

Summary of John Ing extracted from the book:

I WON'T BE HOME NEXT SUMMER: FLIGHT LIEUTENANT R.N. SELLEY DFC

There is a book written by Ron Selley about his uncle Ronnie Selley who was best friends with John Ing and in that book there is reference to John on many levels.

Ronnie and John became friends at Michaelhouse boarding school and later together perused their dream of flying. Although John was a year ahead in school they clicked together and maintained a very strong bond.

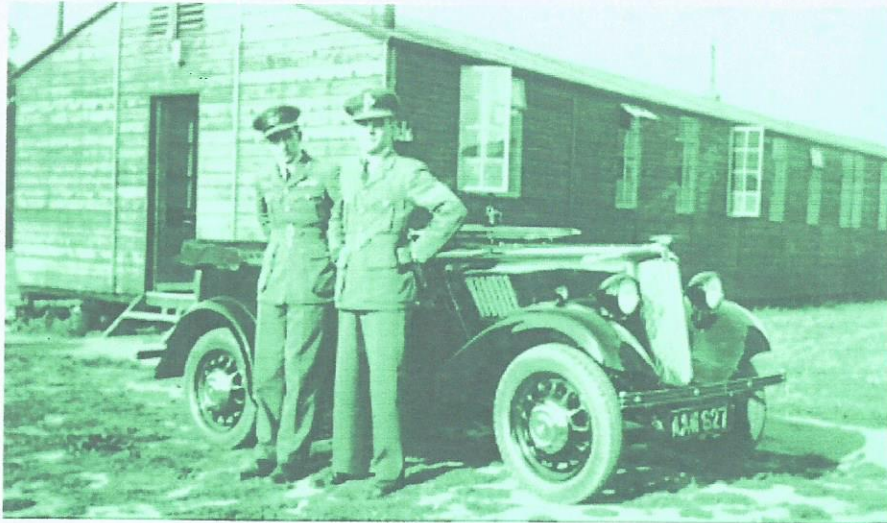
During School holidays they would go to Ronnie's place at Lake Saint Lucia, The Estuary Hotel. Ronnie got hooked on Flying when a guy Rod King used to fly down on weekends to the hotel in his Waco aircraft and took him on a flight around the area. Ronnie and John now gripped by the thoughts of flying, after leaving school made their way to Witwatersrand in Johannesburg, then joined the Johannesburg Light Plane Club and within 3 months attained their A license. In 1936 while the pair were training the Empire Exhibition was held in Johannesburg and they both assisted in the event. They paraded with their aircraft open on loaded Lorries with their wings folded.

The RAF made a call for young able bodied men in the commonwealth to join one of the finest air forces in the world. Well the lads could not resist so they went to the recruiting office in Johannesburg. Yes they got the nod after their interview and then traveled to England where they would appear before a selection board to do a stringent medical examination. Their understanding was after passing their medical exam that they would be accepted for a four year short service commission, after which their commission could become permanent or they could decide to take up commercial pilot careers. They arrived in Southampton in December 1936 a wet damp dark day as described in a letter by John Ing to Ronnie's parents.

Eventually Ronnie was posted to Coastal Command I am not sure where John was posted to it is not clear from the book.

On 12 February 39 while training on bombing runs up north together they walked 6 miles from base to St Andrews and enjoyed a meal. He mentions that John was growing a black moustache (Mo). He mentions that we have to go back to Bircham Newton next Saturday.

John and Ronnie discussed what they would do after their tour of duty and it was proposed that they would work for Ronnie's Dad on road construction projects. During Easter 1939 Ronnie got leave and flew down to John's station then by car traveled to a pub in Wales from where they went trout fishing.



John's car with Ronnie on the left is a 14hp Morris but could do 85 mph

In a letter by Ronnie on 17 July 1939 he states that John was stationed with 63 (B) Squadron, Upwood, Huntingdonshire.

In November John was posted to France after the outbreak of war.

Ronnie and John were very close friends and shared their dreams about flying and about what they would do after the war. They made a pact that if one should not make it the other would look after their affairs. Ronnie did that for John. Ronnie was very upset by the loss of John and as described in letters home vowed to take revenge and got involved in some very dangerous attacks.

Unfortunately Ronnie later died in an air accident on the 5th March 1941, when doing a delivery run he boarded Hudson N7315 in a ferry flight to Sumburgh, Shetland from Leuchars and took off at 09:10. Pilot was Flt Lt Ronald Nicholas Selley DFC and the other crew members were Sgts. S L J Wright and W F Shaw. Also on board was Air Vice-Marshal Charles Dempster Breese. En-route the aircraft suffered an engine failure and they attempted to force land near Wick, but the aircraft spun into the ground and caught fire, all on board being killed. RIP. Four brave ground fire crew that risked their lives attempting to save Ronnie and his air crew were injured when an on board bomb exploded.