullen	do.	3.30	5.40	1 E.A. shot down by rear gun.
A/1013	2/Lt. Wright 2/Lt Dalton	do.	3.30	5.10	Chased 1 E.A. with remainder of formation. Observers Lewis Gun striker broke. Returned.
A/1029	Lt. Hewson Lt. Snyder	do.	3.30	5.00	Last seen falling in flames.
Sopwith 2/Str. A/8281	2/Lt. Gleed Lt. Fotheringham	Offensive Patrol	3.30	5.00	Last seen falling flames.

ROYAL FLYING CORPS

REPORT ON CASUALTIES TO PERSONNEL AND MACHINES (WHEN FLYING)

INSTRUCTIONS: *To be rendered in duplicate by Squadrons to Wings.
Wings to forward one copy to H.Q., R.F.C., through Brigades.*

No. 45 Squadron

No. 11 Wing

Date. 7th July 1917

Type and No. of Machine: Sopwith 2/Str. A. 8281

Pilot: Lt. Gleed

Observer: Lt. Fotheringham

Duty; Offensive Patrol

Locality:

Lewis guns carried, with gun Nos. 29792. Vickers L.8902.

Camera (~~Yes~~ or No): No.

Wireless (~~Yes~~ or No): No.

Other appliances (bomb racks, etc.): Aldis Sight No. 74201

Where brought down: Enemy Territory.

Short report as to fate of personnel and machine.
Date and time of leaving aerodrome. Any
reports, messages or conjectures received,
stating source:

Left about 3.30 p.m. 7-7-17

Failed to return. Missing.

Time flown: 92 hrs. 15 mins.

<signed H.A. Van Ryneveld>
Major,
Commanding No. 45 Squadron

Remarks by Wing Commander as to whether
machine is to be struck off, repaired in
Squadron or recommended for transfer
to A.D. for repair:

MACHINE STRUCK OFF STRENGTH OF NO. 45 SQUADRON AND R.F.C.
IN THE FIELD

<signed G.B. Stopford>
Lieut.-Colonel,
Commanding No. 11th Wing



45(R) Squadron

Badge:

A winged camel - approved by King Edward VIII in October 1936. The badge commemorates the aircraft used for a large part of World War I, and the Squadron's long association with the Middle East.

Motto:

Per ardua surgo - "Through difficulties I arise"

Key Dates:

- 1916 - Formed at Gosport.
- 1940 - Took part in the Battle of Britain as part of 11 Group.
- 1991 - Took part in operation Granby in Iraq.
- 2003 - Took part in operation Telic in Iraq.

Current Aircraft and Location:

Current Aircraft: [Beechcraft King Air B200](#)

Current Location: RAF Cranwell

Battle Honours:

Western Front 1916-1917*, Somme 1916, Ypres 1917, Italian Front and Adriatic 1917-1918, Piave, Independent Force and Germany 1918*, Kurdistan 1922-1924, Iraq 1923-

1925, Egypt and Libya 1940-1942*, East Africa 1940*, Syria 1941, Burma 1942*, Arakan 1943-1944*, Burma 1944-1945*.

(Honours marked with an asterisk, may be emblazoned on the Squadron Standard)

History of 45(R) Squadron:

Number 45 Squadron formed at Gosport on 1 March 1916 and moved to France in October with 1½-Strutters in the scout role. These aircraft were outclassed almost from the start, and it wasn't until mid-1917 when Camels arrived that losses decreased to an acceptable level. At the end of the year, the Squadron transferred to the Austro-Italian front to carry out offensive patrols and ground attack sorties. In September 1918, the unit returned to France and joined the Independent Air Force as long-range bomber escorts, remaining on the continent until February 1919 when it returned to the UK and disbanded at the turn of the year.

On 1 April 1921, the Squadron reformed at Helwan in Egypt and began an association with stations in the Middle and Far East that lasted almost 50 years. In early 1922, the Squadron received Vernon bomber-transporters and used these to great effect in Iraq where troops would be transported to trouble spots and then the aircraft would be used to bomb rebel villages. In quieter times, the aircraft flew the Cairo-Baghdad mail route. In April 1927, the unit became a bomber Squadron and received DH9As, although 'air policing' in Palestine continued. In September 1929, Fairey IIIFs arrived, these remaining until 1935 when a combination of Harts, Vincents and Gordons replaced them. With the outbreak of World War II, the Squadron and its newly arrived Blenheims moved to the Western Desert and after flying border patrol sorties it took up bombing raids when the Italians joined the conflict on June 1940. From 1942, the Squadron was based in Burma and India, spending almost as much time working up on new types (Vengeance dive-bombers and Mosquitos) as in the front-line.

After the War, the Squadron moved to Malaya and spent the next 12 years anti-terrorist missions (Operation Firedog) with Brigands, Hornets, Vampires, Venoms and Canberras. In January 1970, the Squadron was disbanded, but reformed two years later at West

Raynham as a Hunter ground-attack unit tasked with providing future Jaguar with post-Tactical Weapons Unit training. With the Jaguar fleet at full strength by 1976, the Squadron was disbanded until 1 December 1983, when it was assigned as the 'shadow' designation of the Tornado Weapons Conversion Unit at Honington until 1992 when it was re-assigned to the Multi-Engine Training Squadron and its Jetstreams at Cranwell. March 2003 sees the retirement of the Jetstream for RAF service and these will be replaced by Beech 200 King Airs in the multi-engine training role at RAF Cranwell.

¹ [http://www.archives.mcgill.ca/resources/guide/vol2_3/gen06.htm#CANADIAN ARMY, 148TH BATTALION](http://www.archives.mcgill.ca/resources/guide/vol2_3/gen06.htm#CANADIAN_ARMY_148TH_BATTALION)

² *The Flying Camels*, Wing Commander C.G. Jefford, MBE, The Gresham Press (Surrey), 1995.

³ *Flight Path*, H.T. Courtney, William Kimber and Co. Ltd. (London), 1972.

⁴ National Archives (UK) - Air 1 - 1787 204/151/5 - Mike O'Connor, October 2011.

⁵ *Into the Blue*, Wing Commander Norman Macmillan, OBE MC AFC, Jarrolds Publishers (London), 1929 and revised 1969.