

Parc Cenedlaethol Bannau Brycheiniog
Brecon Beacons National Park

Aircraft crash sites

and the stories behind them



£1.50



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Compiled by W.J.L. Roberts
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Cover photograph:
Wellington MF509 on Carreg Goch (site 1)



Introduction

The mountains of the National Park often seem green and gentle; but they include the highest ground in southern Britain, attracting much mist and cloud. It is not surprising, therefore, that aircraft have crashed here.

Of the thirty crashes described in this booklet (including seven just outside the National Park boundary), twenty-six date from 1939-1946. A common factor in many of these crashes was bad weather, as aircrews then did not have the sophisticated navigational aids available today. When flying blind, and perhaps not in radio contact, any small error in navigation could prove disastrous over mountain terrain. There were probably many more near-misses in thick mist and cloud over high ground during this period.

The remaining four crashes are of more recent times, two of them resulting from low-flying exercises that went tragically wrong. Some minor mishaps and those involving civilian aircraft have been omitted from this booklet.

At many sites no traces of aircraft are to be seen now. Where there is still some wreckage, whether it is substantial or just tiny scattered fragments, it remains the property of the Ministry of Defence, and must not be removed without official permission. Indeed, the selfless courage of the aircrews should be remembered, and the sites respected in memory of those killed.

An interesting collection of remnants from these sites can be seen at the aircraft crash museum of 2478 A.T.C. Squadron in Abergavenny. Anyone wishing to see the collection should write to Mr D. Hickey, 16 Park Lane, Abergavenny, or telephone him on (01873) 855094.

The sites are here listed from west to east, and reference to the sketch map shows which could be visited on one walk. Ordnance Survey 1:50,000 Landranger map, sheets 160 and 161, or 1:25,000 Outdoor Leisure sheets 12 and 13, cover access to all the locations except one. Sheet 171 covers this

but may not be needed as the location is particularly easy to find and get to. The crash sites are identified by six-figure grid references, followed by an asterisk (*) where they are outside the Park boundary.

Where the site is on enclosed farmland, permission from the landowner to go on to that land is required. This is clearly stated in the general notes on individual crashes, as are warnings of any specific dangers at given sites. The other sites are on unfenced common land where walkers are usually free to wander even where they have no *legal* rights to go, so long as they follow the Country Code.

Proper mountain clothing and footwear is always advisable when going on to high ground, and a map, compass, whistle and emergency rations (such as sweets and chocolate) should be carried.

'Why have we stopped here boss?'
Anson L9149 (site 2)



SN 817168

on Carreg Goch, at about 520m.

1

WELLINGTON MF509*Date of crash:* 20th November 1944.*Parent unit:* 22 Operational Training Unit, Wellesbourne Mountford.*Reason for flight:* Cross-country night exercise.*Cause of crash:* Trouble developed with the starboard Hercules XVI engine, and it is thought that the aircraft flew into shower clouds, building up a heavy ice layer on its surfaces. With insufficient power available from the port engine, the plane lost height and struck Carreg Goch.*Wreckage:* There is a great deal of wreckage at this site and much more amongst the rocks to the west and north-west. A main wheel and a few other pieces are a very long way down the slope, almost as far as the Giedd.*Fate of crew:* The six men were killed.

Pilot	Sgt. Charles Hamel
Navigator	Sgt. Jules Robert Rene Villeneuve
Bomb Aimer	F/Off. William Joseph Allison
W/Op/Air Gunner	Sgt. Joseph Paul Ernest Burke
Air Gunner	Sgt. Arthur Grouix
Air Gunner	Sgt. Gerard Dusablon

General notes: A memorial has been erected at this very lonely spot: a small plinth to which is fastened a stainless steel plate, inscribed with the names of the six crew members.

A visit to this site can be combined with 2, 3 and 5.

Mountain walkers, their curiosity aroused, examine the wreckage of MF509*The remains of Anson L9149 lie amongst beautiful scenery*

SN 825214

south of Fan Brycheiniog, at about 770m.

2

ANSON L9149*Date of crash:* 17th January 1939.*Parent unit:* Hamble, near Southampton.*Reason for flight:* Navigation and observers' instruction course.*Cause of crash:* Thick cloud and rain, and loss of radio contact. Lost and disorientated, the aircraft struck the ground.*Wreckage:* Some is left at the location given, but more can be spotted about two hundred yards north, towards the summit of Fan Brycheiniog.*Fate of crew:* The pilot, F/Off. E.R.N. Coombes, and Aircraftsman M. Mabbott, died from injuries received but two civilians on board, Mr John McDonald and Mr L.A. Prescott, survived.*General notes:* This site and the next two can be combined in one walk from Tafarn y Garreg.



Someone laid out remains of VZ106 roughly in its original shape

SN 827202
west slope of Fan Hir, at about 620m.

3

VAMPIRE VZ106

Date of crash: 9th October 1953.

Parent unit: R.A.F. Pembrey.

Reason for flight: General training.

Cause of crash: Pilot let down through 8/8th cloud without getting a fix on his position or requesting a radar controlled let down, and struck the western slope of Fan Hir near the headwaters of the Haffes.

Wreckage: In 1986 virtually the whole of the remains were on the site but since then some pieces have been removed. There are still many large pieces lying about.

Fate of crew: The pilot, P/Off. John Raymond Baldock, was killed.

General notes: P/Off. Baldock had been leading a pair, and his number 2, on breaking cloud, had pulled up sharply to avoid the hilly terrain and did not see what happened to the leader; but the wreckage when found was consistent with the pilot of VZ106 having continued to let down through the cloud, straight into the mountainside.

A truer picture of the VZ106 wreckage after the crash



SN 828238
north of Fan Foel, at about 490m.

4

LANCASTER W4929

Date of crash: 5th September 1943.

Parent unit: 1661 Heavy Conversion Unit, Winthorpe.

Reason for flight: Night cross-country exercise.

Cause of crash: At the R.A.F. enquiry it was stated that there was insufficient evidence available to establish the exact cause. From the state of the wreckage it would appear that the aircraft was under-power when it hit the ground.

Wreckage: Badly bent crankshafts, split propeller hubs and engine blocks. There is much general wreckage spread around over a very large area, but mostly small pieces and not immediately obvious.

Part of the cylinder block of a Merlin engine bears witness to the terrific impact



Fate of crew: Sadly, all eight aircrew were killed.

Pilot	Sgt. N.T. Duxbury
Navigator	P/Off. V.R. Folkerson
Bomb Aimer	P/Off. T.F.E. Johnson
Air Gunner	Sgt. E.M. Buckby
Mid Upper Gunner	Sgt. J.G. Curran
Flight Engineer	Sgt. L. Holding
Wireless Operator	Sgt. F.W. Pratt
Bomb Aimer	Sgt. R. Wilson

General notes: This is not an easy site to locate and entails a lot of rough walking, and some very boggy places to negotiate. On 5th September 1993 relatives and friends of the dead aircrew were airlifted to the site by a Sea King helicopter from R.A.F. Brawdy. A memorial plaque was erected, with the names of the crew inscribed, and a memorial service held at this lonely spot on the Black Mountain.



Small pieces can still be found at the site of the BJ697 crash, but no substantial wreckage now

SN 836182
south of Fan Hir, at about 510m.

5

WELLINGTON BJ697

Date of crash: 25th September 1942.

Parent unit: 12 Operational Training Unit, Chipping Warden.

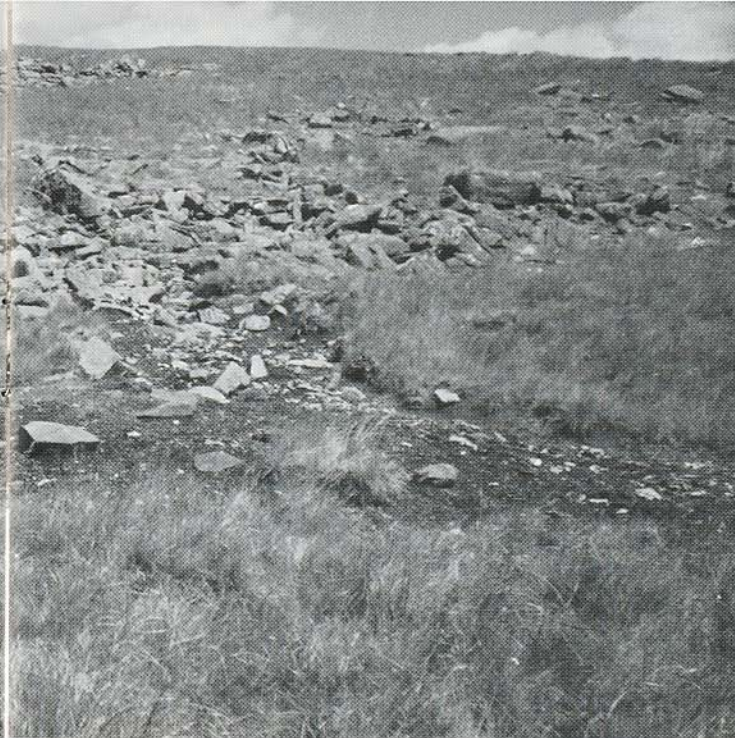
Reason for flight: Night cross-country exercise.

Cause of crash: Aircraft flying off-course.

Wreckage: A number of small pieces, including exploded ammo.

Fate of crew: The pilot, F/Sgt. Bird, died of his injuries. Sgts. Barr, Fairweather and Troughbridge were badly injured but survived, while Sgt. Head was unhurt and helped local civilians to get the injured crew off the mountain.

General notes: A very difficult site to find. Look for the uppermost of two old sheep pens. Wreckage is about 300 paces west of this pen, lying amongst a rocky outcrop.



SN 848230
on Moel Feity, at about 580m

6

LIBERATOR PB4 Y1 38753

Date of crash: 24th August 1944.

Parent unit: U.S. Navy, Dunkeswell, Devon.

Reason for flight: Routine night familiarisation training flight.

Cause of crash: American records say only that the plane crashed into high ground near Brecon.

Wreckage: Some small pieces are scattered over a large area.

Fate of crew: The crew (including the pilot, Lt. John Glennon Byrnes, and Lt. Neill Hobson Jnr., Ensign Andrew Manelski, Hyman P. Holt Jnr., Franklin R. Shiye, and Donald F. Kiester) were all killed.

General notes: This crash can easily be combined with number 4 (Lancaster W4929) starting from Bwlch Cerrig Duon at the highest point of the minor road from Trecastle to Tafarn y Garreg on the A4067.

SN 894074*
above Pontneddfechan, at about 140m.

7

WELLINGTON L4256

Date of crash: 19th September 1939.

Parent unit: 75 Squadron, Harwell.

Reason for flight: Cross-country night flying exercise.

Cause of crash: Because of very bad weather conditions and being unable to establish radio contact, the crew became lost. As dawn broke and their fuel was almost gone, they abandoned the plane which dived into a small copse above Pontneddfechan.

Wreckage: Small pieces lie around in the copse and among the roots of the trees. A badly battered engine remains in a small crater. The other engine lies about a hundred paces away.

Fate of crew: The pilot, F/Lt. A.H. Smythe, and four other members of the crew made safe parachute descents.

General notes: This location is on PRIVATE ground. Please approach the landowner.

SN 913215
on Fan Bwlch Chwyth, at about 590m.

8

VULCAN XH536

Date of crash: 11th February 1966.

Parent unit: R.A.F. Cottesmore

Reason for flight: TFR trials (Terrain Following Radar trials).

Cause of crash: A low-flying exercise that went badly wrong when the weather conditions became too bad for safe aircraft operation in the low-level role, and the pilot did not elect to fly at a higher altitude.

Wreckage: Many small pieces remain, but the bulk of the aircraft was removed by the authorities.

Fate of crew: All five crew members (F/Lt. McDonald, F/Off. Sutcliffe, F/Lt. R. Clare, F/Lt B. Waring and F/Lt. E. Fuller) were killed.

General notes: This location is on PRIVATE ground and permission to enter may be refused at certain times of the year.

SN 969086
on Mynydd-y-glog, at about 340m.

9

MUSTANG KH499

Date of crash: 7th September 1945.

Parent unit: 112 Squadron.

Reason for flight: Believed to be air gunnery practice.

Cause of crash: Mechanical trouble - the pilot attempted a landing but crashed, and the aircraft burst into flames.

Wreckage: Just a few small pieces remain on site, but spotting them may prove very difficult.

Fate of crew: Happily, P/Officer Arund was not hurt.

General notes: This location is on the same private ground as the Hornet PX273, and the two crash sites can be visited on one walk, providing permission is given by the landowner.

SN 976090
on Mynydd-y-glog, at about 380m.

10

HORNET PX273

Date of crash: 30th September 1946.

Parent unit: Uncertain, but the aircraft was flying from Fairwood Common, near Swansea, to West Raynham in Norfolk.

Reason for flight: Unknown.

Cause of crash: Also unknown, but so great was the impact that pieces of the plane were flung 360 metres.

Wreckage: The bulk of the aircraft has been removed but a few pieces remain scattered around.

Fate of crew: The pilot, W/Comm. Peter Bond, was killed.

General notes: Not strictly a wartime crash, but of that era. This location is on PRIVATE ground. Please approach the landowner first.

Spitfire X4913 flew straight into
this imposing north-eastern face of
Pen y Fan



SO 004213
on Corn Du, at about 750m.

PROCTOR NP 216

Date of crash: 12th January 1945.

Parent unit: R.A.F. Madley.

Reason for flight: Wireless telegraphy exercise.

Cause of crash: The pilot was flying in dense cloudy conditions and did not ascertain his position or request a controlled descent pattern and, while dropping down through the cloud, probably to pinpoint his position, struck the west slope of Corn Du.

Wreckage: Nothing on site but a few pieces have been found below Bwlch Duwynt where they probably fell off when the wreckage was taken down to Storey Arms.

Fate of crew: The pilot, F/Lt. E.P. Thomas, who was the son of a Nigerian prince, was killed, but the trainee, AC2 Stokes, survived and made his way down to Storey Arms to seek help.

11

SO 013214
north-east face of Pen y Fan, at about 800m.

12

SPITFIRE X4913

Date of crash: 3rd November 1941.

Parent unit: 53 Operational Training Unit, R.A.F. Llandow.

Reason for flight: Operational training exercise.

Cause of crash: The pilot flew straight into the rock face in low cloud.

Wreckage: None is obvious, and close examination is inadvisable - see the general notes, below.

Fate of pilot: F/Sgt. Gardner was killed instantly.

General notes: This plane was not found for almost nine months, and became the longest missing plane overland of World War Two. The site, down the major gully which falls into Cwm Sere, is very dangerous, with rocks often falling down the very steep ground. Sometimes they hit other rocks and shatter, throwing 'shrapnel' into every nook and cranny. It can be lethal, so it is best to look down into the gully from the top. The plane struck the rock about 25 metres below.

SO 017184
above Gwaun Nant Ddu, at about 680m.

13

SPITFIRE X4588

Date of crash: 23rd May 1942.

Parent unit: 53 Operational Training Unit, R.A.F. Llandow.

Reason for flight: Formation-flying exercise.

Cause of crash: Probably a combination of bad weather conditions and a small error in navigation.

Wreckage: Some small and medium size pieces remain, and for years were built into a memorial cairn, but have now been scattered.

Fate of pilot: Sgt. D.P. Carruthers was killed.

General notes: This site and numbers 11 and 12 can be combined in one walk, starting from Storey Arms or from the Neuadd Reservoir approach.

The remains of Spitfire X4588



The featureless terrain makes the site of X4588 difficult to locate

SO 044304
Pontgwillym, N of Brecon

14

LYSANDER T1512

Date of crash: 9th October 1942.

Parent unit: 1AGS Pembrey.

Reason for flight: Aircraft on air test.

Cause of crash: Pilot flew too far from base, got lost in cloudy conditions and, running low on fuel, had to make an emergency landing.

Fate of crew: Pilot Sgt. J. Holden suffered lacerations below left knee and his passenger, AC2 D.R. Evans, was admitted to Brecon Hospital with concussion and facial abrasions.

Wreckage: None

General notes: The aircraft finished up with its nose buried in a thick hedge quite near to the Brecon – Upper Chapel road.

Some wreckage of Wellington R1465 and a memorial cairn lie virtually in the centre of the Brecon Beacons National Park



SO 062202
on Waun Rydd, at about 740m.

15

WELLINGTON R1465

Date of crash: 6th July 1942.

Parent unit: 22 Operational Training Unit, Wellesbourne Mountford.

Reason for flight: Cross-country flight.

Cause of crash: The aircraft met very heavy cloud conditions, and it is thought that the pilot descended from the advised 10,000 feet to pinpoint his position and, in doing so, struck the top of Waun Rydd in a flat high-speed crash.

Wreckage: Quite a lot has been put into two large piles, and there are many small pieces scattered over a fairly large area. The two engines lie at the bottom of the cwm. One lies in the Caerfanell and the other one is about 300 paces away in a shallow gully which falls from near the main site.

Fate of crew: The crew of five, all Canadians, died in the crash and are buried at Hereford.

Pilot	Sgt. J.B.Kemp
Observer	Sgt. E.E. Mittell
Bomb Aimer	Sgt. K.F. Yuill
Air Gunner	Sgt. J.P. Hayes
Air Gunner	Sgt. H.C. Beatty

General notes: A memorial cairn was constructed in 1980 by pupils and staff of Tredegar Comprehensive School, and is a recognised Canadian War Memorial.

SO 090137
on Cefn yr Ystrad, at about 600m.

16

WELLINGTON T2520

Date of crash: 9th December 1940.

Parent unit: 115 Squadron, R.A.F. Marham, Norfolk.

Reason for flight: Operations – bombing attack on Bordeaux.

Cause of crash: After successfully attacking their target the planes ran into very bad weather and became separated. T2520's crew thought they were descending over the low ground of East Anglia, but in fact struck the very rocky Cefn yr Ystrad close to its summit.

Wreckage: Some small pieces lie amongst the rocks, and there is still evidence of the fierce fire that followed the crash.

Fate of crew: The crew all perished in the crash.

Pilot	P/Off. A. Tindall
2nd Pilot	Sgt. D. Mills
Navigator	Sgt. H.D. Ellis
W/Operator	Sgt. S. Howard
Air Gunner	Sgt. D.E. Wallace
Air Gunner	Sgt. R. Brown

General notes: The pieces that are still there are difficult to see until one piece is spotted and other pieces will then be close by, amongst the rocks.

SO 094096*
3km NW of Rhymney at about 400m.

17

VAMPIRE VV618

Date of crash: 27th October 1953.

Parent unit: 208 AFS, 25 Group Merryfield.

Reason for flight: Cross-country training flight.

Cause of crash: Not established.

Wreckage: Nothing obvious at site.

Fate of crew: P/Off. D.V. Reyport was killed.

General notes: Flew from its base to R.A.F. Valley in Anglesey where it landed and was refuelled. It took off again at 15.50hrs and was next seen emerging from cloud over Rhymney and losing height across the town. The port drop tank fell away from the plane and impaled itself on the railings around a church, and the aircraft went into a steep climbing turn to starboard back into cloud before reappearing in a shallow dive which continued until it struck the ground at 16.25hrs, leaving a sizeable crater.

SO 122121*
on the outskirts of Trefil, at about 380m.

18

ANSON R9611

Date of crash: 26th April 1941.

Parent unit: 21 Operational Training Unit, Moreton in Marsh.

Reason for flight: Probably cross-country navigation exercise.

Cause of crash: Mechanical fault coupled with bad weather conditions were the deciding factors which caused the crew to abandon the aircraft.

Wreckage: Nothing remains on the site which was close to the road, making recovery easy.

Fate of crew: Apart from one member who broke a leg, all made safe parachute descents:
P/Off. J.H. Wetherly (pilot), P/Off. J.G. Brown, F/Off. G.C. Frew, Sgt. Butler and Sgt. Tuckwell.

SO 1243093*
Brynbrith Farm, nr Tredegar, at about 420m.

19

WHITLEY T4232

Date of crash: 13th November 1940.

Parent unit: 10 Squadron Leeming, Yorks.

Reason for flight: 'Ops' flight to Lorient, to bomb U-boat pens.

Cause of crash: Heavy icing caused aircraft to lose height and crash.

Wreckage: Nothing remains and the site has been landscaped.

Fate of crew: All the crew were injured but Sgt. G. Christie, the W/Op, dragged the whole crew from the aircraft which still had HE and incendiary bombs on board. The 2nd pilot, Sgt. P. Goldsmith, succumbed to his injuries in Rhymney Hospital. The pilot was F/Off. P.W.F. Landell; the observer, P/Off. F.R. Goddard; the gunner, Sgt. E.P. Lewis.

SO 155255 on
Mynydd Llangorse, at about 390m.

20

PROCTOR HM305

Date of crash: 24th December 1943.

Parent unit: R.A.F. Madley, near Hereford.

Reason for flight: Wireless telegraphy exercise.

Cause of crash: Colliding with another aircraft (Proctor HM321 also from Madley which made it safely back to base but suffered category 1 damage), HM305 plunged down and struck the mountainside high above Upper Cathedine farm.

Wreckage: Nothing remains on the site.

Fate of crew: The Canadian pilot, Sgt. F.C. Mison, and his cadet, Sgt. L.R. Langlois who was French, were both killed.

General notes: The impact point is within two or three hundred paces of the public path but there is no wreckage to be seen.

About SO 192343
on Rhos Fawr Common, at about 330-400m.

21

PROCTOR HM360

Date of crash: 11th September 1943.

Parent unit: R.A.F. Madley, near Hereford.

Reason for flight: Probably wireless telegraphy exercise.

Cause of crash: Eye-witnesses say that the plane went into an uncontrollable spin and dived into the ground close to women who were picking potatoes.

Wreckage: Nothing has been found, probably because it was easily taken away at the time from this site.

Fate of crew: Sgt. E.G. Crabtree was killed and is buried in Bath. A.J. Ferguson also died in the crash and he is buried in Hereford.

General notes: This is an easy site to get to, amid beautiful scenery at the foot of the Black Mountains.

SO 223103*

Waun Afon, near Blaenavon, in a peat bog, at about 420m.

22

HALIFAX LK835

Date of crash: 22nd May 1944.

Parent unit: 51 Squadron, Snaith, Yorkshire.

Reason for flight: Cross-country training flight.

Cause of crash: Unable to control the starboard inner engine, the crew baled out.

Wreckage: A large amount of wreckage remains on the crash site but to all intents and purposes is inaccessible.

The peat bog at Waun Afon which has swallowed Halifax LK835



Fate of crew: The pilot, Sgt. A.S. Jones, and Sgts. D. Biddy, F. Luff, J. Brown, T. Mills, and A. Westbrook, along with F/Off. G. Gowd, all made safe parachute descents.

General notes: The site is on PRIVATE ground and lies mainly within a fenced-off area because it is a DANGEROUS bog. Do NOT attempt to go inside the fence. A number of pieces of the aircraft can be seen lying on top of the bog and a few pieces lie outside the fenced-off area.

SO 243253

south of Pen y Gadair Fawr, at about 500m.

23

FLYING FORTRESS 42-5903

"Ascend Charlie"

Date of crash: 16th September 1943.

Parent unit: 390th Bomber Group, Framlingham Suffolk, U.S. 8th Army Air Force.

Reason for flight: Bombing mission to north-west France.

Cause of crash: The aircraft sustained damage to its No. 1 engine and in bad weather conditions became separated from its formation. At 21.20hrs it struck the ridge above the Hermitage.

Wreckage: While the bulk of the wreckage has gone, there are numerous small pieces marking the spot where the plane came down.

Fate of crew: All ten crew members were killed.

Pilot	1st Lt. Herbert I. Turner
Co Pilot	2nd Lt. Frederick M. Broers
Navigator	2nd Lt. Robert L. Schanen
Bombadier	2nd Lt. Orval Tofte
Radio Operator	S/Sgt. Philip Catania
Gunners	S/Sgt. Stanley B. Mason
	S/Sgt. Alfred C. Monson
	S/Sgt. John J. Peterson
	S/Sgt. Sherman E. Rambo
	S/Sgt. Sven A. Zetterberg

General notes: On 16th September 1993, exactly 50 years on to the day of the crash and at about the same time, a memorial service was held in the little church at Llanbedr. A plaque with the names of the dead aircrew inscribed on it was dedicated by the vicar, and hangs on the wall of the church as a permanent memorial to their sacrifice.

SO 244313
on Tarren yr Escob, at about 450m.

24

**FAIRCHILD A10 THUNDERBOLT
80-0231**

Date of crash: 6th February 1990.

Parent unit: No. 10 Tactical Fighter Wing, U.S. 8th Army Air Force, Alconbury.

Reason for flight: Training.

Cause of crash: The aircraft flew into the mountain in misty conditions, while engaged on an exercise which involved low-flying.

Wreckage: The wreckage was spread over a huge area. Most was taken away at the time but some pieces remain, especially in the long grass right on top of the ridge.

Fate of crew: The pilot, Capt. Robert Burrowes, was killed.

General notes: Quite a recent crash and fairly easy to get to either from Capel-y-ffin or from the Grwyne Fawr reservoir.



Mangled American technology from 80-0231 ended up on a Welsh mountain ridge

SO 255356
on Hay Bluff, at about 700m.

25

OXFORD PH242

Date of crash: 6th January 1946.

Parent unit: 21(p) Advanced Flying Unit, Wheaton Aston.

Reason for flight: Cross-country.

Cause of crash: The aircraft flew into heavy snow clouds and was very unlucky in being less than ten metres too low to clear the ridge.

Wreckage: A large scar contains many very small pieces.

Fate of crew: F/Sgt. G. Robinson, the radio operator, was killed. W/O Monk was badly injured but made his way down to Cusop to get help. Due to the valiant efforts of a local farmer called Owen Jones, the pilot, F/Off. A.F. Hopewell, was rescued.

General notes: The site is only some thirty paces away from the Offa's Dyke path.

SO 260332
north of Capel-y-ffin, at about 560m.

26

ANSON N9745

Date of crash: 21st September 1942.

Parent unit: 6 Air Observers' School, Staverton.

Reason for flight: Navigation exercise.

Cause of crash: Very bad weather conditions. In cloud and darkness the aircraft struck the ridge and finished up with the tail overhanging the very steep gully.

Wreckage: None is to be seen at this site.

Fate of crew: The pilot, Sgt. R.R. Harvey, and his crew escaped unhurt (apart from one minor injury). Only a week earlier the same pilot had made an emergency landing in a very confined space without injury to his crew or damage to his aircraft. It is nice to report that he was commissioned and survived hostilities.

General notes: The site is not very far from the Offa's Dyke path but is still a long and sometimes boggy walk to reach.

SO 260345*
about 2.5km south-east of trig.
point on Hay Bluff, at about 660m.

27

ANSON N9879

Date of crash: 2nd March 1940.

Parent unit: 6 Air Observers' Navigation School, Staverton.

Reason for flight: Training flight.

Cause of crash: The crew became lost in thick cloudy conditions and were warned by radio of high ground ahead. They did not get sufficient height in time.

Fate of crew: The pilot, F/Lt. R.M. Noblston, died from injuries but the other three crew members were only slightly hurt.

Wreckage: One of the engines was recovered from around grid reference SO 263348 by Abergavenny A.T.C. (2478 Squadron). Some wreckage remains but is extremely difficult to locate.

SO 275325*
on the western slopes of the Olchon valley,
below Offa's Dyke path, at about 390m.

28

LIGHTNING 42-67859

Date of crash: 12th April 1944.

Parent unit: 402 Fighter Squadron, U.S.A. 8th Army Air Force, Andover.

Reason for flight: Low-altitude navigation flight.

Cause of crash: In low cloud conditions the plane flew directly into the Black Mountains.

Wreckage: Very little remains on the site now.

Fate of crew: The pilot, Lt. Richards, was killed.

General notes: The site lies close to a public right of way and, sadly, most of the wreckage seems to have been taken by souvenir hunters.

SO 291053
on Garn Wen ridge, at about 430m.

29

BLenheim L8610

Date of crash: 22nd September 1940.

Parent unit: 17 Operational Training Unit, Upwood.

Reason for flight: Operational training flight.

Cause of crash: In very bad weather conditions, flying on instruments, the plane was very unlucky to hit the summit of Garn Wen.

Wreckage: Nothing is to be seen. All trace was probably removed at the time of the crash, as it is very easy to get transport to the site.

Fate of crew: Sgt. Hubert Wilson and two crew members were killed. Sgt. Wilson is buried in Bury churchyard in Huntingdonshire.

General notes: This crash site is not on Ordnance Survey sheet 160 or 161 but is easily found by following the road past Pontypool golf course which runs directly on to Garn Wen.

SO 324175
on Ysgyryd Fawr (Skirrid), at about 260m.

30

SPITFIRE L1014

Date of crash: 8th March 1942.

Parent unit: 53 Operational Training Unit, R.A.F. Llandow.

Reason for flight: Training flight.

Cause of crash: The aircraft was seen to dive out of clouds in a spin, which then became an opposite spin before the plane dived into the ground in woods on the side of the Skirrid. It was thought that the pilot became lost whilst flying through constant thick cloud.

Wreckage: There is nothing to be seen on site.

Fate of crew: The pilot, Sgt. Thomas Crowe, was killed instantly.

General notes: The site is within PRIVATE woodland. The exact spot, however, is almost impossible to find now, as the trees have grown so much since.

Map of the aircraft crash sites in the Brecon Beacons National Park

The encircled numbers refer to the sites listed in the following text

