ROGER DERBY BLACK, JR.
1926

Roger Black entered St. Paul's in 1921. In his Sixth Form year, he rowed No. 6 in the Halcyon crew and he was a Supervisor in Twenty House. After graduating in 1926, he worked in a bank in New York, joined Squadron A and through its competitive examinations won an appointment to West Point.

Black was the son, grandson and great-grandson of Army officers and his own tragically short record was to be a brilliant one. He was one of the three battalion commanders in his first class year and he won a Rhodes Scholarship. The next three years he studied Physics at Magdalen College, Oxford. He also rowed on his college crew and won his “blue” in ice hockey. In 1933, his last year in England, he married Ruth Tovey. They had two children, Wilson Murray Black and Susanna Derby Black.

Returning to the United States, Black was stationed for a year at Madison Barracks, New York, with the 5th Field Artillery. He was then sent to Fort Sill, Oklahoma, for a year at the Field Artillery School, and in 1937 to Paris to study at the Sorbonne. Appointed Instructor at West Point, he taught French for two years and then joined the Department of Chemistry and Electricity.

In April, 1942, Black was assigned to the Military Intelligence Division of the General Staff. He became Chief of the British Isles Branch, and was made a Lieutenant Colonel, at thirty-four.

On November 14, 1942, in Washington, while riding a bicycle home from his office, he was struck by an automobile and instantly killed.

ROBERT WARREN CANFIELD
1926

Robert Canfield entered the Second Form in 1921 and graduated in 1926. He was a very intelligent boy, vigorous, cheerful and warm-hearted. He was on the Ithsonian football and track teams, and for half his Sixth Form year a Supervisor in Flanders. He made a great contribution to the Dramatic Association as its Secretary-Treasurer and leading actor, playing the part of Sir Anthony Absolute in the “Rivals” one year, and that of Sir Peter Teazle in the “School for Scandal” the next. Both performances were a great success. He also ran the School’s summer camp for city boys, a difficult task which he performed ably.

On graduating from Harvard in 1930, Canfield went into business. He was associated successively with G. M.-P. Murphy and Company, the International Business Machines Corporation and the Kesswick Corporation. In 1938, he became secretary of the Detroit Axle Company, later renamed the Differential Wheel Corporation.

He greatly enjoyed bird-shooting and skeet. He was president of the Hilltop Skeet Club of Holliston, Massachusetts, whose team he led to two world records; and he himself at one time held the world’s long run 20-gauge skeet record. He was an occasional contributor of short articles to Field and Stream and other similar publications.

In March, 1942, Canfield was commissioned Captain in the Army Air Forces and placed in charge of the organization of skeet-shooting in the Army Flying Training Command’s Flexible Gunnery Course. Promoted Major, he became Assistant Director of Training at the Central Instructors’ School at Fort Myers. In the spring of
1943, he attended an Army-Navy conference called by General Arnold to grapple with the whole complex problem of aerial flexible gunnery. Canfield's imagination and curiosity were fired and he contributed everything he had to the quest for a sighting system which should be theoretically correct, easily taught and easily applied.

In July, when a "zone" system of sighting had finally been evolved, Canfield was sent on a special gunnery mission to the United Kingdom to put the system to test under combat conditions. On August 12, 1943, he set out as waist-gunner on a heavy bomber participating in a mass daylight raid on the Ruhr. He is said by a survivor who parachuted from the same plane to have been in fine spirits and to have cheered the other men with a funny story in the early dawn before take-off. He had selected a ship in the most exposed position of the formation in order to make sure the system had a good test. After having dropped its load of bombs on Gelsenkirchen and got through exceptionally heavy flak over the target area, the ship was heavily attacked by enemy fighters. It crashed in a field on a hillside outside the little town of Lindlar, east of Cologne. Six men parachuted to safety but Canfield fell with the plane and was killed.

Canfield was married in 1933, to Camilla Hooper Brown. Their three children are George Folger Canfield, now in the Third Form at St. Paul's, Camilla, who was seven when her father died, and Pamela, who was born after his death.