

## Edward Parry 1920 – 1943

### Service no. 643093



Edward (Ted) was born to Thomas John Parry and Gertrude Maud Bolton in 1920 at Colwyn Bay, 1 of 8 children. Not much else is known of his early years. He joined the RAF when hostilities commenced

He was posted to Aden in Yemen for basic training before being moved to Gwelo in the then country of Rhodesia (now Zimbabwe) where he joined the Rhodesia Air Training Group (RATG) who existed for 5 years to train aircrew for the RAF from many different countries.

The original programme of an initial training wing and six schools (Belvedere, Induna, Cranborne, Guinea Fowl, Kumalo, Thornhill) was increased to eight flying training schools (Mount Hampden, Heany) and in addition, a bombing, navigation and gunnery school (Moffat) for the training of bomb aimers, navigators and air gunners.

Ted was assigned to No. 24 Combined Air Observation School at Moffat training on Oxford and Avro Anson planes for bombing and gunnery training. At Moffat he would pass in stages through Air Crew Pool and elementary navigation, into the bombing and gunnery school, and to the average cadet, the climax of this would be his first flight. Most of a cadet's time would be spent on navigational exercises, and towards the end of his course, long-distance flights to South Africa and even Northern Rhodesia (now Zambia) There were a lot of night exercises, both in navigation and bombing. Class work included basic meteorology and astronomy, photography, aircraft recognition, signals and gunnery.

A cadet Gunner was at Moffat for a much shorter period and training was from a special gunnery section and they were accompanied on each gunnery exercise by a gunnery instructor. Initial training was on Battles and Oxfords, but they were replaced by Ansons with power-operated gun turrets. Their nationalities on the first course were: 16 Rhodesians, 10 UK and 3 Australian.

By April 4<sup>th</sup>, 1942, he was a qualified Air Gunner and by June 27<sup>th</sup>, 1942 he had undertaken and passed an Air Gunner's refresher course back in Britain at RAF Stormy Down near Bridgend. His log book pages are reproduced below.

These cover the period from March 1942 in Rhodesia to his ill fated bombing mission to Wilhelmshaven in February of 1943 from which the plane failed to return.

643093.

SGT. PARRY. E. D.F.M.

R. A. F.

106 SQUADRON.

AIR GUNNER.

FLYING LOG BOOK.

EX. ADEN.

CYMRU AM BYTH.

22440

# Certificates of Qualification.

(to be filled in as appropriate)

Sgt

1. This is to certify that 643093. CPL. PARRY E.  
has qualified as AIR GUNNER

with effect from 4-4-42. Sgd W.S. Brw.

Date 4-4-42. Unit 24 CAS. MOEFAT.

S/KOR  
S. RHODESIA.

2. This is to certify that SGT. PARRY 643093.  
has qualified as AG'S REFRESHER COURSE

with effect from 27.6.42. Sgd W.N. Walker F/O

Date 27.6.42. Unit 7A.G.S. STORMY DOWN.

3. This is to certify that.....

**DEATH PRESUMED**

has qualified as.....

with effect from..... Sgd.....

Date..... Unit.....

**CENTRAL DEPOSITORY**  
**ROYAL AIR FORCE**  
AUG 1942

4. This is to certify that.....

has qualified as.....

with effect from..... Sgd.....

Date..... Unit.....

Night Vision Test B'Mth. 12/5/42

Average

RESULTS OF AB INITIO COURSES AND REMARKS

RESULTS OF AB INITIO GUNNERY COURSE.

1707B

Station held 24 CAOS. MOFFAT. S. RHODESIA.

Period of course 9-3-42 - 4-4-42.

Exercise.	Rounds fired.	% Hits.	Type of Aircraft.
<sup>25</sup> 200 yd. Range	175 <del>160</del>	/	/
No. of G.28 films	/	/	/
Cine footage	/	/	/
Air to Ground	350	/	OXFORD
Free Astern <u>FRQT.</u>	400	4%	OXFORD
Under Tail	/	/	/
Beam	400	8%	OXFORD
Beam R.S.	400	6%	OXFORD
Night	/	/	/

Exam. Marks % 72%

Course Flying Time,

8-30 HRS.

REMARKS: - PASS/FAIL.

*[Signature]*  
 Lt. Col.  
 Armament Squadron.

MARCH.

1942.

Time carried forward: —

No. 24. C.A.O.S. MOFFAT. RHODESIA.

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times		
						Day	Night	
13/3/42	0645	OXFORD No. 541.	SGT. LAYCOCK.	F.R.G.P.	Only FIRED 150 RDS. (TIME EXPIRED)	1.5 hrs.		
13/3/42	0945	OXFORD AS No. 491.	SGT. LAYCOCK.	F.R.G.P.	FIRED 200 RDS. O.K.	1.5 hrs.		
16/3/42	0830	AS OXFORD 541.	F/O MASTERS.	F.R.B.T.	FIRED 200 RDS. O.K.	.45		
16/3/42	1140	AS OXFORD 541.	F/SGT. MCGREGOR.	F.R.B.T.	FIRED 200 RDS. (No. 2 STOPPAGE.)	.55		
18/3/42	0845	OXFORD 487.	F/O MASTERS.	F.R.B.R.S.T.	No ROUNDS FIRED. No DROUPE.	0.55		
18/3/42	1020	OXFORD 487.	SGT. GOODEVE.	F.R.B.R.S.T.	O.K. FIRED 200 RDS.	1.00		
27/3/42	0550	OXFORD 499.	F/SGT. PAYNE.	F.R.B.R.S.T.	FIRED 200 RDS. O.K.	.50		
27/3/42	0725	OXFORD 499.	F/SGT. PAYNE.	F.R.Q.T.	FIRED 200 RDS. O.K.	.50		
28/3/42	1040	OXFORD 487.	W/O PEARCE.	F.R.Q.T.	FIRED 200 RDS. O.K.	1.05		
<u>TOTAL FLYING TIMES FOR COURSE</u>						<u>ENDED 4-4-42</u>	<u>8.30 HRS.</u>	

TOTAL TIME — 8.30

*J. Walker* #11. O.C.,  
Armament Squadron.

JUNE. 1942.

Time carried forward: — 8.30 hrs.

No. 7. A.G.S. STORMY DOWN.

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times		
						Day	Night	
14.6.42	18.35	WHITLEY 19	SGT. PATTISON	BEAM	NIL RDS. NIL HITS.	1.00		
14.6.42	11.55	WHITLEY 19	F/SGT. HAYWOOD	BEAM	200 RDS. 24 HITS.	1.25		
17.6.42	20.10	WHITLEY 19	SGT. GROVE.	U.T.T.	200 RDS. 4 HITS.	1.00		
17.6.42	15.35	WHITLEY 8752	F/SGT. FRIEZE GREENE	FREE-ASTERN.	200 RDS. 11 HITS.	1.40		
23.6.42	17.50	WHITLEY 7189	SGT. HINDE	FREE-ASTERN.	200 RDS. 7 HITS.	1.35		
23.6.42	14.10	WHITLEY 7193	F/SGT. DIGBY.	NIL.	No Towing A/C.	.40		
24.6.42	14.55	WHITLEY 9005	SGT. HINDE.	QXO	200 RDS. 12 HITS.	1.15		
24.6.42	18.05	WHITLEY 3322	F/SGT. THOMPSON.	BEAM.	200 RDS. 27 HITS.	1.35		
25.6.42	15.10	DEFIANT 3322	F/SGT. CRESSY.	BRST.	700 RDS. 15 HITS.	.30		
<u>COURSE FLYING</u>						<u>TIMES AT/A.G.S. STORMY DOWN. 10.40</u>		

TOTAL TIME — 19.10 HRS.

*J. Walker* F/O.

No. 16. O.T.U.					Time carried forward: 19.10. —		
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
9-8-42	15.00	R. 1453. WELLINGTON	P/O. DONAVON.	AIR GUNNER.	LOW LEVEL BOMBING. OTMOOR.	2.00.	—
<del>9-8-42</del>	<del>15.00</del>	<del>R. 1297. WELLINGTON</del>	<del>P/O. DONAVON.</del>	<del>AIR GUNNER.</del>	<del>HIGH LEVEL BOMBING. OTMOOR.</del>	—	1.35.
12-8-42	10.00	V. 2701. WELLINGTON	F/SGT. RILEY.	AIR GUNNER.	AIR FIRING. (OXFORD). FIRED. 500. RDS.	2.45.	—
13-8-42	11.10	2189. WELLINGTON	P/O. DONAVON.	AIR GUNNER.	AIR FIRING. (OXFORD). FIRED. 1000. RDS.	1.10.	—
15-8-42	11.30	1107. WELLINGTON	F/SGT. McGINLAY.	AIR GUNNER.	CAMERA GUN. TURRET DOORS. 4/5.	0.30.	—
15-8-42	14.45	1605. WELLINGTON	F/LT. SMITH.	AIR GUNNER.	CAMERA GUN. O.K.	1.00.	—
16-8-42	22.30	V.I. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	DEFENCE EXERCISE.	—	3.30.
17-8-42	16.30	9812. L. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	BOMBING AS DETAILED.	2.00	—
18-8-42	11.00	1346 WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	CROSS COUNTRY.	2.35.	—
19-8-42	0.630	1297. WELLINGTON	P/O. COCHRANE.	AIR GUNNER.	AIR FIRING. (OXFORD) FIRED, 500 RDS.	2.00.	—
19-8-42	16.15	663. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	CROSS COUNTRY.	3.00.	—
TOTAL TIME						36.10.	5.05

					Time carried forward: 36.10. 5.05.		
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
20-8-42	11.10	R. 1297. WELLINGTON	F/SGT. McGINLAY.	AIR GUNNER.	CAMERA GUN.	0.45.	—
20-8-42	22.00	K. 815. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	CROSS COUNTRY AND BOMBING.	—	3.45.
23-8-42	21.30	2843. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	CROSS COUNTRY.	—	2.45.
26-8-42	14.00	7898. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	A.T.O. G. FIRING AND BOMBING. START FLATS.	4.00.	—
27-8-42	21.15	9272. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	DEFENCE EXERCISE.	—	3.55.
28-8-42	18.00	1601. WELLINGTON	P/O. DONAVON.	AIR GUNNER.	AIR FIRING. (OXFORD) FIRED. 500. RDS.	2.00.	—
31-8-42	14.10	2,824.3. WELLINGTON	SGT. MARKLAND.	AIR GUNNER.	CROSS COUNTRY.	3.45.	—
<del>31-8-42</del>	<del>21.15</del>	<del>2,824.3. WELLINGTON</del>	<del>SGT. MARKLAND.</del>	<del>AIR GUNNER.</del>	<del>CROSS COUNTRY.</del>	—	3.45.
<del>31-8-42</del>	<del>20.15</del>	<del>1346. WELLINGTON</del>	<del>SGT. MARKLAND.</del>	<del>AIR GUNNER.</del>	<del>BOMBING AT OTMOOR.</del>	—	1.00.
<del>31-8-42</del>	<del>20.40</del>	<del>509. WELLINGTON</del>	<del>SGT. MARKLAND.</del>	<del>AIR GUNNER.</del>	<del>CROSS COUNTRY AND BOMBING.</del>	—	4.10.
5-9-42	22.40	930. WELLINGTON	SGT. OREHAMPT.	AIR GUNNER.	CROSS COUNTRY.	—	4.45.
TOTAL TIME						46.40.	29.0

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Time carried forward:—	
						46.40	29.06
						Flying Times	
						Day	Night
6-9-42.	21.00.	7898. WELLINGTON.	SGT. MARKLAND.	AIR GUNNER.	DEFENCE EXERCISE. RETURNED. ENGINE. W/S.	—	2.05
10-4-42.	21.00.	21162. WELLINGTON.	SGT. MARKLAND.	AIR GUNNER.	OPERATIONS. DUSSELDORF.	—	5.30

Time carried forward:—					52.30	38.11.
REMARKS (including results of bombing, gunnery, exercises, etc.)					Flying Times	
					Day	Night
<u>FLYING</u> <u>TIMES.</u>					<u>DAY</u>	<u>NIGHT</u>
PRIOR TO O.T.U.					19.10.	—
AT.	WELLINGTON AIRCRAFT.					
O.T.U.	AIR GUNNER.				33.20.	38.11.
TOTAL AT O.T.U.					33.20.	38.11.
GRAND TOTAL.					52.30.	38.11.

V.G. Gymples. S/LOR  
 o/c "C" FLIGHT

M.E. Thwaiter. S/Lt for V/COR.  
 O/C TRAINING WING.  
 No. 16. O.T.U.

TOTAL TIME ----- 52.30. 38.11.

No. 1054. CONVERSION UNIT, WIGSLEY.					OCTOBER. 1942.		Time carried forward:—	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times		
						Day	Night	
3-10-42	10.45	7291. MANCHESTER	P/O. WALKER.	AIR GUNNER.	FAMILIARISATION.	1.30.	—	
5-10-42	16.00	7294. MANCHESTER	SGT. MARKLAND.	AIR GUNNER.	LOCAL FLYING.	0.40.	—	
9-10-42	11.30	5739. LANCASTER	W/CDR. FATON.	AIR GUNNER.	LOCAL FLYING.	1.20.	—	
9-10-42	13.00	7545. LANCASTER	FLY. LELAND.	AIR GUNNER.	FROM WADDINGTON TO BASE.	0.20.	—	
11-10-42	14.00	7288. MANCHESTER	SGT. MARKLAND.	AIR GUNNER.	LOCAL FLYING.	2.30.	—	
14-10-42	15.00	7288. MANCHESTER	SGT. MARKLAND.	AIR GUNNER.	LOCAL FLYING.	1.15.	—	
15-10-42	18.35	7370. MANCHESTER	P/O. WALKER.	AIR GUNNER.	LOCAL FLYING.	—	0.50.	
15-10-42	19.30	7370. MANCHESTER	SGT. MARKLAND.	AIR GUNNER.	LOCAL FLYING.	—	2.30.	
18-10-42	12.00	5698. LANCASTER	F/O. MAUDSLEY.	AIR GUNNER.	LOCAL FLYING. FAMILIARISATION.	1.50.	—	
21-10-42	14.30	5698. LANCASTER	F/SGT. WALTERS.	AIR GUNNER.	CIRCUITS AND LANDINGS.	0.20.	—	
21-10-42	14.50	5698. LANCASTER	SGT. MARKLAND.	AIR GUNNER.	CIRCUITS AND LANDINGS.	2.00.	—	
TOTAL TIME —						64.15.	41.31.	

					Time carried forward:—		
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
24-10-42	12.05	5739. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS AND LANDINGS. OVERSHOOT.	1.20.	—
24-10-42	15.35	5739. LANCASTER	SI-DR. PARRE. SGT. MARKLAND.	REAR GUNNER.	DUAL. ENGINE FEATHERING.	0.15.	—
25-10-42	12.00	5660. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS, LANDINGS. OVERSHOOT.	1.00.	—
25-10-42	13.45	5660. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS, LANDINGS. FEATHERING.	1.00.	—
29-10-42	20.15	7575. LANCASTER	F/SGT. WALTERS. SGT. MARKLAND.	REAR GUNNER.	DUAL. CIRCUITS, LANDINGS.	—	2.00.
29-10-42	18.30	7575. LANCASTER	F/SGT. WALTERS. SGT. MARKLAND.	REAR GUNNER.	ENGINE TEST.	—	0.45.
31-10-42	8.00	7575. LANCASTER	F/SGT. WALTERS. SGT. MARKLAND.	REAR GUNNER.	DUAL. CIRCUITS, LANDINGS.	—	0.45.
31-10-42	19.09	7575. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS, LANDINGS, SOLO.	—	1.20.
31-10-42	22.50	7575. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	SOLO, RETURNED TO BASE. A/C: U/S.	—	0.15.
TOTAL TIME —						67.50.	46.36.



No. 1654. CONVERSION UNIT. WIGSLEY.				Time carried forward: <u>67.50</u>	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)
<u>FLYING TIMES FOR</u>					
<u>MANCHESTER</u>					
<u>DAY.</u>				<u>NIGHT.</u>	
5.55. HRS.				3.20. HRS.	
<u>TOTAL.</u>					
9.15. HRS.					
<u>GRAND TOTAL. (DAY.)</u>					
67.50. HOURS.					
<u>SIGNED.</u>					
				<u>SWINDESBY.</u>	
				Time carried forward: <u>67.50</u>	
				<del>64.75</del> <u>46.36</u>	
				Flying Times	
				Day Night	
				<u>THE MONTH OF OCTOBER. 1942.</u>	
				<u>LANCASTER.</u>	
				<u>DAY.</u>	
				<u>NIGHT.</u>	
				9.25. HRS.	
				5.5. HRS.	
				<del>3.00</del> <del>4.00</del>	
				<u>TOTAL. 14.30. HRS.</u>	
				<u>GRAND TOTAL. (NIGHT.)</u>	
				46.36. HOURS.	
				W/CO. MAUDSLEY F/O FOR SLD. O/C "B" FLIGHT.	
				NO. 1654 CONVERSION UNIT.	
				R.A.F. WIGSLEY.	
				<u>TOTAL TIME</u> <u>67.50</u> <u>46.36</u>	

<u>NOVEMBER</u>				<u>1942.</u>	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)
6-11-42.	00.16.	LANCASTER 869.	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS AND LANDINGS.
6-11-42.	00.00	LANCASTER 5698.	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS AND LANDINGS.
7-11-42.	12.30.	MANCHESTER 7294-L.	SGT. MARKLAND.	REAR GUNNER.	CROSS COUNTRY AND BOMBING.
8-11-42.	18.20.	LANCASTER 7575.	F/O MAUDSLEY.	REAR GUNNER.	CHECK DUAL.
8-11-42.	18.50.	LANCASTER 7575.	SGT. MARKLAND.	REAR GUNNER.	SOLO. CIRCUITS AND LANDINGS.
<u>TOTAL FLYING TIMES AT</u>				<u>NO. 1654 CONVERSION UNIT. WIGSLEY.</u>	
<u>MANCHESTER.</u>				<u>LANCASTER.</u>	
<u>DAY.</u>				<u>DAY.</u>	
10.40. HRS.				9.25. HRS.	
<u>NIGHT.</u>				<u>NIGHT.</u>	
3.20. HRS.				8.30. HRS.	
<u>TOTAL HOURS.: 14. HRS.</u>				<u>TOTAL HOURS = 17.55. HRS.</u>	
<u>DAY</u>				<u>NIGHT</u>	
72.35. HOURS.				50.01. HOURS.	
<u>GRAND</u>				<u>TOTAL</u>	
72.35. HOURS.				50.01. HOURS.	
<u>SIGNED.</u>				<u>SIGNED.</u>	
F/O SIGNED. O.C. "B" FLIGHT.				W/CO. O.C. 1654. CONVERSION UNIT.	
1654 CON. UNIT.				WIGSLEY	
				<u>TOTAL TIME</u> <u>72.35</u> <u>50.01</u>	

No. 106 "B" SQUADRON.					SYREBTON. NOTTS.	Time carried forward: 72.35. 50.01.	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
21-11-42.	15.30.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	NIGHT FLYING TEST.	0.30.	—
31-11-42.	18.35.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BULLSEYE EXERCISE. D.C.O.	—	4.30.
25-11-42.	13.05.	V.5911. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BOMBING. 12 TRACTICE DROPPED. D.C.O.	1.45.	—
29-11-42.	17.20.	W.5911. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	CROSS COUNTRY. D.C.O.	—	4.10.
FLYING TIMES FOR					NOVEMBER, 1942.		
DAY = 2.15. HRS.					NIGHT = 8.40. HRS.		
TOTAL					FLYING TIMES		
DAY = 74.50. HRS.					NIGHT = 58.41. HRS.		
TOTAL					OPP. HOURS		
DAY = —					NIGHT = 7 HRS.		
SIGNED: <i>M. Searls</i> S/LDR.					O/C "B" FLIGHT.		
SIGNED: <i>P. Gibson</i> W/CMR. D.S.O. D.F.C.					O. 106 SQUADRON.		
TOTAL TIME						74.50.	58.41.

DECEMBER.					1942.	Time carried forward: 74.50. 58.41.	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
2/12/42.	11.35.	O.4770. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BOMBING AND AIR TO SEA FIRING. D.C.O.	1.30.	—
5/12/42.	15.05.	W.5911. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BASE TO WADDINGTON.	0.30.	—
6/12/42.	17.00.	N.4256. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	3 OPERATIONS MINELAYING. PRECISIONS. 4 VEG. D.C.O.	—	4.15.
9/12/42.	17.35.	V.5551. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	4 OPERATIONS. TUNING. MARCOO. LANDED BOTTESFORD. D.C.O.	—	7.0.
10/12/42.	12.05.	V.5551. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BOTTESFORD TO BASE.	0.20.	—
11/12/42.	11.05.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BASE TO LAKENHEATH.	0.45.	—
11/12/42.	12.15.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	LAKENHEATH TO BASE.	0.35.	—
13/12/42.	15.20.	V.5551. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	PRACTICE BOMBING. D.C.O.	1.45.	—
14/12/42.	13.25.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	HIGH LEVEL PRACTICE BOMBING. D.C.O.	1.30.	—
16/12/42.	10.30.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	NIGHT FLYING TEST.	1.15.	—
TOTAL TIME						83.05.	71.56.

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Time carried forward:—	
						Flying Times	
						Day	Night
16/12/42	15.30	X 5908. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	HIGH ALTITUDE FORMATION FLYING. D.C.O.	93.00	71.56
16/12/42	17.00	X 5900. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	HIGH ALTITUDE FLYING (RETURN).	—	2.0
20/12/42	10.50	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	NIGHT FLYING TEST.	1.0	—
20/12/42	18.05	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	5 OPERATIONS. DUISBURG. 14. S.B.C. D.C.O.	—	4.30
21/12/42	17.20	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	6 OPERATIONS. MUNICH. 4X1000. 4. S.P.C. D.C.O.	—	7.30
28/12/42	12.05	N. 4256. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	NIGHT FLYING TEST.	1.30	—
FLYING TIMES FOR					DECEMBER. 1942.		
Day = 12.40. HRS.					NIGHT = 27.15. HRS.		
TOTAL FLYING					TIMES.		
Day = 97.30 HRS.					NIGHT = 85.56. HRS.		
TOTAL					OPR. HOURS.		
Day = —					NIGHT = 82.15. HRS.		
					SIGNED. <i>Lieut. Haysom</i> SQR. O/C. D. FLIGHT.		
					SIGNED. <i>P. P. G. S. W. / CHDR. J. O. D. P. C. / O.</i>		
					106 SQUADRON		
					TOTAL TIME	87.30	85.56

JANUARY					1943		Time carried forward:—	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times		
						Flying Times		
						Day	Night	
9-1-43	16.45	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	4 OPERATIONS. ESSEN. (1X4000. 12. S.B.C.) D.C.O.	87.30	85.56	
11-1-43	16.56	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	3 OPERATIONS. ESSEN (1X4000. 12. S.B.C.) D.C.O.	—	5.30	
13-1-43	16.54	N. 5280. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	3 OPERATIONS. ESSEN (1X4000. 12. S.B.C.) D.C.O.	—	5.00	
16-1-43	13.00	X. 5400. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	(SHOT OUT SEARCHLIGHT ON DUTCH COAST.) SCANTON TO BASE.	0.30	—	
17-1-43	16.30	W. 5911. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	10 OPERATIONS. BERLIN (1X8000). D.C.O.	—	8.30	
18-1-43	15.35	B. — LANCASTER	F/LT. WELLINGTON.	REAR GUNNER.	(LANDED AT DOCKING) SHOT DOWN J.U. 88. AND MANY SEARCHLIGHTS. RETURN TO BASE FROM DOCKING.	0.35	—	
20-1-43	11.40	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	TEST FLIGHT.	0.45	—	
23-1-43	11.45	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	NIGHT FLYING TEST.	1.30	—	
3-1-43	17.00	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	11 OPERATIONS. DUSSELDORF. (LANDED AT FORD)	—	5.00	
7-1-43	11.00	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	ATTACKED BY TWIN-ENGINE FIGHTER. FORD TO BASE.	1.15	—	
					TOTAL TIME	92.05	115.26	

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Time carried forward: 92.05 115.26	
						Flying Times	
						Day	Night
31/1/43	0015	S.51492 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	12 <sup>th</sup> OPERATIONS. HAMBURG. (1X4000 12 S.B.C.) D.C.O.	—	6.00
<u>FLYING TIMES FOR</u>						<u>JANUARY 1943.</u>	
<u>DAY = 4.35 HRS.</u>						<u>NIGHT = 35.30 HRS.</u>	
<u>TOTAL FLYING</u>						<u>TIMES.</u>	
<u>DAY = 92.05 HRS.</u>						<u>NIGHT = 115.26 HRS.</u>	
<u>TOTAL</u>						<u>HOURS.</u>	
<u>DAY = —</u>						<u>NIGHT = 67.45 HRS.</u>	
<u>23010-1045</u>						<u>SIGNED. S. H. H. G. W. J. D. C. B. FLIGHT.</u>	
<u>23010-1045</u>						<u>SIGNED. W/CDR. D. S. O. D. F. C.</u>	
<u>23010-1045</u>						<u>C. O. 106 SQUADRON.</u>	
TOTAL TIME						92.05	121

<u>FEBRUARY</u>					Time carried forward: 92.05 121.36		
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
2-2-43	11.30	P.451 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	LOW LEVEL FORMATION FLYING.	1.00	—
11-2-43	17.35	S.51492 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	12 <sup>th</sup> OPERATIONS. WILHELMSHAVEN. 1X4000 12 S.B.C.	—	4.30
13-2-43	10.35	W.5611 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	L. L. PRACTICE BOMBING.	2.00	—
13-2-43	18.55	W.5611 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	14 <sup>th</sup> OPERATIONS. LORIENT. 1X8000 D.C.O.	—	6.00
14-2-43	18.35	Z.50571 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	15 <sup>th</sup> OPERATIONS. MILAN. 14 S.B.C. D.C.O.	—	9.15
16-2-43	18.40	U.546 LANCASTER	Sgt. MARKLAND	REAR GUNNER.	16 <sup>th</sup> OPERATIONS. LORIENT. 1X4000 12 S.B.C. D.C.O.	—	7.00
17-2-43		Lancaster R5780	Sgt. MARKLAND	Rear Gunner	Bombing - WILHELMSHAVEN. Failure to return	<b>DEATH PRESUMED</b>	
<u>J. H. Seabrook</u> No. 106 Commanding Squadron.						<b>CENTRAL DEPOSITORY</b> AUG 1946 <b>ROYAL AIR FORCE</b>	
TOTAL TIME						92.05	121.36

He was posted to RAF Syerston in Nottinghamshire, and joined 106 Squadron, becoming a rear gunner in the Lancaster planes allocated to the squadron.

At the outbreak of the Second World War the squadron was flying Hampdens with No. 5 Group, and until early 1941 had a training role. It then reverted to front-line status and began regular night bombing operations against Fortress Europe.

After a short spell with Manchesters, No 106 converted to Lancasters in the early summer of 1942 (but it did not become converted completely to Lancasters before some of the Manchesters had participated in the 1,000-bomber raids on Cologne, Essen and Bremen). In October it contributed 10 Lancasters to No. 5 Group's epic dusk raid on Le Creusot and two more (one of them piloted by Wing Commander Guy Gibson who was then No 106's CO) to the subsidiary raid on Montchanin.

In 1943 it took part in the first "shuttle-bombing" raids (when the targets were Friedrichshafen and Spezia) and the famous attack on Peenemunde. Among the targets attacked in 1944 were a coastal gun battery at St. Pierre du Mont and the V1 storage sites in the caves at St. Leu d'Esserent.

During the Second World War No 106 Squadron operated on 496 nights and 46 days, flying 5,834 operational sorties. In so doing it lost 187 aircraft - a percentage loss on sorties flown of 3.21 - but on the credit side its gunners claimed 20 enemy aircraft destroyed, 3 probably destroyed and 29 damaged. A total of 267 decorations were won by the squadron, including a Victoria Cross awarded to Sergeant NC Jackson for conspicuous bravery during an attack on Schweinfurt on 26/27th April 1944.

Ted Parry flew on many sorties from Syerston and his station's operation record book pages are below.

Edward flew a number of flights to both Germany and Italy and was awarded the Distinguished Flying Medal (DFM). The following appeared in the London Gazette on 10 Feb 1943, just 9 days before he was lost in a raid over Wilhelmshaven.

**643093 Sergeant Edward PARRY, No 106 Squadron I319236 Sergeant Robert Sidney GREEP,**

**No 106 Squadron On the night of 17th January, 1943, Sergeants Parry and Greep were the mid-upper and rear gunners respectively of an aircraft which was detailed to bomb a target in Berlin. On the return journey, whilst still over enemy territory, the aircraft was attacked by an enemy fighter from close range Sergeants Parry and Greep, coolly withheld their fire until the range was shortened and then delivered accurate bursts which caused the fighter to break away.**

**In a second attack, Sergeant Parry's concise commentary enabled the pilot to obtain a favourable position from which both gunners could deliver effective fire. The enemy aircraft was set alight and fell to the ground Later, the bomber was held in a cone of searchlights and subjected to a barrage of light anti-aircraft fire Sergeants' Parry and Greep, with well aimed bursts, extinguished several 'of the searchlights.**

**Both these gunners have invariably displayed skill and determination worthy of high praise.**

"NB Ted Parry was actually Rear Gunner and R Greep Mid-upper gunner"

PUBLIC RECORD OFFICE

Reference - **AIR 27/832**

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>20th-21st December 1942 (Cont)</b>							
	Lancaster W4256	F/O D.J. Shannon Sgt D.L. Thompson F/O E. Walley Sgt W. Herbert Sgt A.F. Pemberton F/O D.K. McCulloch F/Sgt S.W. Holmes	Pilot 2nd Pilot Navigator Air Bomber W/Operator M/Op'r Gunner Rear Gunner	17.50	22.10	Visibility good; 7/10ths cloud at 16000 feet. Target located and bombed from 10000 feet. No results observed but took photograph which was plotted two miles from aiming point. Very little opposition except from British convoy whose gunnery was so accurate as to cause the aircraft extensive damage. <b>Bomb Load: 14SBO(41b)</b>	
	Lancaster W4770	F/O E.F.G. Healey Sgt A. Dunbar F/O J.R. Pennington F/Sgt N.M. Crozier F/O M.H. Lumley F/Sgt J.A. Kennedy Sgt F.J. Edwards	Pilot Pit Engineer Navigator Air Bomber W/Operator M/Op'r Gunner Rear Gunner	17.55	22.40	Visibility very good, 10/10ths cloud at 16000 feet. Target located visually and was in bomb sights when bombing from 15000 feet. Results were unobserved. Some heavy flak encountered but opposition was less than might have been expected - possibit there were many night fighters. <b>Bomb Load: 14SBO(41b)</b>	
	Lancaster R5680	Sgt G.H. Price Sgt R.H. McLeary Sgt J.A. Walker Sgt J. Rogers Sgt C. Barclay Sgt J.H. Hadlon Sgt H. Barle	Pilot Pit Engineer Navigator Air Bomber W/Operator M/Op'r Gunner Rear Gunner	18.00	22.1	No cloud below 16000 feet, visibility good. Timed run made from bend in River above Duisburg. Dropped bombs from 19000 feet but although they were seen to burst their actual position was not noted. Took photograph plotted 2 1/2 miles from aiming point. Successful bombing of enemy fighters by "tinsel". <b>Bomb Load: 14SBO(41b)</b>	
	Lancaster R5914	Sgt D. Brinkhurst Sgt R.J. Elson F/Sgt A.J.A. Shepherd F/Sgt M.S. Goodham F/Sgt T. Mellors Sgt G. Ward Sgt V. Greenwood	Pilot Pit Engineer Navigator Air Bomber W/Operator M/Op'r Gunner Rear Gunner	17.50	22.00	Good visibility. Target identified visually and attacked from 12000 feet. Bombs seem to burst slightly west of aiming point. Opposition very small and chief danger came from a British convoy encountered on homeward journey. Enjoyable and successful trip. <b>Bomb Load: 4 x 1000lb GP 10 SBO(41b)</b>	
	Lancaster R5492	Sgt E.R. Markland Sgt G.P.M. Walker F/O E.R. V. Myers Sgt M. Dransfield Sgt D.W. Penney Sgt R.S. Greep Sgt B. Parry	Pilot Pit Engineer Navigator W/Operator Bomber W/Operator M/Op'r Gunner Rear Gunner	18.05	22.25	Fairly good visibility. River Rhine followed down in bright moonlight and Duisburg Docks clearly seen. Bombed from 13000 feet and incendiaries seen to ignite. Actual position not noted but secured a picture of the aiming point. Opposition lighter than expected. <b>Bomb Load: 14SBO(41b)</b>	
	Lancaster R5910	F/O D.J. Curtin Sgt A.B. Colston F/Sgt A.F. Lear F/Sgt J.A. Heasley Sgt B.C. Shannon Sgt T.M. Connor Sgt A.U. Court	Pilot Pit Engineer Navigator W/Operator Air Bomber M/Op'r Gunner Rear Gunner	18.00	22.15	No cloud, some ground haze. Bridge over Rhine clearly seen and there was no difficulty in picking out target which was bombed from 11000 feet and the bombs were believed to have fallen in the town. There appeared to be many fighters. <b>Bomb Load: 4 x 1000lb; 10SBO(41b)</b>	

**OPERATIONS RECORD BOOK**

APPENDIX..... A.F. FORM 541.

DETAIL OF WORK CARRIED OUT

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By .....

FOR THE MONTH OF ..... 19.....

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>21st-22nd December 1942</b>							
						BOUNDING - DUISBURG	

OPERATIONS RECORD BOOK

APPENDIX A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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Page No. 211

By No. 106 Squadron, Systeron

FOR THE MONTH OF December 1942

(1942) WL 921-24 60,000 518 Y.S. 200

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>BOMBING - TURIN</b>							
9th-10th December 1942	Lancaster R5677	Sgt A.L. McDonald Sgt F. Humphreys W/O R.C. McCallum Sgt R.M. Lindsay Sgt W. Noble Sgt G.W. Leonard Sgt R.C. Owen	Pilot Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.05	01.50	No cloud, some smoke haze, visibility fair. Target identified visually. Built-up area in sights when bombing from 7500 feet and bombs seen to burst amongst large buildings. Several large fires seen in city. Bomb Load: 14500(lb)	
	Lancaster W4251	P/Sgt L.J. Burpee Sgt G. Pegler P/Sgt J. Young Sgt K.L. Szczepanski P/Sgt R. Leavesley Sgt R. Hicks	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Upr Gunner	17.35	2200	Generators became unserviceable soon after take-off and soon after crossing the enemy coast the mission was abandoned.	
	Lancaster W4242	Sgt J.L. Irvine Sgt S. Cordery Sgt P.A. Smith Sgt R.J. Tate Sgt F.W.G. Limbrick Sgt L.J. Hennis Sgt W.F. Wrath	Pilot Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	16.55	21.55	Mission abandoned owing to <del>incapability</del> probability of arriving late over the target.	
	Lancaster R5637	Sgt P.J. Page Sgt A.W. Belton Sgt H.S.F. Bishell Sgt W.H.G. Doran Sgt R.J. Roberts Sgt L.A. Leadbitter Sgt D. Breslin	Pilot Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	16.50	01.20	Mission abandoned owing to failure of both port engines.	
	Lancaster W4265	Sgt R.C.H. Freeman Sgt R.R.J. Young P/O R.H. Williams Sgt S.V. Birch Sgt V.E. Jack Sgt C.H. Jurgenson Sgt W.G. Harvey	Pilot Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.20	21.30	Mission abandoned owing to illness of pilot. The aircraft was flown back to Base from France by the Flight Engineer, the pilot recovering sufficiently to effect a landing.	
	Lancaster R5551	Sgt E.R. Markland Sgt G.F.M. Walker P/O P.R.V. Myers Sgt M. Dransfield Sgt R.W. Penney Sgt R.S. Greep Sgt M. Parry	Pilot Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.30	02.00	No cloud but target covered by smoke haze. Attacked from 8000 feet and bomb was seen to explode in a built-up area. Eight large fires were observed burning in the town. Opposition light and inaccurate. Bomb Load: 1 x 4000lb	200

PUBLIC RECORD OFFICE

Reference: **AIR** 27/832

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
20th-21st December 1942 (Cont)				BOOMBING	-	DUISBURG.	
	Lancaster W4256	F/O D.J.Shannon Sgt W.L.Thompson F/O F.Walley Sgt W.Herbert Sgt A.P.Pemberton F/O D.K.McOullock P/Sgt H.H.Holmes	Pilot 2nd Pilot Navigator Air Bomber W/Operator W/Up'r Gunner Rear Gunner	17.50	22.10	Visibility good; 7/10ths cloud at 16000 feet. Target located and bombed from 10000 feet. No results observed but took photograph which was plotted two miles from aiming point. Very little opposition except from British convoy whose gunnery was so accurate as to cause the aircraft extensive damage. <u>Bomb Load: 14500(4lb)</u>	
	Lancaster W4770	F/O E.F.G.Healey Sgt A.Dunbar F/O J.R.Pennington P/Sgt D.H.Drosier F/O M.H.Linley P/Sgt J.A.Kennedy Sgt F.J.Edwards	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Up'r Gunner Rear Gunner	17.55	22.00	Visibility very good, 10/10ths cloud at 16000 feet. Target located visually and was in bomb sights when bombing from 15000 feet. Results were unobserved. Some heavy flak encountered but opposition was less than might have been expected - a possibility there were many night fighters. <u>Bomb Load: 14500(4lb)</u>	
	Lancaster R5680	Sgt G.R.Priest Sgt F.H.Hesary Sgt J.A.Walker Sgt J.Rogers Sgt C.Barclay Sgt J.H.Hadlon Sgt H.Barke	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Up'r Gunner Rear Gunner	18.00	22.1	No cloud below 16000 feet, visibility good. Timed run made from band in River above Duisburg. Dropped bombs from 10300 feet but although they were seen to burst their actual position was not noted. Took photograph plotted 2 1/2 miles from aiming point. Successful jamming of enemy fighters by "tinsel". <u>Bomb Load: 14500(4lb)</u>	
	Lancaster R5914	Sgt D.Brinkhurst Sgt H.J.Eleam P/Sgt A.J.A.Shepherd P/Sgt M.S.Leadham P/Sgt T.Hilliers Sgt C.Ward Sgt V.Greenwood	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Up'r Gunner Rear Gunner	17.50	22.00	Good visibility. Target identified visually and attacked from 12000 feet. Bombs seen to burst slightly west of aiming point. Opposition very small and chief danger came from a British convoy encountered on homeward journey. Enjoyable and successful trip. <u>Bomb Load: 4 x 1000lb GP 10 500(4lb)</u>	
	Lancaster R5492	Sgt E.R.Markland Sgt G.F.M.Walker F/O P.R.V. Myers Sgt M.Dransfield Sgt D.W.Penny Sgt R.S.Greep Sgt B.Ferry	Pilot Flt Engineer Navigator W/Operator Bomber W/Operator W/Up'r Gunner Rear Gunner	18.05	22.25	Fairly good visibility. River Rhine followed down in bright moonlight and Duisburg Docks clearly seen. Bombed from 12000 feet and incendiaries seen to ignite. Actual position not noted but secured a picture of the aiming point. Opposition lighter than expected. <u>Bomb Load: 14500(4lb)</u>	
	Lancaster R5910	F/O D.J.Curtin Sgt A.E.Colston P/Sgt A.F.Lear P/Sgt J.A.Hemslay Sgt B.G.Shannon Sgt T.M.Connor Sgt A.O.Court	Pilot Flt Engineer Navigator W/Operator Air Bomber W/Up'r Gunner Rear Gunner	18.00	22.15	No cloud, some ground haze. Bridge over Rhine clearly seen and there was no difficulty in picking out target which was bombed from 11000 feet and the bombs were believed to have fallen in the town. There appeared to be many fighters. <u>Bomb Load: 4 x 1000lb; 10500(4lb)</u>	

**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT

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(Form) W4955-18 60,000 514 T.S. 700

FOR THE MONTH OF \_\_\_\_\_ 19\_\_\_\_

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
21st-22nd December 1942				BOOMBING	-	DUISBURG	



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Reference: **AIR 27/832**

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>20th-21st December 1942 (Cont)</b>							
	Lancaster W4256	F/O D.J. Shannon Sgt D.L. Thompson P/O F. Walley Sgt W. Herbert Sgt A.F. Pemberton P/O D.K. McCulloch P/Sgt E.E. Holmes	Pilot 2nd Pilot Navigator Air Bomber W/Operator N/Up'r Gunner Rear Gunner	17.50	22.10	Visibility good; 7/10ths cloud at 16000 feet. Target located and bombed from 10000 feet. No results observed but took photograph which was plotted two miles from aiming point. Very little opposition except from British convoy whose gunnery was so accurate as to cause the aircraft extensive damage. <b>Bomb Load: 14580(4lb)</b>	
	Lancaster W4770	F/O E.F.G. Healey Sgt A. Dunbar P/O R. Remington P/Sgt D.M. Crozier P/O M.H. Lumley P/Sgt J.A. Kennedy Sgt F.J. Edwards	Pilot Pit Engineer Navigator Air Bomber W/Operator N/Up'r Gunner Rear Gunner	17.55	22.40	Visibility very good, 10/10ths cloud at 16000 feet. Target located visually and was in bomb sights when bombing from 15000 feet. Results were unobserved. Some heavy flak encountered but opposition was less than might have been expected - possible there were many night fighters. <b>Bomb Load: 14580(4lb)</b>	
	Lancaster R5680	Sgt G.H. Price Sgt R.H. McLeary Sgt J.A. Walker Sgt J. Rogers Sgt C. Barclay Sgt J.H. Hadlon Sgt H. Barle	Pilot Pit Engineer Navigator Air Bomber W/Operator N/Up'r Gunner Rear Gunner	18.00	22.10	No cloud below 16000 feet, visibility good. Timed run made from bank in River above Duisburg. Dropped bombs from 19300 feet but although they were seen to burst their actual position was not noted. Took photograph plotted 2 1/2 miles from aiming point. Successful jamming of enemy fighters by "tinsel". <b>Bomb Load: 14580(4lb)</b>	
	Lancaster R5914	Sgt D. Brinkhurst Sgt R.J. Elsom P/Sgt A.J.A. Shepherd P/Sgt M.S. Leadham P/Sgt T. Mellors Sgt G. Ward Sgt V. Greenwood	Pilot Pit Engineer Navigator Air Bomber W/Operator N/Up'r Gunner Rear Gunner	17.50	22.00	Good visibility. Target identified visually and attacked from 12000 feet. Bombs seen to burst slightly west of aiming point. Opposition very small and chief danger came from a British convoy encountered on homeward journey. Enjoyable and successful trip. <b>Bomb Load: 4 x 1000lb GP 10 880(4lb)</b>	
	Lancaster R5492	Sgt E.R. Markland Sgt G.F.M. Walker P/O E.R.V. Myers Sgt M. Dransfield Sgt D.W. Penney Sgt R.S. Creep Sgt E. Ferry	Pilot Pit Engineer Navigator W/Operator Bomber W/Operator N/Up'r Gunner Rear Gunner	18.05	22.25	Fairly good visibility. River Rhine followed down in bright moonlight and Duisburg Docks clearly seen. Bombed from 17000 feet and incendiaries seen to ignite. Actual position not noted but secured a picture of the aiming point. Opposition lighter than expected. <b>Bomb Load: 14580(4lb)</b>	
	Lancaster R5910	F/O D.J. Curtin Sgt A.E. Colston P/Sgt A.F. Lear P/Sgt J.A. Hemaley Sgt B.C. Shannon Sgt T.H. Connor Sgt A.U. Court	Pilot Pit Engineer Navigator W/Operator Air Bomber N/Up'r Gunner Rear Gunner	18.00	22.15	No cloud, some ground haze. Bridge over Rhine clearly seen and there was no difficulty in picking out target which was bombed from 11000 feet and the bombs were believed to have fallen in the town. There appeared to be many fighters. <b>Bomb Load: 4 x 1000lb; 10880(4lb)</b>	

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(Form) W. 921-25 6/50 514 T.S. 700

FOR THE MONTH OF \_\_\_\_\_ 19\_\_

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>21st-22nd December 1942</b>							
						BOMBING - DUISBURG	

Reference:-	PUBLIC RECORD OFFICE	1	2	3	4	5	6
<b>AIR</b>	27/832						
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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<u>21st-22nd December 1942</u>							
	Lancaster R5910	F/O D.J.Curtin Sgt A.E.Colston P/Sgt A.P.Lear P/Sgt J.A.Bensley Sgt B.C.Shannon Sgt T.M.Connor Sgt K.O.Court	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.10	00.40	Good visibility above cloud which covered the target at 5000 feet. Identified Wurmssee Lake and made timed run from there, dropping bombs from 8000 feet. Bombs seen to explode but not plotted. Very quiet trip except over target where flak was very accurate. Bomb Load: 4 x 1000lb; 4SBO(4lb)	
	Lancaster R5680	Sgt G.R.Priest Sgt R.H.Mooney Sgt J.A.Walker Sgt J.Rogers Sgt C.Barclay Sgt J.H.Hadlow Sgt H.Earle	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.05	01.10	10/10ths cloud at 4000 feet. Wurmssee identified visually and confirmed by Pathfinder Flares - made timed run from there. Attacked from 9000 feet but results not seen owing to the cloud which spoiled what might have been a good attack. Shot-up two searchlights over Stuttgart from 500 feet. Flak very accurate over target. Bomb Load: 4 x 1000lb; 4SBO(4lb)	
	Lancaster R5914	Sgt D.Brinkhurst Sgt H.J.Elson P/Sgt A.J.A.Shepherd P/Sgt M.S.Levdhan P/Sgt T.Mallora Sgt C.Ward Sgt V.Greenwood	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.40	02.00	M I S S I N G.	
	Lancaster R5492	Sgt E.R.Markland Sgt G.F.M.Walker F/O P.R.V. Myers Sgt M.Dransfield Sgt D.W.Pemey Sgt R.S.Greep Sgt E.Parry	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.25	00.40	10/10ths cloud covered target which could not be definitely identified. Lake identified by Pathfinder Flares and a timed run was made from there. Results of bombing from 10000 feet were not seen. Fires seen burning under cloud as aircraft left. Bomb Load: 4 x 1000lb; 4SBO(4lb)	

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DETAIL OF WORK CARRIED OUT

BY No. 106 Squadron, STRENGTH.

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W. 5179-144 110M 143 T.S. 700

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
2nd-3rd February 1943							
	Lancaster W4242	F/O A. R. Edwards Sgt J. McCreadie F/O A. W. Niven F/O D. S. Margach Sgt E. G. Shannon Sgt H. G. Clarke Sgt D. Breslin	Captain Pit Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.50	00.20	5/10ths cloud at 10000 feet, slight haze. Saw PFF flares but bombed visually from 17000 feet at 21.19hrs. Burst seen from 4000lb bomb, believed in centre of town. Encountered fairly heavy and intense flak. No fighters were encountered. <b>Bomb Load: 1 x 4000lb; 12SBO(4lb)</b>	
	Lancaster R5749	Sgt A. L. McDonald Sgt K. R. J. Young Sgt H. G. F. Bishell Sgt R. W. Lindsay Sgt G. Leonard Sgt E. B. Clappitt Sgt R. G. Owen	Captain Pit Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.50	23.10	Target area almost clear of cloud, visibility very good. Red marker bomb in sights, bombed from 19000 feet at 21.01 hours. No results of spread of own bombing but believed bombs fell near aiming point. Several large fires were seen and the raid appeared to be successful. Opposition slight. <b>Bomb Load: 1 x 4000lb; 12SBO(4lb)</b>	
	Lancaster W4242	Sgt J. L. Irvine Sgt G. Cordery Sgt P. A. Smith Sgt S. J. Birch Sgt B. J. Skett Sgt L. J. Hemus Sgt L. Leadbitter	Captain Pit Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.50	23.50	5/10ths thin cloud, hazy. Red marker bomb seen and was in sights when bombing from 19000 feet at 21.05 hours. Own bombing results not seen but many fires were seen in target area. Encountered heavy opposition over Dutch coast but avoided most of the heavy flak over target. <b>Bomb Load: 1 x 4000lb; 12SBO(4lb)</b>	
	Lancaster ED409	Sgt P. H. Reed Sgt F. L. McNeil F/O G. G. Jones Sgt R. E. Cooke Sgt L. Coulombe Sgt K. Loach Sgt A. W. Thomas	Captain Pit Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.50	22.25	Aircraft suddenly went out of control and Captain, thinking aircraft had been hit by flak, jettisoned bombs. Mission abandoned.	
	Lancaster W4118	F/Sgt K. G. Hayward Sgt G. L. Noble F/O W. Henry Sgt Cunningham J. Sgt R. H. Lees Sgt J. Lee Sgt E. Peavy	Captain Pit Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.05	00.20	5/10ths cloud at 8000 feet, visibility good. Marker bomb seen and in sights when bombing from 18000 feet at 21.10 hours. Own bombs not seen to burst but many fires and explosions observed around aiming point. Raid appeared to be quite successful. <b>Bomb Load: 1 x 4000lb; 12SBO(4lb)</b>	
	Lancaster R5750	Sgt D. L. Thompson Sgt N. B. Johnstone F/O F. V. R. Myers F/O G. R. Powell Sgt W. S. Baker Sgt R. P. Sutton Sgt J. Picken	Captain Pit Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	17.45	00.10	5/10ths cloud, some ground haze. Target located by aid of parachute flares and bombed from 19000 feet at 21.05 hours. Own bombs not seen to burst but there were several large fires and the operation seemed quite successful. Very little flak encountered. <b>Bomb Load: 1 x 4000lb; 12SBO(4lb)</b>	20

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Form No. 1000 (Rev. 12.1.50)

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
11th-12th February (cont)							
	Lancaster R582	Sgt E.E. Markland Sgt G. Walker P/O P.W. A. Jones Sgt M. Dransfield Sgt B.W. Penney Sgt R.E. Greep Sgt E. Parry	Captain Flt Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.35	22.15	Before setting course alleron trouble developed and grew worse. Mission abandoned.	
	Lancaster R2451	Sgt C.O. McGregor Sgt G. Allen Sgt R.E. Davidson Sgt S.J. Birch Sgt L.G. Bevan Sgt W. Pickers Sgt A.E. Braeogirdle	Captain Flt Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.15	23.40	10/10ths cloud at 12000 feet. Marker flares seen and in bomb-sights when bombs were dropped from 13000 feet at 20.08 hours. No results seen. A tremendous red glow was seen under the cloud. Flak was not very concentrated but one or two bursts were very close. Successful trip. Bomb Load: 1 x 4000lb; 12 SBC(30lb)	
	Lancaster R2408	Sgt N. Glaholm P/O L.G.W. Broderick Sgt W. Bennett Sgt J. Macmillan Sgt J. Greene Sgt S.W. Springate Sgt A.W. Bryce	Captain 2nd Pilot Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	17.15	23.20	10/10ths cloud over target which was located by Pathfinder Flares. Saw green warning flares at 20000 hours and bombed at 20.03 hours from 17000 feet. No particular results observed but 4000lb bomb was seen to burst and a very deep glow was seen under the cloud. Flak not very heavy. Bomb Load: 1 x 4000lb; 12 SBC(41b)	
13th-14th February 1943							
	Lancaster W4367	P/O W.J. Picken Sgt J.P.L. Wilson Sgt L. Hudson Sgt J.S. Bouson Sgt C.E. Dellar Sgt C.J. Powell P/Sgt H.S. Mitchell	Captain Flt Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	18.40	01.15	Clear but much smoke over town which was well alight on arrival. Target in sights, bombed from 12000 feet but own bursts not distinguishable. Photograph taken of the <u>ARMED POINT</u> . Raid was obviously very successful. No flak to worry about. Bomb load: 14SBC(41b)	
	Lancaster W4456	P/O A.S. Edmunds Sgt J. McCormac P/O A.W. Niven P/O B.E. Hergoch Sgt E.C. Sharron Sgt H.C. Clarke Sgt B. Breslin	Captain Flt Engineer Navigator Air Bomber W/Operator H/Upr Gunner Rear Gunner	18.45	01.45	No cloud, visibility good but smoke haze. Target located visually and was held in bomb-sights when bombing from 9500 feet. Own bombing results not seen but certain bombs fell in dock area. Photograph revealed fire tracks. Very successful attack. No opposition of consequence. Bomb Load: 14SBC(41b)	

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Sgt W. Bennett Navigator  
 Sgt J. MacMillan Air Bomber  
 Sgt T. J. Greene W/Operator  
 Sgt S. J. Springate W/Up Gunner  
 Sgt A. R. Bryce Rear Gunner

Aiming point seen in sights when bombing from 12000 feet. Rear gunner saw incendiaries burst. Many large fires seen in target area and it was apparent that the raid was successful.

Bomb Load: 14SBC(4lb)

**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT  
 By No. 105 Squadron, Avro Lancaster

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PAGE No. 24

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12th-14th February 1943			BOMBING	-	11:00-12:00		
Lancaster W5614	Sgt E. A. Warwick Sgt J. B. Frost P/O F. W. Rogers Sub-Lt P. M. McGrath Sgt I. W. Penney Sgt R. B. Green Sgt E. Parry	Captain Pilot Engineer Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner		18.50	00.40	No cloud but considerable smoke. Target identified visually by estuary and light of fires. Bombed from 12000 feet but no results seen - certain, however, that our bombs fell in the target area. Raid was most successful - apparently the whole of Lorient was ablaze. Flak negligible. Bomb Load: 1 x 8000lb.	
Lancaster ED454	P/O I. C. J. Broderick Sgt G. W. Hancock P/O G. W. Fairweather Sgt F. R. Farr Sgt H. Duxton Sgt W. T. McLean Sgt H. Jones	Captain Pilot Engineer Navigator W/Operator Bomber W/Operator W/Up Gunner Rear Gunner		18.55	00.50	Much smoke over target. Target located visually without difficulty. Bombed from 11000 feet but our bombs were not distinguishable. A successful trip - this was the pilot's first sortie as Captain. Bomb Load: 14SBC(4lb).	
Lancaster W4256	Sgt G. R. Price Sgt R. H. McLeary Sgt J. Walker Sgt J. Rogers Sgt C. Barclay Sgt J. H. Hadlon Sgt H. Earle	Captain Pilot Engineer Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner		18.55	01.05	Clear, visibility good, drifting smoke. Lorient and the docks clearly seen and bombs were released from 10700 feet - the 4000lb bomb was seen to burst. Flak over the target was negligible and the attack was both concentrated and successful. Bomb Load: 1 x 4000lb; 12SBC(4lb)	
14th-15th February 1943			BOMBING	-	03:00		
Lancaster W4862	W/Omr G. F. Brown P/O E. Morrison P/O N. Burnside Sgt J. Cunningham P/O R. E. G. Hutchison Sgt H. Highby P/O J. Ticking Sgt Cartwright	Captain 2nd Pilot Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner Movie Operator		18.20	03.00	No cloud, very little haze. Target easily identified in the moonlight and a straight run was made across target at 11000 feet, bombs being released at 22.44 hours and seen to burst near the Aiming Point. Took excellent photograph 1 1/2 miles from Aiming Point. Flew around for 20 minutes taking "movies". Enjoyable and successful trip. Bomb Load: 1 x 4000lb; 4SBC(4lb)	
Lancaster W4806	P/O W. J. Picken Sgt J. P. L. Wilson Sgt I. Hudson Sgt J. G. Thomson Sgt G. E. Deller Sgt C. J. Powell P/Sgt I. S. Mitchell	Captain Pilot Engineer Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner		18.25	03.55	No cloud, visibility very good. Target in sights, bombed from 12000 feet at 22.42 hours but our results unobserved. Photograph of factory buildings 4000 yards S.E. of Aiming Point. Fires were quite large and this appeared to be another highly successful operation. Not much flak encountered. Bomb Load: 14SBC(4lb)	

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By No. 106 Squadron, Operations.

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(Form) Wt. 949-31 60000 Size T.S. 700

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
14th. - 19th. February (continued)							
		SQUADRON		ATTACH			
Lancaster.	ED451.	F/Lt. E. L. Hayward. Sgt. G. W. F. Baker. P/O J. J. Young. P/Sgt. A. Urquhart. P/Sgt. B. Stansfield. P/Sgt. C. V. Pryor. Sgt. D. Brown.	Captain. Pit. Engineer. Navigator. Air Bomber. W/Operator. N/U Gunner. R/Gunner.	18.40	03.45	No clouds, visibility very good. Target located visually, assisted by red marker flares. Bombed from 12500 feet at 22.42 hours and bombs seen to burst in built-up area. Photograph covered the <u>ALBING POINT</u> . Unsuccessful and successful trip - no flares, no trouble from flares. Bomb Load: 1 x 4000lb; 438C(4lb)	
Lancaster.	W4253.	Sgt. N. Glaholm. P/O R. J. P. Windsor. Sgt. W. Bennett. Sgt. J. MacMillan. Sgt. T. J. Greene. Sgt. S. J. Springate. Sgt. A. W. Bygos.	Captain. 2nd. Pilot. Navigator. Air Bomber. W/Operator. N/U Gunner. R/Gunner.	18.45	23.15	Compass inoperative - Mission abandoned.	
Lancaster.	R5611.	Sgt. G. R. Fries. Sgt. R. H. McLeary. Sgt. J. A. Walker. Sgt. J. Rogers. Sgt. C. Barclay. Sgt. J. H. Hadlon. Sgt. H. Earle.	Captain. Pit. Engineer. Navigator. Air Bomber. W/Operator. N/U Gunner. Rear Gunner.	18.30	03.20	No clouds, good visibility. Target located visually and bombed from 10000 feet. Many large fires and explosions seen but own bomb bursts not distinguished. Photograph was taken covering the <u>ALBING POINT</u> . Made short reconnaissance of the target and considered that the attack was most successful. Bomb Load: 1 x 4000lb, HC	
Lancaster.	R5750.	Sgt. R. B. Markland. Sgt. J. B. Frost. P/O F. V. R. Myers. Sgt. M. Dransfield. Sgt. D. W. Penney. Sgt. R. B. Creech. Sgt. E. Parry.	Captain. Pit. Engineer. Navigator. Air Bomber. W/Operator. N/U Gunner. R/Gunner.	18.30	03.50	Perfect visibility and no clouds. Identified aiming point by aid of Pathfinder flares. Made attack from 11000 feet at 22.37 hours and saw own bomb burst across target. Photograph of highly built-up area covering the <u>ALBING POINT</u> . Bomb Load: 1438C(4lb)	

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**OPERATIONS RECORD BOOK**

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Form No. 1063-10 (Rev. 1/47) T.S. 700

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>16th-17th February 1943</b>							
	Lancaster W.256	Sgt S.R.Prioe Sgt R.H.Moleery Sgt J.A.Walker Sgt J.Rogers Sgt G.Burley Sgt J.H.Hadlon Sgt H.Barle	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.30	01.00	Clear no cloud. Identified town visually. Two marker bombs seen, one on and the other near to the aiming point. Had former in sights when bombing from 9500 feet at 20.49 hours. Number of bursts seen but own not identifiable. Photograph of fire tracks. Defences weak. <u>Bomb Load:</u> 1 x 4000lb; 128BC(4lb)	
	Lancaster ED596	Sgt E.R.Markland Sgt J.B.Frost P/O P.V.R.Myers Sgt M.Dranafield Sgt D.W.Penny Sgt R.R.Greep Sgt E.Harry	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.30	01.50	No cloud, visibility excellent. Target located visually. Aiming point in sights - dropped bombs from 11000 feet at 20.43 hours. Own results not observed owing to innumerable fires and flashes. Photograph testifies as to the accuracy of the attack as it covered the AIMING POINT. Opposition very poor. <u>Bomb Load:</u> 1 x 4000lb; 128BC(4lb)	
	Lancaster ED303	Sgt N.Glahola Sgt A.W.Balton Sgt W.Dunnett Sgt J.MacMillan Sgt T.J.Greene Sgt S.J.Springate Sgt A.F.Bryce	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.45	01.30	Bombing conditions were perfect, no cloud, excellent visibility. Target identified visually and by red marker bombs which were on aiming point. Bombed from 12000 feet at 20.43 hours but results not definitely observed - believed, however, that own bomb fell near aiming point. Light defences, successful trip. <u>Bomb Load:</u> 1 x 4000lb; 128BC(4lb)	
<b>18th-19th February 1943</b>							
	Lancaster W.886	P/lt W.J.Picken Sgt J.P.L.Wilson Sgt L.H.Mason Sgt J.E.Benson Sgt C.E.Dellar Sgt G.J.Powell P/Sgt D.S.Mitchell	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.00	23.15	No cloud, bright moonlight. Target located visually and by Red Marker bomb. "Target indicator" was in sights, dropped bombs from 14000 feet and own 4000lb bomb was seen to burst in built-up area. Not a great deal of opposition and on the whole, the trip was rather uneventful. <u>Bomb Load:</u> 1 x 4000lb; 128BC(4lb)	
	Lancaster ED360	P/Sgt L.J.Burpee Sgt G.Pegler Sgt T.O'Keefe Sgt G.Goodings Sgt L.C.Weller Sgt W.C.A.Long P/Sgt J.G.Brady	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.05	23.30	Very clear, some smoke haze over target. Warning and release point flares seen, also "T.I." which was in sights, bombed from 21000 feet. No results seen, took photograph of fires, roads, canals and fields covering an area five miles from the aiming point. Flak was intense and accurate on occasions. <u>Bomb Load:</u> 1 x 4000lb; 128BC(4lb)	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
<b>18th-19th February 1943 (cont.)</b>							
	Lancaster W.242	Sgt J.L.Irving Sgt S.Gordery Sgt P.A.Smith Sgt L.V.Tate P/Sgt F.W.G.Limbrick Sgt L.V.Hemas Sgt W.G.Harvey	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.00	23.10	No cloud, slight haze and fair visibility. Red marker bombs seen around aiming point and own bombs were aimed at the middle <del>2</del> of them from 13000 feet. Results not seen owing to fires which completely covered the photographs. Caught by searchlights but the "jammer" caused them to break up. Bomb Load: 1 x 4000lb; 12SBC(41b)	
	Lancaster W.156	Sgt N.E.Burton Sgt N.K.Whitby Sgt J.Hancock Sgt A.Hookens Sgt P.Mann Sgt G.A.Banks Sgt J.Hall	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.00	23.45	No cloud, clear, ground detail seen. Target identified visually and H.I. bombs seen. These were in sights when bombing from 17000 feet and own bombs were seen to burst. Photograph covered an area 5 miles from aiming point. Good trip and believed quite successful. Bomb Load: 1 x 4000lb; 12SBC(41b)	
	Lancaster R5749	P/O L.C.J.Hamberick Sgt C.W.Hancock Sgt J.F.Loomber Sgt F.R.Farr Sgt H.Buxton Sgt W.T.Molean Sgt H.Jones	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.10	23.59	No cloud, good visibility. Town and docks identified visually, marker bombs also seen. Bombed visually from 14500 feet but no results were observed. Photograph showed flares, small built-up area and fields. Bomb Load: 1 x 4000lb; 12SBC(41b)	
	Lancaster ED596	P/Lt E.L.Hayward Sgt G.W.P.Baker P/O J.Young P/Sgt A.Drughart P/Sgt E.H.Bentley P/Sgt G.V.Fryer Sgt D.Brown	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.20	22.55	No cloud, bright moonlight, visibility good. Target located visually and by red marker bomb. "T.L." marker in sights, bombed from 16000 feet and bombs were seen to explode in built-up area. Flak was not intense and was no where near own aircraft. Pleasant and successful trip. Bomb Load: 1 x 4000lb; 12SBC(41b)	
	Lancaster W.256	Sgt G.R.Prioe Sgt R.H.Moleery Sgt J.A.Walker Sgt J.Rogers Sgt C.Barclay Sgt J.H.Heddon Sgt H.Earle	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.15	23.00	No cloud but some haze. Dock area identified visually and marker bomb seen. Made bombing run at 20,31 hours from 15600 feet but own bombs could not be distinguished. Attack appeared to be very scattered all over the town. Flak not very troublesome. Bomb Load: 1 x 4000lb; 12SBC(41b)	
	Lancaster R5750	Sgt E.R.Markland Sgt J.B.Frost P/O P.V.R.Myers Sgt M.Dranasfield Sgt D.W.Fennay Sgt R.B.Cressp Sgt E.Parry	Captain Flt Engineer Navigator Air Bomber W/Operator M/Upr Gunner Rear Gunner	18.15	-	Nothing was heard from this aircraft after leaving Base. FAILED TO RETURN.	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 106 Squadron, Syerston.

FOR THE MONTH OF February 1943

APPENDIX

A.F. FORM 541.

SECRET

PAGE No. 112

(5011) W. 1057-27 (Rev. 25. 10)

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
18th-19th Feb 1943							

On the night of February 18<sup>th</sup>, 1943 Lancaster R5750 took off from RAF Syerston on a raid to bomb Wilhelmshaven in Germany. Ted Parry was in his usual place as tail gunner and the rest of the crew consisted of the regular members who had been flying with him for a number of months. Sgt. Markland had in fact been his most regular pilot since August of 1942 while training on Manchesters and Wellingtons.

The last poignant entry of the log states simply "Nothing was heard from this aircraft after leaving



base. FAILED TO RETURN.”

Just 20 days from receiving notification of his Distinguished Flying Medal, Edward Parry died somewhere between Wilhelmshaven and his home base of RAF Syerston.

The award that had pleased him so much and that he wrote home to his parents about so that they would hear it from him and not on the regular radio broadcasts informing the nation of the awards made to their heroes was never presented to him. He was obviously so proud to think that he and his parents would go to Buckingham Palace to receive it. Dreams shattered less than three weeks later.

Wt. 39543/3769 7,000,000 2/40 C.P. 51-5693 Form 348 (Medium)

From:—  
Officer Commanding  
No. 106 Squadron,  
Royal Air Force.

To:—  
Sergeant Edward Parry,  
No. 106 Squadron,  
Royal Air Force.

Date:—  
29th. January 1943.

Ref.:—  
106S/s2-19.

1. I am pleased to pass you the extract from Headquarters Bomber Command Signal P191 of the 27th. January, 1943, which states :-

"His Majesty the King on the recommendation of the Air Officer Commanding-in-Chief has approved the immediate award of the Distinguished Flying Medal to Sergeant Edward Parry (643093)"

2. Sincerest congratulations of myself and the entire Squadron on this splendid show.

*for* *G. Martin* *Stan*  
Wing Commander Commanding  
No. 106 Squadron, R.A.F.

**GREEP, Ronald Sidney. 643093 Sergeant, No.106 Sqn. (Immediate)**

**PARRY, Edward. 1319236 Sergeant, No.106 Sqn. (Immediate)**

*L.G. 12/2/1943. Air2/4947.*

Sergeant Grep and Sergeant Parry were the rear and mid-upper gunners of a Lancaster aircraft which raided Berlin on the night of 17th/18th January, 1943. On the return journey, whilst flying in the vicinity of Kiel at 5,000 feet, the aircraft was attacked by a Ju.88. The enemy aircraft came in from dead astern and opened fire with cannon and machine guns from 800 yards but Sergeant Grep and Sergeant Parry coolly waited until the range was narrowed to less than 400 yards before replying and such was the accuracy of their fire that the fighter, obviously hit, was forced to break away. Shortly afterwards, a second attack developed but Sergeant Parry gave the pilot a concise and accurate commentary which enabled him not only to evade a very determined attack but to out-manoeuvre completely the enemy fighter and cause it to present a perfect target. Sergeant Grep and Sergeant Parry were quick to seize the opportunity and with short, well aimed bursts, they set it on fire and saw it fall to the ground and burst into flames. Considerable height was lost in this encounter and the Lancaster, flying low near Flensburg, was caught in searchlights and subjected to a heavy barrage of light flak, but both gunners fired hundreds of rounds at the gun posts and searchlights, at least five of which were shot-out. Sergeant Grep and Sergeant Parry, despite having previously flown on only six operational sorties, showed the courage and coolness of veterans. By displaying an offensive spirit which not only saved their own aircraft but caused the enemy to lose a valuable night fighter, they have set a magnificent example to the other gunners of the squadron.

643093. SGT. F. PARRY. D.F.M.

C/O. 106. SQUADRON. R.A.F.

29/1/43.

SYERSTON.

NR. NEWARK. NOTTS.

Dear mam, Dad and all.

Just a few more lines to let you know that I am in the pink, as I hope you and Dad see and all the family are. Well, mam, you can see by the address, that I have won the D.F.M., I am to go down to the Palace in the near future to collect it, I will let you know when, then you and Dad can come down with me, I got the ribbon from the C.O. on Tuesday. Well, mam, no more for now, I just wanted to let you know, I had got it, so you would not get too much a shock, when you hear it on the wireless. From your best loving son.

For Pa. XXXXXX.

For mam. XXXXXX.

Ted.

XXXXXX

A sense of despair and grief only emboldened by the subsequent communication to Ted's parents by the Air Ministry and RAF.

Telephone Nos:-  
COLNBROOK 231/232/233.

In reply please  
quote reference:-  
CD/ FW. 22863

Central Depository,  
Royal Air Force,  
Colnbrook,  
Slough, Bucks.

28th August, 1946

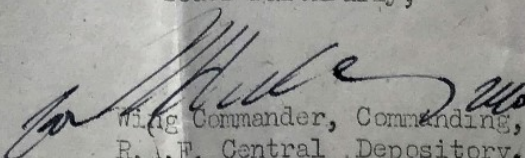
Sgt. PARRY. E. (643093)

Dear **Madam,**

In accordance with Air Ministry instructions the Flying Log Book of the above named is forwarded herewith by registered post.

Upon receipt of the Log Book would you please be good enough to sign the attached "Official Paid", addressed form and return it to this Unit.

Yours faithfully,

  
Wing Commander, Commanding,  
R. A. F. Central Depository.

Mrs. G.M. Parry,  
24, First Avenue,  
Off Church Rd,  
Rhos on Sea,  
Colwyn Bay,  
N. Wales.

TELEPHONE : WORCESTER 3411

Extn.....

Any communications on the subject of this letter should be addressed to :—

THE UNDER SECRETARY OF STATE,

and the following number quoted :—

F.848352/42/Accts.13.

YOUR REF.....



AIR MINISTRY,  
WHITTINGTON ROAD,  
WORCESTER.

30<sup>th</sup> November 1943.

REGISTERED.

Sir,

The late Sergeant E. Parry.

I am directed to inform you that the sum of £26.2.6d. as detailed hereunder is due to the Service Estate of your son:—

<u>Assets.</u>	£.	s.	d.
Service Gratuity	4	0	0
Balance of Pay and Allowances	6	0	9
Service Post War Credit at 6d. a day	11	1	6
Refund of Income Tax on Service Emoluments	5	9	0
	<u>26</u>	<u>11</u>	<u>3</u>
<u>Liabilities</u>			
Mess Bill R.A.F. Station Syerston		8	9
	<u>26</u>	<u>2</u>	<u>6</u>

A payable order for the sum of £26. 2. 6d. in favour of your wife as sole beneficiary under the Will, will be forwarded to Mrs. Parry under separate cover during the course of the next few days.

Your son's pay book containing his original Will is enclosed herewith.

I am, Sir,  
Your obedient Servant,

*J. H. Maynard*  
for Director of Accounts.

T.J. Parry Esq.,  
24 First Avenue,  
Rhos-on-Sea,  
Colwyn Bay,  
North Wales.



TELEPHONE : WORCESTER 3411

Extn.....

Any communication on the subject of this letter should be addressed to:—

THE  
• UNDER SECRETARY  
OF STATE,

and the following number quoted:—

F848352/43/Accts.13.

YOUR REF.....



AIR MINISTRY,  
WHITTINGTON ROAD,  
WORCESTER

20<sup>th</sup> July, 1944.

Sir,

The late Sergeant E. Parry.

I am directed to inform you that a further sum of £20. 5. 0d in respect of (£20. 0. 0d D.F.M. Gratuity) and 5/-d refund of Income Tax on Service Emoluments is due to the Service Estate of your son.

A Payable Order for £20. 5. 0d in favour of your wife as sole beneficiary under the terms of the Will is being forwarded to you under separate cover, and should reach you in the course of the next few days.

I am, Sir,  
Your obedient Servant,

*J. Kimber*  
for Director of Accounts.

T. J. Parry, Esq.,  
24 First Avenue,  
Rhos-on-Sea,  
Colwyn Bay,  
N. Wales.



Scant repayment in exchange for the life of a son and hero.