

## 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. MOEFM.

S. RHODESIA.

S/KOR

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.

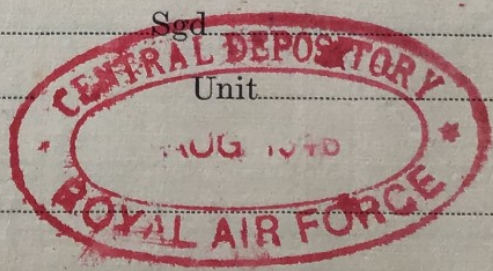
3. This is to certify that

**DEATH PRESUMED**

has qualified as

with effect from

Date



4. This is to certify that

has qualified as

with effect from

Date

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	<del>175</del> 160	/	/
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. 544.	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		
TOTAL FLYING TIMES FOR COURSE						ENDED 4-4-42	8.30 HRS.	

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 8782	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 7193	SGT. HINDK.	QXO	200 RDS. 12 HITS.	1.15		
24.6.42	18.05	WHITLEY 9005	F/SGT. THOMPSON.	BEAM.	200 RDS. 27 HITS.	1.35		
25.6.42	15.10	WHITLEY 7222	F/SGT. CRESSY.	BRST.	700 RDS. 15 HITS.	.30		
COURSE FLYING						TIMES AT/A.G.S. STORMY DOWN.	10.40	

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>15.55</del>	<del>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	VI. 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>	—	3.46
<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. ORENFARF.	AIR GUNNER.	CROSS COUNTRY.	—	4.40
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:—	
						4640	29.06
						Flying Times	
						Day	Night
6-9-42.	21.00.	7898. WELLINGTON.	SGT. MARKLAND.	AIR GUNNER.	DEFENCE EXERCISE. RETURNED. ENGINE. UPS.	—	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:—		64.15. 41.31.	
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. OVERTHOOT.	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. OVERTHOOT.	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> <u>46.36</u>	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times
						Day Night
<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>						
<u>THE MONTH OF OCTOBER. 1942.</u>						
<u>LANCASTER.</u>						
<u>DAY.</u>					<u>NIGHT.</u>	
9.25. HRS.					5.5. HRS.	
<u>TOTAL.</u>						
14.30. HRS.						
<u>GRAND TOTAL. (NIGHT.)</u>						
46.36. HOURS.						
<u>SIGNED.</u>						
<u>W/CO. MAUDSLEY F/O FOR SLDOR. O/C. "B" FLIGHT.</u>						
NO. 1654 CONVERSION UNIT.						
R.A.F. WIGSLEY.						
<u>TOTAL TIME</u>					<u>67.50</u> <u>46.36</u>	

NOVEMBER					1942.		Time carried forward: <u>67.50</u> <u>46.36</u>	
Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times		
						Day Night		
6-11-42.	00.16.	LANCASTER 869.	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS AND LANDINGS.	— 0.30.		
6-11-42.	00.00	LANCASTER 569.	SGT. MARKLAND.	REAR GUNNER.	CIRCUITS AND LANDINGS.	— 1.10.		
7-11-42.	12.30.	MANCHESTER 7294.L.	SGT. MARKLAND.	REAR GUNNER.	CROSS COUNTRY AND BOMBING.	4.45. —		
8-11-42.	18.20.	LANCASTER 7575.	F/O MAUDSLEY.	REAR GUNNER.	CHECK DUAL.	— 0.15.		
8-11-42.	18.50.	LANCASTER 7575.	SGT. MARKLAND.	REAR GUNNER.	SOLO. CIRCUITS AND LANDINGS.	— 1.30.		
<u>TOTAL FLYING TIMES AT</u>								
<u>MANCHESTER.</u>								
<u>DAY.</u>					<u>NIGHT.</u>			
10.40. HRS.					3.20. HRS.			
<u>TOTAL HOURS.:</u>								
14. HRS.								
<u>GRAND</u>								
72.35. HOURS.								
<u>SIGNED.</u>								
<u>W/CO. MAUDSLEY F/O SIGNED. O.C. "B" FLIGHT.</u>								
1654 CON. UNIT.								
<u>LANCASTER.</u>								
<u>DAY.</u>					<u>NIGHT.</u>			
9.25. HRS.					8.30. HRS.			
<u>TOTAL HOURS =</u>								
17.55. HRS.								
<u>TOTAL =</u>								
31.55. HOURS.								
<u>GRAND</u>								
50.01. HOURS.								
<u>SIGNED.</u>								
<u>W/CO. O.C. 1654. CONVERSION UNIT.</u>								
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.					D/O. "B" FLIGHT.		
SIGNED. <i>P. P. G. S. W.</i> W/CMR. D.S.O. D.F.C.					D/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.	15.00.	W.5911. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BASE TO WADDINGTON.	0.30.	—
6/12/42.	17.00.	N.4256. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	OPERATIONS MINELAYING. FREISONS. 4 VEG. D.C.O.	—	4.15.
9/12/42.	17.35.	V.5551. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	OPERATIONS. TUNING. MARCOO. LANDED BOTTESFORD. D.C.O.	—	7.0.
10/12/42.	12.00.	V.5551. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BOTTESFORD TO BASE.	0.20.	—
11/12/42.	11.00.	X.5905. LANCASTER.	SGT. MARKLAND.	REAR GUNNER.	BACK 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						83.00.	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 DAY = 12.40 HRS. TOTAL FLYING DAY = 97.30 HRS. NIGHT = 27.15 HRS. TOTAL NIGHT = 85.56 HRS. OPP. HOURS. NIGHT = 82.15 HRS.							
DECEMBER 1942. SIGNED: <i>Lieut. Haysom</i> SQR. O/C. D. FLIGHT. SIGNED: <i>P. P. G. S. W. CHADWICK</i> O.D.F.C.O.							
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	
						Day	
						Day	Night
9-1-43	16.45	S. 5492. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	4 OPERATIONS. ESSEN (1X1400. 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 (1X1400. 12. S.B.C.) D.C.O.	—	5.30
13-1-43	16.54	N. 5280. LANCASTER	SGT. MARKLAND.	REAR GUNNER.	3 OPERATIONS. ESSEN (1X1400. 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. (LANDED AT DOCKING)	—	8.30
18-1-43	15.35	B. — LANCASTER	F/LT. WELLINGTON.	REAR GUNNER.	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. J. P. G. S.</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.	13 <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.5057 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 R.5750	Sgt. MARKLAND	Rear Gunner	Bombing - WILHELMSHAVEN. Failure to return	<b>DEATH PRESUMED</b>	
<u>J. H. Seabys</u>						<b>CENTRAL DEPOSITORY</b>	
<u>No. 106</u>						<b>AUG 1946</b>	
<u>Commanding</u>						<b>ROYAL AIR FORCE</b>	
<u>Squadron.</u>						TOTAL TIME	

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"

The ORB (Operations Record Book) states ‘Aircraft damaged by flak over Kiel. Later attacked by Ju88 – two attacks were made but determined fire by gunners drove it off on the first occasion and eventually caused it to crash in flames. Gunners later shot out searchlights near Flensburg’.

The pilot's (Sgt. Markland) previous flight engineers that had flown with him (Walker and Chamberlain) were not available so a replacement was found in Sgt Graham Allen, who had only arrived at Syerston 10 days previously on 7th January and was flying on his first op. He'd only been given a couple of hours notice that he was to be on ops that night and it was some surprise to him.

They took off in Lancaster R5611 (ZN-W), the same Lancaster that Gibson had flown the previous night, at 16:40 hrs and had an uneventful trip out and over the target but things went wrong as they approached Kiel at 20,000 ft on the return leg.

Sgt Graham Allen (Flight Engineer)

“The first thing I knew we were in trouble was hearing one of the gunners shout a warning. At about the same time yellow tracer from a Ju88 shot over the top of the cockpit. Then I saw our starboard outer engine burst into flames as it had been hit. It was blazing quite hard and by then Markland was corkscrewing to evade the fighter by putting the Lancaster into a steep dive.

The gunners, Sgt Greep and Sgt Parry, had managed to get some shots onto their target and saw the Ju88 spin out of control and hit the ground. Despite the Lancaster falling out of the sky, the engine inferno continued to burn and at around 5,000ft Markland tried to pull the Lancaster out of the dive and shouted to me, “Give us a hand Graham!”, at which point I helped pull the control column back and turned the trim wheel and between us we managed to get the Lancaster back flying level. The engine, however, was still burning fiercely and so Markland gave the bale-out order.

The bomb aimer, Sgt Dransfield, grabbed his chute, clipped it on his harness and then pulled the ripcord by mistake. I could see the chute spilled out all over the escape hatch. Luckily by this time, the fire had started to die down, so I operated the fire extinguisher and feathered the engine and finally the fire went out.

We flew back on the three good engines. However, because we were down so low, we encountered some light flak but again Markland managed to weave and avoid it and the gunners fired off some more rounds into searchlights near Flensburg, over the northern tip of Germany.

Shortly after we were over the sea we made a call to Syerston and landed safely there. We were all relieved to be back and I wondered if all my ops were going to be as bad as this and for my first operation it was a bit nerve wracking!”

The combat report filed afterwards reads as follows:

“At 21:47 hrs on 17th January 1943 Lancaster “W” of No. 106 Squadron was returning from its Target – Berlin – position 13/14 miles SE of Kiel, height 7,000’, 180 ASI, course 3200, when the mid-upper gunner observed an aircraft which he identified as a Ju 88, passing underneath our aircraft about 500’ below, from the port bow to the starboard quarter. Evasive action was ordered and the enemy aircraft was lost. At this time visibility was good although the aircraft was flying at 7,000’ below cloud, which obscured the moon. The pilot had previously lost height to get away from accurate searchlights and flak in the Lubeck area.

Height was again lost by evasive action to 5,000' and the rear gunner then reported an aircraft at about 1,000 yds range, dead astern and at the same level. This aircraft, which carried no lights, opened fire at about 800 yds with cannon and machine gun. The fire was inaccurate going well above our own aircraft. The gunners asked for "corkscrewing" evasive action and opened fire themselves when the range had fallen to 400 yds. This aircraft was identified as a Ju 88. The attack was broken to starboard and below, when the range was about 150 yds, both our gunners firing at the breakaway.

They claim that the 88 was hit repeatedly and this is verified by the W/Op who was stationed in the astro dome. After the breakaway, corkscrewing was continued, but a second attack developed from the starboard quarter and above. Owing to the excellence of the gunners commentary and co-operation between them and the pilot the enemy fire this time was even more inaccurate. The pilot was able to position his aircraft so that when he was at the bottom of the 'corkscrew' the Ju 88 was about 100' above, and in such a position that both gunners had a perfect belly shot. The enemy aircraft was seen to dive out of control, caught fire about 1,000' from the ground and was seen by our pilot and flight engineer to blow up on hitting the ground."

During these attacks there was no searchlight activity, no star shells or flares fired, no unusual phenomena and no damage caused to our aircraft by the fighter. Immediately after the attacks our aircraft was caught by searchlights and heavily engaged by flak, being hit several times, and an engine set on fire. The pilot dived his aircraft to ground level and the mid-upper and rear gunners engaged the ground defences of Kiel canal zone firing continuously at the searchlights. The pilot believed that at least 5 were extinguished when finally the aircraft got clear and returned on three engines. In all about 1,200 rounds were fired from the rear turret and 800 from the mid-upper – there were no stoppages."1

***The information in the above two pages supplied by Clive Smith, 106 Squadron historian. Clive can be contacted on [clive.smith@106squadron.com](mailto:clive.smith@106squadron.com)***

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>							
				<b>BOMBING</b>	<b>-</b>	<b>DUISBURG.</b>	
	Lancaster W4256	F/O D.J. Shannon Sgt D.L. Thompson F/O F. Walley Sgt W. Herbert Sgt A.F. Pemberton F/O D.K. McCulloch F/Sgt S.H. Holmes	Pilot 2nd Pilot Navigator Air Bomber W/Operator W/Up 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 F/O J.R. Pennington F/Sgt D.H. Gossler F/O H.H. Lumley F/Sgt J.A. Kennedy Sgt F.J. Edwards	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Up 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 Flt Engineer Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner	18.00	22.4	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 jamming of enemy fighters by "tinsel". <b>Bomb Load: 14580(4lb)</b>	
	Lancaster R5914	Sgt D. Brinkhurst Sgt R.J. Elsom F/Sgt A.J.A. Stephens F/Sgt M.S. Leadham F/Sgt T. Mellors Sgt G. Ward Sgt V. Greenwood	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Up 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 10 580(4lb)</b>	
	Lancaster R5492	Sgt E.R. Markland Sgt F.P.M. Walker F/O F.R.V. Myers Sgt M. Dransfield Sgt D.W. Penney Sgt R.S. Greep Sgt E. Parry	Pilot Flt Engineer Navigator W/Operator W/Operator W/Up 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: 14580(4lb)</b>	
	Lancaster R5910	F/O D.J. Curtin Sgt A.E. Colston F/Sgt A.F. Lear F/Sgt J.A. Hensley Sgt E.O. Shannon Sgt F.M. Connor Sgt A.U. Court	Pilot Flt Engineer Navigator W/Operator Air Bomber W/Up 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; 10580(4lb)</b>	

**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT

By \_\_\_\_\_

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

APPENDIX \_\_\_\_\_  
A.F. FORM 541

**SECRET**

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



OPERATIONS RECORD BOOK

APPENDIX

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

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By No. 106 Squadron, Systeron

FOR THE MONTH OF December 1942

(1942) W. 1251-38 60,000 516 T.S. 900

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>BOMBING - TURIN</b>							
9th-10th December 1942	Lancaster B5677	Sgt A. L. McDonald Sgt F. Humphreys W/O E. C. McClelland Sgt E. M. Lindsey 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	F/Sgt L. J. Burpee Sgt G. Pegler F/Sgt J. Young Sgt K. L. Szczepanski F/Sgt K. Leavesley Sgt R. B. 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 F. A. Smith Sgt E. J. Tate Sgt F. W. G. Lindrick Sgt L. J. Hemus 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>inaccuracy</del> , probability of arriving late over the target.	
	Lancaster B5637	Sgt R. J. Page Sgt A. W. Belton Sgt H. S. P. Bishell Sgt W. H. C. Doran Sgt R. J. Eckert Sgt L. A. Beaditter Sgt D. E. Galin	Pilot Flt Engineer Navigator Air Bomber W/Operator W/Upr Gunner Rear Gunner	16.50	01.20	Mission abandoned owing to failure of both port engines.	
	Lancaster W4265	Sgt R. C. H. Pressan Sgt K. R. J. Young F/O R. H. Williams Sgt S. G. 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 B5551	Sgt E. B. Markland Sgt G. F. M. Walker F/O P. R. V. Myers Sgt M. Dransfield Sgt B. W. Fenney 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	230

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
20th-21st December 1942 (Cont)							
	Lancaster W4256	F/O D.J. Shannon Sgt D.L. Thompson P/O E. Waller Sgt W. Herbert Sgt A.F. Pemberton F/O D.K. McCulloch P/Sgt B.R. Holmes	Pilot 2nd Pilot Navigator Air Bomber W/Operator N/Up'r Gunner Rear Gunner	17.50	22.10	Visibility poor; 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.  Bomb Load: 14SBO(4lb)	
	Lancaster W4770	F/O E.F.G. Healey Sgt A. Dunbar F/O J.R. Pennington P/O M.H. Lanley 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	22.10	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.  Bomb Load: 14SBO(4lb)	
	Lancaster R5680	Sgt G.H. Price Sgt T.H. McLeary Sgt J.A. Walker Sgt J. Rogers Sgt C. Barclay Sgt J.H. Hadlon Sgt H. Barke	Pilot Pit Engineer Navigator Air Bomber W/Operator N/Up'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 16300 feet but although they were seen to burst their actual position was not noted. Took photograph plotted 2 miles from aiming point. Successful jamming of enemy fighters by "tinsel".  Bomb Load: 14SBO(4lb)	
	Lancaster R5914	Sgt D. Brinkhurst Sgt H.J. Elsom P/Sgt A.J.A. Shephard 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.  Bomb Load: 4 x 1000lb GP 10 SBO(4lb)	
	Lancaster R5492	Sgt E.R. Markland Sgt G.F.M. Walker P/O P.R.V. Myers Sgt M. Dransfield Sgt D.W. Penney Sgt R.S. Greep Sgt E. Parry	Pilot Pit Engineer Navigator W/Operator 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 13000 feet and incendiaries seen to ignite. Actual position not noted but secured a picture of the aiming point. Opposition lighter than expected.  Bomb Load: 14SBO(4lb)	
	Lancaster R5910	F/O D.J. Curtin Sgt A.E. Colston P/Sgt A.F. Lear P/Sgt J.A. Hensley Sgt E.O. Shannon Sgt T.M. Connor Sgt A.O. 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. Bomb Load: 4 x 1000lb; 10SBO(4lb)	

**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT

By \_\_\_\_\_

**SECRET**

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(Pages) W4 0251-18 60000 Size T.S. 100

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

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
11th-22nd December 1942				BOOMBING	DUISBURG		

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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 W.256	F/O D.J. Shannon Sgt D.L. Thompson F/O F. Walley Sgt W. Herbert Sgt A.F. Pemberton F/O D.K. McCulloch F/Sgt E.E. Holmes	Pilot 2nd Pilot Navigator Air Bomber W/Operator M/Pr 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: 14500(41b)</b>	
	Lancaster W.770	F/O E.F.C. Healey Sgt A. Dombay F/O J.E. Pennington F/Sgt D.H. Crozier F/O M.H. Lumley F/Sgt J.A. Kennedy Sgt F.V. Edwards	Pilot Pit Engineer Navigator Air Bomber W/Operator M/Pr 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: 14500(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. Haslon Sgt H. Barle	Pilot Pit Engineer Navigator Air Bomber W/Operator M/Pr 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 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: 14500(41b)</b>	
	Lancaster R5914	Sgt D. Brinkhurst Sgt E.J. Elson F/Sgt A.J.A. Shepherd F/Sgt M.S. Leedhan F/Sgt T. Mellors Sgt G. Ward Sgt V. Greenwood	Pilot Pit Engineer Navigator Air Bomber W/Operator M/Pr 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 10 500(41b)</b>	
	Lancaster R5492	Sgt E.R. Markland Sgt G.F.M. Walker F/O E.R.V. Myers Sgt M. Dransfield Sgt D.W. Penny Sgt H.S. Greep Sgt E. Perry	Pilot Pit Engineer Navigator W/Operator Bomber W/Operator M/Pr 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: 14500(41b)</b>	
	Lancaster R5910	F/O D.J. Curtin Sgt A.R. Colston F/Sgt A.F. Lear F/Sgt J.A. Hemaley Sgt B.C. Shannon Sgt T.M. Connor Sgt A.U. Court	Pilot Pit Engineer Navigator W/Operator Air Bomber M/Pr 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; 10500(41b)</b>	

**OPERATIONS RECORD BOOK**

APPENDIX A.F. Form 541

DETAIL OF WORK CARRIED OUT

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

**SECRET**

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DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<b>21st-22nd December 1942</b>						<b>BOURNE - MERTICH</b>	

Reference- **AIR** 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.Coiston P/Sgt A.F.Lear P/Sgt J.A.Hensley Sgt B.C.Shannon Sgt T.M.Connor Sgt R.O.Court	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Up'r Gunner Rear Gunner	17.10	00.40	Good visibility above cloud which covered the target at 5000 feet. Identified Hussare Lakea 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.Peliss Sgt R.H.MoLeary Sgt J.A.Walker Sgt J.Rogers Sgt C.Barclay Sgt J.H.Hadlon Sgt H.Earle	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Up'r Gunner Rear Gunner	17.05	01.10	10/10ths cloud at 4000 feet. Hussare 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.Lee-Duan P/Sgt T.Mellors Sgt C.Ward Sgt V.Greenwood	Pilot Pit Engineer Navigator Air Bomber W/Operator H/Up'r Gunner Rear Gunner	17.50	02.00	M I S S I N G.	
	Lancaster R5492	Sgt E.R.Harkland Sgt G.F.M.Walker P/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/Up'r 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)	

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 106 Squadron, STREETS

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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 W4542	F/O A.W. Edwards Sgt J.W. Creechie 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/Up'r 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. <u>Bomb Load: 4 x 4000lb; 12380(4lb)</u>	
	Lancaster R5749	Sgt A.L. McDonald Sgt K.R.J. Young Sgt H.S.F. Bishell Sgt R.W. Lindsay Sgt G. Leonard Sgt E.H. Clappitt Sgt R.G. Owen	Captain Pit Engineer Navigator Air Bomber W/Operator M/Up'r 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 observed of own bombing but believed bombs fell near aiming point. Several large fires were seen and the raid appeared to be successful. Opposition slight. <u>Bomb Load: 4 x 4000lb; 12380(4lb)</u>	
	Lancaster W4242	Sgt J.L. Irvine Sgt G. Cordery Sgt F.A. Smith Sgt S.J. Birch Sgt E.J. Skett Sgt L.J. Hemus Sgt L. Leadbitter	Captain Pit Engineer Navigator Air Bomber W/Operator M/Up'r 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. <u>Bomb Load: 4 x 4000lb; 12380(4lb)</u>	
	Lancaster ED409	Sgt P.N. Reed Sgt F.L. McNeil F/O G.G. Jones Sgt R.S. Cooke Sgt L. Coulombe Sgt K. Loach Sgt A.W. Thomas	Captain Pit Engineer Navigator Air Bomber W/Operator M/Up'r 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 V.G. Hayward Sgt G.G. Noble F/O W. Henry Sgt Cunningham J. Sgt R. Lees Sgt J. Lee Sgt E. Peavy	Captain Pit Engineer Navigator Air Bomber W/Operator M/Up'r 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. <u>Bomb Load: 4 x 4000lb; 12380(4lb)</u>	
	Lancaster R5750	Sgt H.L. Thompson Sgt M.R. Johnstone F/O F.V.R. Myers F/O G.R. Powell Sgt W.S. Baker Sgt R.F. Sutton Sgt J. Picken	Captain Pit Engineer Navigator Air Bomber W/Operator M/Up'r Gunner Rear Gunner	17.45	00.10	5/10ths cloud, some ground haze. Target located by aid of Parflinder 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. <u>Bomb Load: 4 x 4000lb; 12380(4lb)</u>	20

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**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT

By No. 106 Squadron, Operations

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Form W. 202-24 (Rev. 1943) T.S. 700

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. W. Ker P/O F. W. A. Lyons Sgt H. Dransfield Sgt H. W. Penney Sgt R. E. Green 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 RM51	Sgt G. O. Grogan Sgt G. Allen Sgt R. E. Davidson Sgt S. J. Birch Sgt L. G. Bevan Sgt W. R. Stokes Sgt A. E. Braeogirdle	Captain Flt Engineer Navigator Air Bomber W/Operator W/Upr Gunner Rear Gunner	17.15	23.40	10/10ths cloud at 12000 feet. Marker flares seen and 21 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 RM06	Sgt N. Glaholm P/O L. G. W. Broderick Sgt W. Bennett Sgt J. Macmillan Sgt J. J. Greene Sgt S. J. 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. E. Douson 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 AIRING POINT. Raid was obviously very successful. No flak to worry about. Bomb load: 14SBC(41b)	
	Lancaster W4156	P/O A. S. Edwards Sgt J. McCreadie P/O A. W. Hiven P/O B. E. Hargach Sgt E. G. Shannan Sgt H. G. Clark Sgt D. Breslin	Captain Flt Engineer Navigator Air Bomber W/Operator W/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. Mackillan Air Bomber  
 Sgt T. J. Greene W/Operator  
 Sgt S. J. Springate W/Up Gunner  
 Sgt A. R. Bryce Rear Gunner

Aiming point seen and in sight 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. 135 Squadron, Bombers.

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PAGE No. 229

(Form W. 945-17 6/2000 Rev Ed. 700)

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
12th-14th Febr ary 1943			BOEMING	-	L'ORIENT		
Lancaster W644	Sgt R. W. Harkland Sgt J. B. Frost P/O F. W. Rogers Sub-Lt P. M. McGrath Sgt L. W. Penney Sgt R. E. Green Sgt E. Parry	Captain Pit 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 W. R. Farr Sgt H. Dutton Sgt W. T. McLean Sgt H. Jones	Captain Pit Engineer Navigator W/Operator W/Up Gunner W/Up Gunner Rear Gunner		18.55	00.50	Much smoke over target. Target located visually without difficulty. Bombed from 14000 feet but our bombs not distinguishable. A successful trip - this was the pilot's first sortie as Captain. Bomb Load: 14SBC(4lb).	
Lancaster W4256	Sgt G. B. Price Sgt R. H. McLeary Sgt J. Walker Sgt J. Rogers Sgt C. Barclay Sgt J. H. Hadon Sgt H. Earle	Captain Pit 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			BOEMING	-	L'ORIENT		
Lancaster W4862	W/Cdr G. F. Gibson P/Lt E. Morrison P/Lt T. Burns Sgt J. Chinghame P/O R. E. G. Hutchinson Sgt H. Rigby P/O J. Tickins Sgt Carr-Saunders	Captain 2nd Pilot Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner Movie Operator		18.20	05.00	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 22.54 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 W4866	P/O W. J. Picken Sgt J. P. L. Wilson Sgt I. Hudson Sgt J. E. Benson Sgt C. E. Dellar Sgt C. J. Powell P/Sgt D. S. Mitchell	Captain Pit Engineer Navigator Air Bomber W/Operator W/Up Gunner Rear Gunner		18.25	05.55	No cloud, visibility very good. Target in sight, 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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**OPERATIONS RECORD BOOK**

DETAIL OF WORK CARRIED OUT  
By No. 106 Squadron, Sycamore.

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(Form 101, 1943) - 101 40,000 51st T.O. 700

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
<u>14th. - 19th. February (continued)</u>							
		<u>EXHIBIT</u>		<u>ITEM</u>			
Lancaster. EW451.	F/Lt. E. J. Hayward. Sgt. G. W. F. Baker. P/O J. W. Young. P/Sgt. A. Urquhart. P/Sgt. S. W. Smith. P/Sgt. C. V. Pryor. Sgt. L. Brown.	Captain. Pit. Engineer. Navigator. Air Bomber. W/Operator. N/U Gunner. R/Gunner.	18.40	03.45	No cloud, 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>AIMING POINT</u> . Unsuccessful and successful trip - no flares, no trouble from flares. <u>Bomb Load: 1 x 4000lb; 4500(4lb)</u>		
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. F. Byrnes.	Captain. 2nd Pilot. Navigator. Air Bomber. W/Operator. N/U Gunner. W/Gunner.	18.45	23.15	Compass inoperative - Mission abandoned.		
Lancaster. R5611.	Sgt. G. R. Price. 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 cloud, 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>AIMING POINT</u> . Made short reconnaissance of the target and considered that the attack was most successful. <u>Bomb Load: 1 x 4000lb HC</u>		
Lancaster. R5750.	Sgt. R. B. Markland. Sgt. J. B. Frost. P/O F. V. R. Myers. Sgt. H. Dransfield. Sgt. L. W. Penney. Sgt. R. B. Greep. Sgt. E. Parry.	Captain. Pit. Engineer. Navigator. Air Bomber. W/Operator. N/U Gunner. R/Gunner.	18.30	03.50	Fair visibility and no cloud. 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>AIMING POINT</u> . <u>Bomb Load: 14500(4lb)</u>		

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Form W. 4017-10 (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 G.R. Price Sgt R.H. Moleery Sgt J.A. Walker Sgt J. Rogers Sgt G. Barclay 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. Bomb Load: 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. Penney Sgt R.R. Sweep Sgt E. Parry	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 immasurable fires and flashes. Photograph testifies as to the accuracy of the attack as it covered the AIMING POINT. Opposition very poor. Bomb Load: 1 x 4000lb; 128BC(4lb)	
	Lancaster ED303	Sgt N. Glahola Sgt A.W. Bolton Sgt W. Bennett 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. Bomb Load: 1 x 4000lb; 128BC(4lb)	
<b>18th-19th February 1943</b>							
	Lancaster W.386	F/lt W.J. Picken Sgt J.P.L. Wilson Sgt L.H. Mason Sgt J.E. Bonson Sgt C.E. Dellar Sgt G.J. Powell F/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. Bomb Load: 1 x 4000lb; 128BC(4lb)	
	Lancaster ED360	F/Sgt L.J. Burpee Sgt G. Pegler Sgt T. Gave Sgt C. Goodings Sgt L.C. Weller Sgt W.C.A. Long F/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. Bomb Load: 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.Irvine Sgt S.Gordery Sgt F.A.Smith Sgt L.V.Tate P/Sgt F.W.G.Lambert Sgt L.V.Homes 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 six of them from 13000 feet. Results not seen owing to fires which completely covered the photograph. Caught by searchlights but the "jammer" caused them to break up. Bomb Load: 1 x 4000lb; 12SBC(11b)	
	Lancaster W.156	Sgt N.E.Burton Sgt N.K.Whitby Sgt J.Hancock Sgt A.Rookins 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 T.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(11b)	
	Lancaster R5749	P/O L.C.J.Hendrick Sgt C.W.Hancock Sgt J.E.Leomber Sgt P.R.Parr 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(11b)	
	Lancaster ED596	P/Lt E.L.Hayward Sgt G.W.P.Baker P/O J.Young P/Sgt A.Drughart P/Sgt E.H.Wentle P/Sgt C.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.I." 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(11b)	
	Lancaster W.256	Sgt G.R.Price Sgt R.H.Mooney Sgt J.A.Walker Sgt J.Rogers Sgt C.Barclay Sgt J.H.Hadlon 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(11b)	
	Lancaster R5750	Sgt E.R.Markland Sgt J.B.Frost P/O P.V.R.Myers Sgt M.Dunfield Sgt D.W.Penny Sgt B.B.Cress 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. 105 Squadron, Syerston.

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PAGE No. 122

Form W. 105-10 (Rev. 1.4.42)

FOR THE MONTH OF February 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
18th-19th Feb							

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.

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 Spar*  
Wing Commander Commanding  
No. 106 Squadron, R.A.F.

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

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

SYERSTON.

NR. NEWARK. NOTTS.

29/1/43.

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 are 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 loving son.

For You. 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

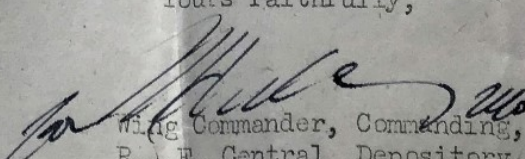
Sgt. PARRY. E. (643093)

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.