



Sabretache

THE OFFICIAL JOURNAL OF
THE CALGARY MILITARY HISTORICAL SOCIETY

w w w . c m h s . c a

May Extra # 2, 2020

Flying Officer Wilfred E Baldry

Wilfred (Buck) Eugene Baldry was born in Lethbridge on June 18th, 1921 and grew up in Coaldale Alberta. On September 12th, 1941 Baldry enlisted in the RCAF and would qualify as a Wireless Operator on December 18th 1942, after attending No. 3 Wireless School In Winnipeg Man. On February 1st, 1943 at No. 8 Bombing and Gunnery School in Lethbridge, LAC Baldry finally received his wings as a Wireless Air Gunner. Now a Sergeant, Baldry eventually went to No. 36 Operational Training Unit where he began flying in Hudson aircraft and where he met his future crew mates Pilot Harry Parker, Navigator Ron Graham and Wireless Air Gunner Alan New. Later on, at No. 7 Operational Training Unit in Limavady, North Ireland, with a different crew, Sgt Baldry flew in an Air Sea Rescue on October 31st 1943 in an Avro Anson aircraft. During this period Sgt Baldry would have also likely met Pilot P/O Dick



Trethewey, and Wireless Air Gunner Sgt Ian Mitchell, and in around mid November Sgt Baldry's main flight crew was formed. This new Wellington crew skippered by P/O Parker took part in their first Ops on December 9th, 1943 with an Air Sea Rescue. On January 1st, the Parker crew finally arrived at their new squadron, No. 415 Squadron, RCAF, Coastal Command where they likely met WO Fred Harris who then joined the crew. Sgt Baldry was then promoted to a Warrant Officer II class on February 1st, just before his first Ops with 415 Squadron, an uneventful 'Deadly' Patrol on February 5th. After this the Parker Crew, now consisting of W/O Nelson who replaced WO Mitchell, went on a number of Ops, all generally with the purpose of locating German E-boats so as to report them to base so that the faster Albacore crews could attack.

Their first notable Ops was on February 25th, when at 00:39h both of their engines

misfired causing them to have to set a course for base, cutting the patrol short by 1 hr. 45 mins. Their next Ops on the 29th, would have them make their first eventful sortie where they made several contacts with E-boats and sent messages to base. At one stage they even encountered some fairly accurate light flak before returning to base. After this, many of their missions involved receiving unknown radar contacts that



Vickers Wellington Bomber

Sabretache

THE OFFICIAL JOURNAL OF THE
CALGARY MILITARY HISTORICAL SOCIETY
The SOCIETY

is a non-profit registered society
which fosters the study of the
military and the police, and the heritage of
Canada, the British Empire, and the world
as well as the preservation of military
artifacts and records.

The CMHS meets once every calendar month
at: Petty Officers' Mess
HMCS Tecumseh
1820 - 24th Street SW
Calgary AB T2T 0G6

Acknowledgements and Thanks

—The March supplement was provided by President Dave Love.
-The 1st April Extra was written by Rory from the [Boer War Forum](#). We thank him for allowing us to publish his work.
It was forwarded to us by long time member Mike Clare
-The 2nd April Extra article was researched, written and provided to us by Member Garrett Lapp

-The 3rd April Extra paper was researched, and provided by Member Michael Clare
The 4th April Extra article was provided by Member Tim Popp

The May Extra #1 article was provided by Member Roy Akins

This May Extra # 2 article was provided by Member Garrett Lap

they were unable to confirm as enemy or friendly. One such interesting mystery occurred on March 22nd, where they received blips on the radar, possibly an aircraft, and sighted dull flares to stbd shortly thereafter. They investigated and saw more flashes on the water, lasting for ½ minute, and they also experienced more contacts on the radar which always seemed to disappear. Notifying base, they searched a radius of nine-miles for any dinghies but few lights could be seen. They later sighted three other lights but nothing else was sighted, and after their limit of endurance ran out they were forced to return to base. It is possible that an aircraft went down, and that these flashes were from a crew in the water, but they couldn't confirm this. Other incidents occurred with potential E-boat sightings and radar contacts but not much came from these Ops.

However, on D-Day, as usual WO Baldry's crew was sent out to patrol for German E-boats on the coast of France with a load of 4x500 lb. M.C. bombs. Shortly after midnight off the coast of Dieppe the crew sighted three enemy E/R-boats and an attack immediately ensued. The crew began to release their bomb load and a near-miss was seen to cause one E-boat to capsize, and another explosion was seen near the next vessel. They experienced considerable flak but were able to pull through O.K. The final results of the encounter however were not observed, but the crew was able to claim one vessel sunk. The last Ops flown by WO Baldry and crew with 415 squadron (which was now switching to a Bomber Command role) occurred on July 12th, 1944. While on an armed reconnaissance patrol of the Frisian Islands, Dutch Coast, and down to Dunkirk they encountered what appeared to be an enemy nightfighter while they were North of Burkum Island, but it remained a mystery. However from that same patrol group, Wellington ME494



German E Boat

piloted by F/O Sheen never returned and was labeled as missing. They were likely shot down by Uffz Rudolf Wilsch as his first and only victory, occurring at 0203hrs, at sea 30km north of Ameland. Thus it is a decent possibility that this was the same nightfighter seen by Baldry's crew as it was in the same vicinity and in a plausible time frame.

With the redesignation of 415 Squadron into Bomber command many of the Wellington crews including Baldry, were sent to begin training in Dakota aircraft so they could serve in 436 Squadron in India under Transport Command. F/O Baldry, after a promotion and, receiving training in operating Dakotas in India, was sent to attend a "Jump Master Course". Here he participated in a parachute jump and trained in dispatching Indian troops. After this he finally joined 436 "Elephant" Squadron in December of 1944.



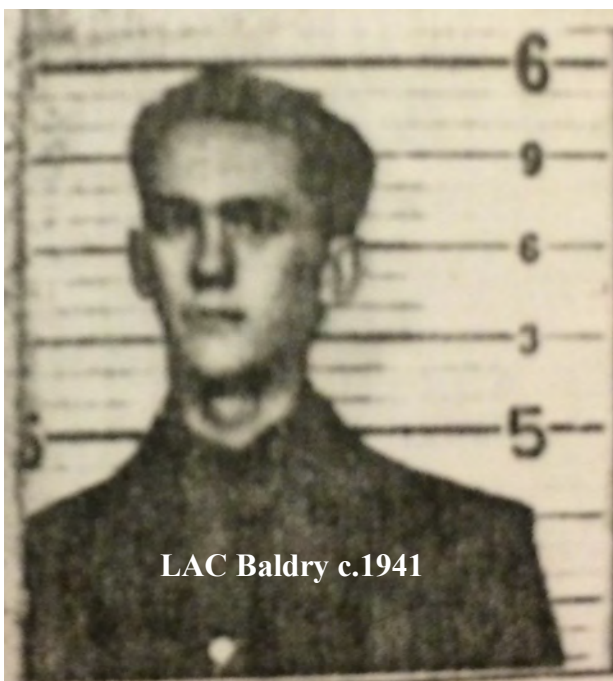
436 Squadron
“Canuck’s Unlimited”



**436 Dakotas flying
in formation over
Gujrat, India**



**Wing of 436 Elephant
Squadron Dakota
with the Himalayas in
the background**



LAC Baldry c.1941

From then on F/O Baldry would serve as the Wireless Operator for a few different crews in 436 Squadron flying in India and Burma, delivering supplies to the 14th army, often subjected to Japanese artillery. F/O Baldry still flew most of these ops with members of his old crew from 415 Squadron, still piloted by F/O Parker and later F/O Beattie. In April of 1945 F/O Baldry flew his last Op with 436 Squadron and of the war. In total F/O Baldry had taken part in 128 Operational sorties,

He was awarded the 1939-1945 Star, Atlantic Star, Burma Star, Defense Medal, Canadian Voluntary Service Medal & Clasp, and the War Medal 1939-45.

He was discharged on November 8th, 1945 and returned to civilian life in Southern Alberta. F/O Buck Baldry passed away on July 20th, 2013 at the age of 92 in Calgary, Alberta.

415 Squadron RCAF, Coastal Command **B-Flight, Wellington Bombers**

Parker Crew: Operational from Feb-July 1944

Pilot F/O Harry L Parker

Second Pilot F/O Richard A Trethewey

Navigator F/O A Ronald Graham

Wireless Air Gunner WO Bjorn R Nelson (**KIA** March 4th, 1945. 524 Sq)

Wireless Air Gunner WO Wilfred E Baldry

Wireless Air Gunner WO S Allan S New

Wireless Air Gunner WO Fred W Harris

Other short-term members:

Wireless Air Gunner Sgt J A Mitchell (Replaced by Nelson Feb '44)

Wireless Air Gunner WO Arthur B Drohan (Replaced Nelson, one Op, May '44)

Wireless Air Gunner PO Fred L Ladd (Replaced Nelson, one Op, May '44)

(**KIA** June 13th, 1944. 415 Sq)

Wireless Air Gunner WO Marcus G Grant (Replaced Nelson, one Op, May '44)

Wireless Air Gunner WO M Shechter (Replaced Nelson, one Op, May '44) Second Pilot F/O Robert A Beattie (Replaced Trethewey July '44)

Wireless Air Gunner Sgt C J L Sutherland (Replaced Nelson July '44)

436 Squadron, Transport Command **Dakota Aircraft**

Parker Crew: (all former 415 Sq)

Pilot F/O Harry L Parker

Second Pilot F/O Robert A Beattie

Navigator F/O A Ronald Graham

Wireless Operator F/O Wilfred E Baldry

[More personnel lists on page 6](#)



The Personal Effects of F/O Baldry:

Above: is his Officers Tunic which he is likely wearing in the above photo of him (Pg 1), and his officers wedge cap. Note the stripe on the sleeve indicating his rank of F/O, his unofficial WAG Wing on the chest, and below it (under white label) his silver Operations wings, signifying that he completed one tour of operations (~30 missions for aircrew)

Below Right: His officers cap (which was made in India!) and his battle dress tunic. Note that the tunic has an British AG (Air Gunners) wing instead of a WAG wing. As well, since this tunic type was worn by aircrew on missions, and since the interior is named to him when he was a Sgt (thus before his first Ops) he very likely wore this tunic for all of his operations during the war, including when his crew sunk the German E-Boat on D-Day. Below the tunic is a pair of flight goggles owned at some time by Baldry, however are named to "R121612 Holliday" (J85242 Pilot F/O Alfred Alexander Holliday MID)

Below Left: His enlisted wedge cap, his Log book which he recorded all his flight s in, and his medals. The medals are L-R, 1939-45 Star, Atlantic Star, Burma Star, Defence Medal, Canadian Voluntary Service Medal, (replacement) with Clasp (original) and the 1939-45 War Medal

Other “Ops Types” Personnel as recorded by Baldry:**Folson Crew:** (Partial crew list, as listed by Baldry)

415 and 436 Squadrons

Pilot P/O Albert V Foord DFC

Second Pilot P/O N K Preston

Navigator F/O W Russell Waldie

Wireless Air Gunner F/O G Fred Ward

Wireless Air Gunner P/O Wilfred E Baldry (Ten Ops with this crew at 436 Sq)**Grieves Crew:** (Partial crew list, as listed by Baldry)

436 Squadron

Pilot F/O R Grieves

Second Pilot P/O P Lamothe

Navigator P/O K A Shaw

Wireless Air Gunner P/O Wilfred E Baldry (Six Ops with this crew at 436 Sq)**Assorted Personnel:**

Pilot F/Lt W S Robertson DFC (436 Sq)

Pilot P/O E W Whiting “

Second Pilot F/O S Lavitt “

Navigator P/O F A Howard “

Wireless Air Gunner WO R C Hanson (?) (415 Sq)

Notes:Wireless Air Gunner WO Ian Mitchell (See above, met Baldry at No.7 OTU)

Second Pilot F/O Dick trethewey “

Other “Non Ops” Personnel as recorded by Baldry:**Folson Crew:** (Partial crew list, as listed by Baldry)

415 and 436 Squadrons

Pilot F/O C Folsom

Second Pilot F/O T C Dobie (RAF)

Navigator P/O Peter Clarkson

Anderson Crew: (Partial crew list, as listed by Baldry)

415 Squadron

Pilot F/O G Sune L Anderson DFC (Later also at 436 Sq)

Second Pilot WO E Oliver England (NZ) (**KIA** March 17, 1945, 436 Sq)

Navigator F/O W E Rolls (Later also at 436 Sq)

Wireless Air Gunner F/O William K Sims “

Wireless Air Gunner WO S H F MacDonald

Wireless Air Gunner F/O Al L Turner

Brotherhood Crew: (Partial crew list, as listed by Baldry)

415 Squadron Wireless Air Gunner WO C J McRae

Wireless Air Gunner WO J S Young

Pilot F/O D F Brotherhood (Later also at 436 Sq)

Second Pilot F/O J P E Legare “

Navigator WO Philip J Hardican

Wireless Air Gunner F/O Jack Goodfellow (Later also at 436 Sq)

Wireless Air Gunner F/Sgt Robert A Stamm

Wireless Air Gunner WO C J McRae

Wireless Air Gunner WO J S Young

Assorted Personnel:

Pilot W/C C.G. Rutten DSC (415 Sq)

(?) Fred Dohm (Met Baldry at H.D. England)

(?) Art B. (?) “

Wireless Air Gunner (?) Lou Kelley (Met Baldry at No.11 R.S.)

Wireless Air Gunner (?) Hugh Galaker “

Wireless Air Gunner (?) Cartier “

(?) Ernie Hughs (Met Baldry at No.7 OTU)

(?) Bob Peterson (Met Baldry at 415 Sq)

(?) Dave Cotter (Met Baldry at SEAC)

(?) Wally Pope “

Notes:Wireless Air Gunner WO Bill Sims (See above, met Baldry at No.7 OTU)

Wireless Air Gunner F/O Al Turner “

Wireless Air Gunner WO Phil Hardican “

Wireless Air Gunner WO Bob Stamm “

Second Pilot F/O Oliver England (See above, met Baldry at 415 Sq)

F/O Baldry's Ops: 415 Squadron

* = eventful Op

***= extremely noteworthy Op

February 5, 1944:

A/C: Wellington HZ650 "M"

Crew: Parker, Trethewey, Graham, Mitchell, Baldry, New, Harris.

Duty: 'Deadly' Patrol "B"

Takeoff: 1900h, Touchdown: 0305/6h

Details of sortie: Airborne Docking on anti 'E' boat patrol in co-op. with Navy. Flares carried. Uneventful. Landed Sculthorpe.

February 11, 1944:

A/C: Wellington HZ653 "L"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol "C"

Takeoff: 1902h, Touchdown: 0240/12h

Details of sortie: Airborne Docking on anti 'E' boat patrol in co-op. with R.N. Patrol uneventful. Landed Docking.

February 15, 1944:

A/C: Wellington MF213

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol

Flight length 3:20h

Not Record of flight in Operational reports

***February 21, 1944:**

A/C: Wellington HZ644 "O"

Crew: Parker, Trethewey, Graham, Baldry, New, Harris, Nelson.

Duty: 'Deadly' Patrol "B"

Takeoff: 1903h, Touchdown: 0130/22h

Details of sortie: Airborne Docking on anti 'E' boat patrol in co-op. with the Navy. The usual flares (18 Mk.IX. 8 Mk.X) carried. At 00:39 both engines missing. Set course base cutting patrol short by 1 hr. 45 mins. Nothing sighted. Landed Docking

February 25, 1944:

A/C: Wellington JA635 "F"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol "A"

Takeoff: 1913h, Touchdown: 0315/26h

Details of sortie: Airborne Docking on anti 'E' boat patrol in co-op. with Navy. Flares (18Mk.IX, 8Mk.X) carried. Uneventful. Landed Docking.

***February 29, 1944:**

A/C: Wellington JA635 "A"

Crew: Parker, Trethewey, Graham, Baldry, New, Harris, Nelson.

Duty: 'Deadly' Patrol "Y"

Takeoff: 1914h, Touchdown 0215/1h

Details of sortie: Airborne Docking on anti 'E' boat patrol in cooperation with R.N., carrying flares. Had several contacts with 'E' boats and sent messages to base. At one stage encountered some fairly accurate light A.A. Landed Docking.

***March 16, 1944:**

A/C: Wellington HZ648 "C"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol "X"

Takeoff: 1938h, Touchdown: 0300/17h

Details of sortie: Airborne Docking arriving on patrol 2017 hrs. At 2137 contact made on S/E(?), send message to base, and from 2141 to 2156 dropped flares. Surface could not be seen due to poor visibility, apparently vessels stationary. Message from base received "Contacts probably friendly". Returned on patrol, and ordered to leave patrol at 02:00 hrs. Visibility deteriorating. Landed Docking.

*****March 22, 1944:**

A/C: Wellington HZ702 "X"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol "P"

Takeoff: 1946h, Touchdown: 0337/23h

Details of sortie: Airborne Docking on 'Deadly' patrol. Blips on S/E at 2034, possibly A/C. At 2040 sighted dull flares to stbd. Investigated and seen flashes on water, lasted for ½ minute. Experienced contacts on S/E which always seemed to disappear. Notified base. At 0025/23 received message from base to abandon patrol and search certain area, radius 9-miles, for dinghies. Few lights sighted around datum area, dropped flares but nothing could be sighted. Later sighted three other lights, investigated. Dropped flares but nothing sighted. Notified base and passed both positions to them. Informed base A/C returning as limit of endurance up. Landed Docking.

***March 25, 1944:**

A/C: Wellington HZ644 "O"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol "Q"

Takeoff: 2002h, Touchdown: 0323/26h

Details of sortie: Airborne Docking. After arriving on patrol several blips contacted on S.E., presumed to be our vessels, travelling East. During patrol frequent blips occurred on screen but nothing materialized. M/T. failure, but carried on with patrol, leaving patrol at 0220/26. Landed Base.

***April 12, 1944:**

A/C: Wellington HZ659 "H"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New.

Duty: 'Deadly' Patrol "Q"

Takeoff: 2125h, Touchdown: 0420h

Details of sortie: Airborne Docking. During patrol intermittent flares sighted. Some S/E blips picked up but did not materialize. At one time during patrol, unidentified aircraft was seen approx 3 miles astern but did not interfere with H/415. Remainder of patrol uneventful. Landed base on completion of patrol.

April 19, 1944:

A/C: Wellington JA635 "A"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: 'Deadly' Patrol "Q"

Takeoff: 2132h, Touchdown: 0304/20h

Details of sortie: Airborne Docking. Patrol not completed as base notified A/C to return and land at Addington immediately. Nothing to report.

Landed Addington.

A/C: Wellington HZ659 "H"

May 2, 1944:

A/C: Wellington HZ659 "H"

Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: Cross Over Patrol "L"

Takeoff: 2209h, Touchdown: 0535/3

Details of sortie: Airborne Docking loaded with 8 200 lb. A.S. bombs and 18 flares, to cover a patrol against N/boats in mid-channel. Patrol uneventful. Landed Docking.

May 12/13, 1944:

A/C: Wellington MF398 "C"

Crew: Parker, Trethewey, Graham, Drohan, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 0125h, Touchdown: 0518h

Details of sortie: Airborne Docking on anti-shipping patrol off Dutch coast, loaded with 5 500 lb. M.C. bombs and 18 flares. Completed patrol as ordered, uneventfully. Landed Docking

May 16, 1944:

A/C: Wellington MF398 "C"

Crew: Parker, Trethewey, Graham, Ladd, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 0050h, Touchdown: 0445h

Details of sortie: Airborne Docking, loaded with 5 x 500 lb. M.C. bombs and 18 recon flares, on anti-shipping patrol off Dutch coast. Completed patrol uneventfully. Landed Docking.

May 16, 1944:

A/C: Wellington MF398 "C" Crew: Parker, Trethewey, Graham, Ladd, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 0050h, Touchdown: 0445h

Details of sortie: Airborne Docking, loaded with 5 x 500 lb. M.C. bombs and 18 recce flares, on anti-shipping patrol off Dutch coast. Completed patrol uneventfully. Landed Docking.

***May 21, 1944:**

A/C: Wellington HZ653 "E" Crew: Parker, Trethewey, Graham, Grant, Baldry, New, Harris

Duty: Cross Over Patrol

Takeoff: 2150h, Touchdown: 0616/22h

Details of sortie: Airborne Docking on 'E' boat patrol, loaded with 8 100 lb. A.N. bombs and 18 recce flairs. Radar, then visual contact made of vessel, which turned out to be our own destroyer. Resumed patrol, nothing else to report. Landed Docking.

*****May 23, 1944:**

A/C: Wellington HZ653 "L" Crew: Parker, Trethewey, Graham, Baldry, New, Harris, Shecter.

Duty: Cross Over Patrol

Takeoff: 2115h, Touchdown: 0430/24h

Details of sortie: Airborne Docking on 'E' boat patrol loaded with 4 500 lb. M.C. bombs and 18 recce flares. Several radar contacts made and notified base. While shadowing vessels, flak was experienced. Base did not give permission to bomb, until contact was lost, as own forces were operating in that area. Pilot searched for 'E' boats but contact was not regained. After patrol landed Thorney Island.

***May 29, 1944:**

A/C: Wellington JA635 "A" Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: Cross Over Patrol "A"

Takeoff: 2252h, Touchdown: 0250/30h

Details of sortie: Airborne Docking on anti 'E' patrol loaded with 4 500 lb. M.C. bombs and 29 recce flares. A/C "A" had rear turret u/s but kept with patrol, and made several contacts which did not materialize. Both recalled (?)dier than usual, due to weather. Landed Docking.

June 1, 1944:

A/C: Wellington HZ653 "L" Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: Cross Over Patrol (Channel)

Takeoff: 2214h, Touchdown: 0508/2h

Details of sortie: A/C. Airborne Docking on anti E/boat patrols, each loaded with 4 500 lb. M.C. bombs and 32 recce flares. Individual patrols carried out in pool weather, nothing to report. Landed Docking. Each jettisoned one bomb, as ordered, before landing.

*****June 6, 1944 (D-day):**

A/C: Wellington HZ650 "M" Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: Cross Over Patrol "W"

Takeoff: 2215h, Touchdown: 0535/7h

Details of sortie: Airborne Docking loaded with 4 500 lb. M.C. bombs on E/boat patrol. Shortly after midnight 3 E/R boats were sighted and immediate attack followed. After bombs released one E/boat was seen to capsize, and another explosion was seen near next vessel. One E/boat is claimed as sunk. Further results not observed. Landed Docking on return.

Official Summary June 7: "P/O H.L. Parker and his crew (F/O R.A. Trethewey 2nd Pilot, F/O A.R. Graham Nav., W/O B.R. Neslon, W/O W.E. Baldry, W/O S.A.S. New and W/O F.W. Harris all WO/AGs) made contact with enemy E boats off Dieppe and pressed home an attack. Two flashes were observed and it is believed a near miss caused the boat to overturn. Considerable flak was encountered but the Wellington pulled through O.K

June 14, 1944:

A/C: Wellington HZ650 "M" Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 2304h, Touchdown: 0240/15h

Details of sortie: Airborne Docking, loaded with 5 500 lb. M.C. and 26 recce flares on Armed recce off Dutch coast. Nothing to report. Landed Docking **June 16, 1944:**

A/C: Wellington HZ721 "J" Crew: Parker, Trethewey, Graham, Nelson, Baldry, New, Harris.

Duty: Cross Over Patrol "E"

Takeoff: 2319h, Touchdown: 0428/17h

Details of Sortie: Airborne Docking, loaded with 4 500 lb. M.C. bombs and 32 recce flares. patrol uneventful.

June 28, 1944:

A/C: Wellington HZ653"E" Crew: Parker, Graham, Nelson, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 2325h, Touchdown: 0424/29h

Details of sortie: Airborne Docking, loaded with 5 500lb. M.C. bombs and 18 flares. Patrolled Dutch coast. Nothing to report. Landed Docking.

***July 5, 1944:**

A/C: Wellington MF494 "G" Crew: Parker, Beattie, Graham, Nelson, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 2343h, Touchdown: 0012/6h

Details of sortie: Airborne Docking, loaded with 6 500 lb. M.C. bombs and 18 flares. Experienced engine trouble, both cut for a short interval, so jettisoned all bombs and returned to base before reaching patrol.

July 9, 1944:

A/C: Wellington MF233 "J"

Crew: Parker, Beattie, Graham, Baldry, New, Harris, Sutherland.

Duty: Armed Reconnaissance

Takeoff: 2337h, Touchdown: 0243/10h

Details of sortie: Airborne Docking, loaded with 6 500 lb. M.C. bombs, 44 pistol, and 16 recce flares. All patrols were carried out as ordered, but radar and "Gee" jamming found to be very effective that day. No attacks or sightings made. All landed Docking on return.

*****July 12, 1944:**

A/C: Wellington JA635 "A"

Crew: Parker, Beattie, Graham, Sutherland, Baldry, New, Harris.

Duty: Armed Reconnaissance

Takeoff: 2328h, Touchdown: 0324/13h

Details of sortie: All three A/C airborne Docking at interval patrols off Frisian Islands, Dutch Coast, and down to Dunkirk. Each loaded with 6 500 lb. M.C. bombs and 14 recce flares. Both A/C "A" and "E" completed patrols as ordered with no sightings. A/C "G" F/O Sheen and crew did not return after operation. No signals or details are available from this A/C. F/O Parker and crew did report seeming what appeared to be a nightfighter on patrol North of Borkum Island, remainder a total mystery. A/C "A" and "E" returned to base landing at Docking.

This was the last op flown by Parker and Crew before 415 was transitioned fully into a Bomber command squadron. After this point it appears many 415 Wellington crews were sent to 436 Squadron RCAF of Transport Command in India, flying Dakota A/C.

Glossary:

-Ranks: (In descending order of seniority)

W/C: Wing Commander

S/L: Squadron Leader

F/Lt: Flight Lieutenant

F/O: Flying Officer

P/O: Pilot Officer (Not only for Pilots; lower than a F/O)

WO: Warrant Officer (two classes, I and II)

F/Sgt: Flight Sergeant

Sgt: Sergeant

LAC: Leading Aircraftsman (equivalent to a private)

-Other:

Docking: An RAF air base a few miles from Bircham Newton, Norfolk, England

A/C: aircraft

M.C. (bomb): "Medium Capacity" / "Medium Case" Bomb

u/s: Unserviceable or not working

E-boat: An enemy fast attack craft