

PO. John Dennis Bradford DFC

Bomb Aimer



This work has been produced on behalf of
97 (Straits Settlements) Squadron Association by the
webmaster 97 (Straits Settlements) Squadron Association

References: 97 Squadron Operational Record Books 1939-1943

Achieve Your Aim by Kevin Bending

Mark Howard

2026

Approved
George R.I.



J.W. Keeton-Amstrong

College of Arms,
January, 1939.

Chester Herald
and Inspector of Royal
Air Force Badges

Commanding Officers:

Wg Cdr D.F.Balsdon

Wg Cdr J.H.Kynoch

Wg Cdr J.H.H.Collier DSO DFC

Wg Cdr G.D.Jones DSO DFC

Gp Capt N.H.Fresson DFC

Wg Cdr E.J.Carter DFC*

Wg Cdr A.W.Heward DFC* AFC

Gp Capt P.W.Johnson DSO DFC AFC

(* denotes Bar)

Early in 1941, a large donation was made to the British Government by the Malay Straits Settlements for the purchase of some Avro Manchester bomber aircraft. In appreciation of this, 97 Squadron was authorized to assume the title of "97 (Straits Settlements) Squadron", and it was reformed in February 1941, at Waddington.

25th February 1941 97 Squadron was scheduled to operate from RAF Coningsby as part of 5 Group. The Squadron began to convert to using Lancasters in January 1942 and, in March of that year, 97 Squadron re-located to Woodhall Spa.

re-formed 25.2.41 as No.97 (B) Sqdn from nucleus provided by No.207 (B) Sqdn at: Waddington Feb 1941-Mar 1941

Coningsby : Mar 1941-Mar 1942

Woodhall Spa : Mar 1942-Apr 1943

Bourn : Apr 1943-Apr 1944

"A", "B" & "C" Flts detached to Gransden Lodge, Graveley & Oakington, respectively during Aug/Sep 1943.

Coningsby : Apr 1944 onwards

Aircraft flown by 97 Squadron

Avro Manchester : Feb 1941-Feb 1942

Avro Lancaster B.I and B.III : Jan 1942 onwards



List of Operations

Bradford, J.D. (B/Aim) Sgt

- 1.26/27 Apr 43 Duisburg (Sgt Stevenson),
- 2.12/13 May 43 Duisburg (Sgt Stevenson),
- 3.23/24 May 43 Dortmund (Sgt Stevenson),
- 4.25/26 May 43 Dusseldorf (Sgt Stevenson),
 - 5.27/28 May 43 Essen (Sgt Stevenson),
 - 6.11/12 Jun 43 Munster (Sgt Stevenson),
 - 7.12/13 Jun 43 Bochum (F/Sgt Stevenson),
 - 8.16/17 Jun 43 Cologne (F/Sgt Stevenson),
 - 9.28/29 Jun 43 Cologne (F/Sgt Stevenson),
 - 10.3/4 Jul 43 Cologne (F/Sgt Stevenson),
- 11.9/10 Jul 43 Gelsenkirchen (F/Sgt Stevenson),
 - 12.12/13 Jul 43 Turin (F/Sgt Stevenson),
 - 13.24/25 Jul 43 Hamburg (F/Sgt Stevenson),
 - 14.25/26 Jul 43 Essen (F/Sgt Stevenson),
 - 15.27/28 Jul 43 Hamburg (F/Sgt Stevenson),
 - 16.29/30 Jul 43 Hamburg (F/Sgt Stevenson),
 - 17.2/3 Aug 43 Hamburg (F/Sgt Stevenson),
 - 18.12/13 Aug 43 Milan (F/Sgt Stevenson),
 19. 14/15 Aug 43 Milan (F/Sgt Stevenson),
20. 17/18 Aug 43 Peenemunde (F/Sgt Stevenson),
 21. 23/24 Aug 43 Berlin (F/Sgt Stevenson),
 22. 27/28 Aug 43 Nuremberg (F/Sgt Stevenson),
23. 30/31 Aug 43 Munchen Gladbach (F/Sgt Stevenson),
 - 31 Aug/1 Sept 43 Berlin (FSgt Stevenson) ret early,
 24. 3/4 Sept 43 Berlin (W/O Stevenson),
 25. 5/6 Sept 43 Mannheim (W/O Stevenson),
 26. 6/7 Sept 43 Munich (W/O Stevenson),
 27. 22/23 Sept 43 Hanover (W/O Stevenson),
 28. 23/24 Sept 43 Mannheim (W/O Stevenson) kia

From Operational Record Books

2/3 August 1943 Hamburg – Bomb Load 5 x TI, 1 x 4000lb, 3 x 1000lb unless stated

Bombing training, NFTs, dual circuits and landings. 20 aircraft detailed for ops against Hamburg. 2 aircraft failed to take off due to technical troubles. 12 aircraft detailed as markers and 6 on main force. Moderate accurate predicted heavy flak to 20,000'. No searchlights operating. Thunderstorm with cloud up to 30,000' in target area. Results were not seen owing to cloud and were considered rather scattered. All aircraft returned to base.

ED868A F/Sgt L.Stevenson, Sgts J.Brett, R.G.Christie, J.D.Bradford, H.G.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as S/L Rodley. Up 2327 Down 0435. Weather conditions unsuitable on route to target. Believed Nordhole bombed – no results observed. Lightning lit up sky.

12/13 August 1943 Milan – Bomb Load 4 x TI, 1 x 4000lb, 1 x 1000lb

18 aircraft and two reserves have been detailed for operations. One aircraft detailed for blind marking, 2 aircraft visual marking, 12 aircraft backers up and 3 non-markers. All aircraft took off to attack Milan. One aircraft returned early. The raid seemed to be well concentrated and if TIs were in correct position the raid should have been a complete success. Opposition was very poor – no cloud over target and visibility was very good. Fires gave off good glow visible from beyond Turin. Windows were also dropped. All 17 aircraft returned safely to base.

ED868A F/Sgt L.Stevenson, Sgts J.Brett, R.G.Christie, J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as S/L Sauvage. Up 2145 Down 0532. Target Milan bombed. 14,000'. Moon light, thin layer cloud. Visibility good. Bombed concentration of red and green markers. Smoke and fires observed.

14/15 August 1943 Milan – Bomb Load 10 flares, 1 x 4000lb, 3 x 500lb unless stated

9 aircraft and two reserves detailed for ops against a target at Milan. Two aircraft on visual marking, 5 aircraft B/U and one non-marker. The raid was considered very successful with no cloud over target. There was ground haze and moonlight. Defences slightly increased since previous raid. Fires were seen. One aircraft returned early after crossing the French coast due to engine trouble.

ED868A F/Sgt L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as F/L Mackenzie. Up 2141 Down 0522. Milan attacked. Moonlight, no cloud, ground haze. 15,700'. Target identified visually and by TI markers. Bombs released on yellow TI markers. Big explosion seen in north of town at 0125. 8 big red fires seen.

17/18 August 1943 Peenemunde – Bomb Load 16 Flares, 4 x TI, 1 x 4000lb, 3 x 1000lb unless stated

Cross countries, air firing and bombing. 20 aircraft detailed for ops and 2 aircraft reserve. Three aircraft did not take off. One returned early from the operation due to instrument failures. The remaining 16 aircraft attacked the target at Peenemunde in the Baltic. Weather was fine with small patches of cloud over the target area. Numerous bomb bursts were seen and buildings burning. Fires were seen in the distance on return. Many enemy fighters seen. All our aircraft returned safely to base.

ED868A F/Sgt L.Stevenson, Sgts Roberts (2nd Pilot), J.Brett, R.G.Christie, J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as P/O Munro. Up 2130 Down 0422. Primary target "B" bombed. Full moon. 10/10ths thin cloud over target. Bombs released on concentration of red and green TI markers. Big explosion seen at 0048 and several fires observed. 7 x TI, 1 x 4000lb, 5 x 500lb

23/24 August 1943 Berlin – Bomb Load 4 x TI, 1 x 4000lb, 3 x 1000lb

21 aircraft and one reserve have been detailed to operate against Berlin. Early briefing and take off at 0815 hours. 21 aircraft took off, 2 aircraft abandoned their sorties, in one case the rear turret was u/s and in the other the mid upper gunner was very sick. All the remaining aircraft attacked the target at Berlin. Large area of fires seen in target area after bombing and were well concentrated. Moon was just rising – no cloud and visibility good. W/Commander Burns DFC was selected and acted as Master of Ceremonies over the target. Bundles of windows were dropped. P/O Fairlie and crew failed to return. Sgt Chatten was attacked by enemy intruder when over Norfolk and was shot down, the aircraft catching fire. All the crew baled out except for the mid upper F/S Kraemer (Aus) whose body was found later in the wreckage. Sgt Chatten landed safely, but was wounded from gunshot in the leg and ribs and was taken to Ely Hospital – he is progressing favourably. The remainder of the crew baled out safely and were uninjured beyond minor bruises. P/ Dawson was hit by enemy flak which damaged his aircraft. The brake pressure which was damaged caused the aircraft to overshoot beyond the roadway and into a cornfield on landing. The undercarriage did not collapse and there were no injuries, but the aircraft was made Cat A.C. The remaining aircraft landed safely at base. The raid was considered very successful – much damage reported.

JA708E? F/Sgt L.Stevenson, Sgts J.Brett, R.G.Christie, J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as S/L Sauvage. Up 2049 Down 0345. Primary Berlin attacked. 20,000'. No cloud, smoke from fires obscured parts of target area. Bombed green TI (overshot 2 seconds). Large orange explosion at 0011. Numerous well concentrated fires seen and visible from 100 miles. 5 x TI, 1 x 4000lb, 3 x 1000lb.

27/28 August 1943 Nuremburg – Bomb Load 4 x TI, 1 x 4000lb, 2 x 1000lb, 1 x 500lb

22 aircraft and one reserve detailed for ops tonight. 1 aircraft, F/L Jones did not take off due to last minute failures. There was not enough time left to transfer to the reserve aircraft. The remaining 21 aircraft took off to attack a target at Nurnburg. No moon, no cloud, visibility haze and smoke. Bombs were seen to burst in built up area – fires were beginning and glow was seen from about 100 miles away. F/Lt Robertson and crew and F/Sgt Pond and crew failed to return – the remaining aircraft returned safely to base. Intense flak was directed at markers. Red Star vereys were shot off by enemy fighters who seemed to do this on sighting or attacking bombers. Many aircraft were seen to fall at target and as far as Mannheim on return.

ED868A F/Sgt L.Stevenson, Sgts J.Brett, R.G.Christie, J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as S/L Suavage. Up 2145 Down 0444. Nuremburg attacked. No cloud, visibility good. 16,700'. Bombed concentration of green TIs, right on target. Own results not seen. Several good fires burning and glow cloud be seen from 100 miles away.

30/31 August 1943 Munchen Gladbach – Bomb load 4 x TI, 1 x 4000lb, 6 x 1000lb, 2 x 500lb

Squadron detachments were detailed to put on 16 aircraft for ops. 1 aircraft did not take off – remaining 15 aircraft attacked Munchengladbach. No moon and 10/10ths cloud (cumulus) up to 6,000'. Visibility good above cloud over target area. Some fires seen to start but very little result could be seen owing to cloud. All aircraft and crews returned to their respective bases.

ED868A F/Sgt L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as S/L Rodley. Up 0052 Down 0420. Primary target bombed – Munchen. No moon. 10/10ths cloud. Bombed on glow from fires reflecting through cloud – in bomb sight. Glow from fires only results seen.

Bourn aerodrome will be unserviceable on the 30th August for approximately 4 days owing to the runways being reconditioned. It is therefore necessary for the squadron to operate from other airfields during this period. Each Flight will constitute a separate detachment under the Flight Commander who will act as the detachment commander as follows:-

| | | |
|-------------------|--------------------------|---------------------------|
| "A" Flight | W/Comdr Burns DFC | RAF Gransden Lodge |
| "B" Flight | W/Comdr Nind | RAF Graveley |
| "C" Flight | W/Comdr Alabaster | RAF Oakington |

Aircraft and crew took off from Bourn this morning for their respective airfields. Duty was carried out according to plan. No ops detailed.

30/31 August 1943 Munchen Gladbach – Bomb load 4 x TI, 1 x 4000lb, 6 x 1000lb, 2 x 500lb

Squadron detachments were detailed to put on 16 aircraft for ops. 1 aircraft did not take off – remaining 15 aircraft attacked Munchengladbach. No moon and 10/10ths cloud (cumulus) up to 6,000'. Visibility good above cloud over target area. Some fires seen to start but very little result could be seen owing to cloud. All aircraft and crews returned to their respective bases.

ED868A F/Sgt L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Bomb load as S/L Rodley. Up 0052 Down 0420. Primary target bombed – Munchen. No moon. 10/10ths cloud. Bombed on glow from fires reflecting through cloud – in bomb sight. Glow from fires only results seen.

31 August/1 September 1943 Berlin Bomb Load 4 x TI, 1 x 4000lb, 6 x 500lb unless stated

Squadron detachments again detailed 20 aircraft for ops. The target was an area in Berlin. Weather was 9/10ths cloud, visibility good, no moon. Bombs were dropped as detailed but too early for many results to be seen. Incendiaries were seen burning and scattered fires started. Moderate heavy flak rather more than on previous raid, when eased off searchlight and fighter co-operation was attempted. Many enemy aircraft seen. 4 aircraft and crews returned early., 3 due to crew personnel being sick and one due to mid upper turret u/s and intercom u/s. W/C Burns DFC and crew are missing, no news since being received. The remainder all returned to their bases. S/L Rodley's aircraft had the bomb aimer's panel shattered and a hole in the rear of the fuselage at Malenburg.

ED868A F/Sgt L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.A.Mitchell, J.Mallaber, T.G.Pugh. Up 2022 Down 2214. Mission abandoned owing to mid upper turret u/s.

3/4 September 1943 - Berlin

Runways at Bourn now serviceable – all detachments returned this morning to base from Oakington, Graveley and Gransden. Twenty aircraft detailed for operations against Berlin. All aircraft took off and 18 aircraft attacked the target. Weather was cloudy en route – target area was only clear gap. Early aircraft could see red TIs in good cluster and some fires already taking hold. The attack is considered well concentrated and fires were seen by crews homeward bound from 200 miles away. Defences were moderate and quickly died away and then many searchlights were operating in conjunction with fighters. Two aircraft returned early, one with oxygen supply u/s and another due to rear gunner's oxygen supply failing, rendering him unconscious. After jettisoning bombs, a TI exploded, causing fire in bomb bay which was eventually put out and the aircraft landed safely. Sgt Nordhoff, the rear gunner of F/O Riches crew, was killed by cannon fire from an enemy fighter when over the target. Rear turret and hydraulic system were rendered u/s through damage caused by the fighter. All aircraft returned safely to base. Sgt Nordhoff's body is resting at Oakington and will be conveyed by rail to Liverpool for private funeral.

ED814D W/O L.Stevenson, Sgts J.Brett, R.G.Chnistie, J.D.Bradford, H.G.Mitchell, J.Mallaber, T.G.Pugh. Up 2022 Down 0429. 4 x TI, 1 x 4000lb, 5 x 500lb. Target Berlin bombed. 18,000'. No cloud, no moon, vis moderate. Bombs released on concentration of cascading red TI markers. Big explosion at 2333 hours. Well concentrated fires in marked area.

5/6 September 1943 - Mannheim

19 aircraft detailed to attack Mannheim – 15 of which successfully attacked the primary target and 4 returned early due to various technical failures. Weather – clear sky, visibility good, some haze. Bombing was concentrated and well placed. Fires seen to be taking hold and were visible for 100 miles on route home. The raid is considered to be well placed and effective. Defence, heavy flak moderate and some searchlight cones over town. Many enemy aircraft seen and several aircraft seen to fall in flames. All aircraft returned safely to base.

ED868A W/O L.Stevenson, Sgts J.Brett, R.G.Christie, J.D.Bradford, H.G.Mitchell, J.Mallaber, T.G.Pugh. Up 2006 Down 0210. 6 x TI, 1 x 4000lb, 6 x 500lb. Target Mannheim bombed. Very thick cloud. Visibility moderate. River clearly seen. 20,000'. Bombed on cluster of green TI markers – in bomb sight. Many other bursts seen. Some very good fires seen in marked area.

6/7 September 1943 - Munich

17 aircraft detailed for operations against Munich. 2 aircraft were withdrawn due to rear gunner being sick and engine trouble in the other aircraft. One aircraft returned early, the navigator being sick – oxygen supply u/s. The remaining 14 aircraft attacked Munich but owing to 9/10ths medium cloud, tops 12-14,000' – vis moderate, the results of bombing were generally unobserved. Reflection below cloud was seen of some HE bursts and glow of scattered fires. Moderate H/F inaccurate and many searchlights illuminating cloud. Fighters were very active. F/Lt Berridge's aircraft was damaged by enemy flak. Enemy aircraft made paths of three lines of seven flares each at regular spaces denoting route taken by bombers. One aircraft landed at Upper Heyford, the remainder returned safely to base.

ED868A W/O L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.G.Mitchell, J.Mallaber, T.G.Pugh. Up 2020 Down 0345. 4 x TI, 1 x 4000lb, 2 x 1000lb. Target Munich attacked. 6/10ths cloud. 19,000'. Bombed red and green TIs in built up area – in bomb sight. Glow of fires seen burning under cloud.

22/23 September 1943 - Hanover

"Y" cross countries, SBA, fighter affiliation and bombing training. 20 aircraft detailed to attack a target at Hanover and three aircraft to attack Oldenburg. Three aircraft failed to attack Hanover, F/O Moodie dropping bombs on Emden, having oxygen failure. G/C Fresson jettisoned bombs owing to electrical failure, bombs were forced off by hand; and F/S Roberts jettisoned, port inner being u/s also bomb sight u/s. The attacks were made in good visibility. Very little flak reported but many enemy fighters about. Attacks reported scattered but all in built up area. Numerous fires developing. All aircraft and crews returned safely to base.

ED868A W/O L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.G.Mitchell, J.Mallaber, T.G.Pugh. Up 1857 Down 2345. 2LB, 2 x TI, 1 x 4000lb, 6 x 1000lb. Hanover bombed and identified by bend in river and canal. TI red seen to drop in Lake Steinelder. 3 Lancasters seen over target. 144 bundles of window dropped from 20,000'.

23/24 September 1943 – Mannheim

F/O Wilson on NFT had trouble with undercarriage when coming in to land. Aircraft was circled round the airfield for some while trying to lock the undercarriage. Owing to operations taking place the aircraft was diverted to Newmarket where F/O Wilson carried out a successful landing without damage to aircraft. Sixteen aircraft detailed to attack Mannheim and five aircraft on Darmstadt. Both targets were successfully bombed – flak was negligible but many searchlights were operating with fighters. Visibility was good. Two crews are missing from the attack on Mannheim. F/L Fletcher and crew and W/O Stevenson and crew. S/L Foster and the Gunnery Leader S/L McKinna were with F/L Fletcher. No news has been received since leaving base. All other crews returned safely.

ED868A W/O L.Stevenson, Sgt J.Brett, F/Sgt R.G.Christie, Sgts J.D.Bradford, H.G.Mitchell, J.Mallaber, T.G.Pugh. Up 1939. 4 x TI, 1 x 4000lb, 5 x 1000lb. Aircraft and crew missing.

Awards

Distinguished Flying Cross DFC

BRADFORD, John Dennis PO 156591 RAFVR (since deceased) LG 10.4.45 (awef 23.9.43)



In Memory Of
Pilot Officer

JOHN DENNIS BRADFORD

Distinguished Flying Cross
Service Number: 156591

97 Sqdn., Royal Air Force Volunteer Reserve who died on 23 September 1943 Age 25

Son of Herma Bradford, of Camp Hill, Birmingham.

GREATER LOVE HATH NO MAN THAN THIS

Remembered with Honour

RHEINBERG WAR CEMETERY

Colt. grave B. C. 20-22.



|||||
COMMONWEALTH
WAR GRAVES
|||||

COMMEMORATED IN PERPETUITY BY THE COMMONWEALTH
WAR GRAVES COMMISSION

RHEINBERG BRADFORD, Pilot Offr. (Pilot) JACK, 147221. WAR R.A.F. (V.R.). 15 Sqn. 31st August, 1943. CEMETERY Age 23. Son of John Herbert and Christiania GER. 2 Bradford, of Bradford, Yorkshire. Spec. Mem. "C." 3. F. 5.

BRADFORD, Pilot Offr. (Air Bomber) JOHN DENNIS, 156591, D.F.C. R.A.F. (V.R.). 97 Sqn. 23rd September, 1943. Age 25. Son of Hermina Bradford, of Camp Hill, Birmingham. Coll. grave 8. C. 20-22.

BRADFORD, Flt. Sgt. MICHAEL ALBERT EDWARD, 411478. R.A.A.F. 15th April, 1943. Age 27. Grandson of Mrs. E. Bradford, of Willoughby, New South Wales, Australia. Coll. grave 8. C. 12-15.

BRADLEY, Pilot Offr. (W. Op./Air Grn.) CHARLES RAYMOND, J/95206. R.C.A.F. 101 (R.A.F.) Sqn. 28th December, 1944. Joint grave 5. D. 18-19.

BRADSHAW, Sgt. (Pilot) HENRY EASTON, 1078965. R.A.F. (V.R.). 102 Sqn. 26th February, 1943. Age 21. Son of James Robert and Georgina Bradshaw, of West Hartlepool, Co. Durham. Coll. grave 4. C. 2-20.

BRAGG, Sgt. (Flt. Engr.) WILFRED SPENCER, 621785. R.A.F. 15 Sqn. 8th April, 1943. Age 23. Son of George Harding Bragg and Janet Eliza Bragg, of Gillingham, Kent. Joint grave 2. E. 1-2.

BRANS, Sgt. (Nav./Bomber) SIDNEY, 656327. R.A.F. (V.R.) 97 Sqn. 15th October, 1942. Age 30. Son of Reginald Phillip Brans and of Sarah Brans (née Varlow), of Cambridge. Joint grave 1. H. 5-6.

BRAY, Flt. Sgt. (Air Grn.) KENNETH ARTHUR, 1323878. R.A.F. (V.R.). 158 Sqn. 31st March, 1944. Age 23. Son of Phillip and Annie Bray; husband of Elizabeth G. Bray, of Helston, Cornwall. 10. B. 25.

BRAYBROOK, Sgt. (Flt. Engr.) STANLEY, 653562. R.A.F. 76 Sqn. 17th April, 1943. Age 21. Son of John Arthur and Florence Braybrook, of Sheffield. 18. H. 2.

BREITHAUPT, Flying Offr. (Pilot) WILLIAM RANSOM, J/1721, D.F.C. R.C.A.F. 239 (R.A.F.). Coll. grave 12th September 1944. Age 24. Son of...

William Walter and Gertrude Hughes Breitaupt, of York Mills, Ontario, Canada. Joint grave 18. B. 21-22.

BRENNAN, Sgt. (W. Op./Air Grn.) CHARLES, 942037. R.A.F. (V.R.). 617 Sqn. 17th May, 1943. Coll. grave 17. E. 2-6.

BRETT, Sgt. (Air) 930163. R.A.F. (V.R.). 1942. Age 22. Son of Brett; husband of Ann 1. G. 5.

BRETT, Sgt. (Flt. E) 97 Sqn. 23rd Sep 8. C. 20-22.

BREWER, Gdsman. 5th Bn. Coldstream 1945. Age 24. Son and Emily Brewer, 12. A. 5.

BREWSTER, Pte. J. Bn. The Royal Scots February, 1945. Ag Alice Mary Brewster 12. E. 6.

BREWSTER, Sgt. (N) R.A.F. (V.R.). 103 S Coll. grave 10. D. 3-7

BRICKWOOD, Fly DOUGLAS, 179791. 12th September, 194 Brickwood, of Chelste

BRIDGE, Gdsman. 3rd Bn. Irish Guards Son of William and Essex. 13. C. 2.

BRIERLEY, Sgt. (R.A.F. 76 Sqn. 27 Son of Booth and Ann Lancashire. Coll. gr

BRIGDEN, Flt. Sgt. R.A.A.F. 27th Apr Charles Henry and

ER
R.
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of
1.
BR
42

ORIGINAL

GRAVES REGISTRATION REPORT FORM

COUNTRY: GERMANY
 REPORT NO.:
 SCHEDULE NO.: 128

PLACE OF BURIAL: RHEINBERG WAR CEMETERY

Land belongs to

The following are buried here:-
 Certified complete and correct.
 Signature: [Signature] Date 17.01.1954

| Gr.No. | No. and Rank | Initials, Name & Honours | Unit | Date of Death | For works use |
|--------|-----------------------------|--------------------------|--------------------------|---------------|---------------|
| | | PLOT 8, ROW C (contd.) | | | |
| | 4111478 P/Sgt. | M.A.E. BRADFORD | 35 R.A.F. Sqn. R.A.A.F. | 15.4.43 | C.H. |
| | 1002505 P/Sgt. (W.Op./A.G.) | F. HAY | 35 Sqn. R.A.F. (V.R.) | 15.4.43 | C.H. |
| | 412053 P/O | R. WHITLEY | 35 R.A.F. Sqn. R.A.A.F. | 15.4.43 | C.H. |
| | 141105 P/O (Pilot) | R.E. WILKES (D.F.M.) | 35 Sqn. R.A.A.F. (V.R.) | 15.4.43 | C.H. |
| | 1317570 Sgt. (A/C) | T.G.C. PUGH | 97 Sqn. R.A.A.F. (V.R.) | 23.9.43 | C.H. |
| | 1577578 Sgt. (A/C) | J. MALLABER | 97 Sqn. R.A.A.F. (V.R.) | 23.9.43 | C.H. |
| | J.18884 P/O (Nav.) | R.G. CHRISTIE (D.F.M.) | 97 Sqn. R.C.A.F. | 23.9.43 | C.H. |
| | 1210726 P/Sgt. (W.Op./A.G.) | H.G. MITCHELL | 97 Sqn. R.A.A.F. (V.R.) | 23.9.43 | C.H. |
| | 156591 P/O (A/B) | J.D. BRADFORD (D.F.C.) | 97 Sqn. R.A.A.F. (V.R.) | 23.9.43 | C.H. |
| | 577164 Sgt. (P/Eng.) | J. BRETT | 97 Sqn. R.A.A.F. | 23.9.43 | C.H. |
| | 158717 P/O (Pilot) | L. STEVENSON | 97 Sqn. R.A.A.F. (V.R.) | 23.9.43 | C.H. |
| | 133267 P/Lt. (Pilot) | F.T. L'AMIE (D.F.C.) | 515 Sqn. R.A.A.F. (V.R.) | 21.11.44 | C.H. |
| | 51068 P/O (Nav.) | J.W. SMITH (D.F.C.) | 515 Sqn. R.A.A.F. | 21.11.44 | C.H. |

Form B/2

Contract No:- SCHEDULE "A" Page No:6

Name & Address of firm:- RHEINBERG WAR CEM., GERMANY NO.7

Name of Burial Place:- RHEINBERG WAR CEM., GERMANY NO.7

| | | | |
|---|-------------|--|-------------|
| 1192/1/2/9 VIII.C.17 51 1577576 Sergeant J.Mallaber Air Gunner Royal Air Force 23rd September 1943 Age 23 (Cross) Sleep on, take your rest, It's true God chooses Only the best | ** H/S 2288 | 1192/1/2/9 Coll.Gr. VIII.C.20-22 56 Pilot Officer L.Stevenson Pilot Royal Air Force 23rd September 1943 (Cross) | ** H/S 2288 |
| 2/1202/1/2/9 VIII.C.16 52 Flying Officer R.G.Christie, DFM. Navigator Royal Canadian Air Force 23rd September 1943 (Cross) | ** H/S 2288 | 1192/1/2/9 Jt.Gr. VIII.C.23-24 57 Flight Lieutenant F.T.L'Amie, DFC. Pilot Royal Air Force 21st November 1944 Age 22 (Cross) *He has outlived The shadow of our night* Per various causes | H/S 2288 |
| 1192/1/2/9 VIII.C.19 53 1210726 Flight Sergeant H.G.Mitchell Wireless Operator/Air Gunner Royal Air Force 23rd September 1943 Age 33 (Cross) | ** H/S 2288 | 1192/1/2/9 Jt.Gr. VIII.C.23-24 58 Flying Officer J.W.Smith, DFC. Navigator Royal Air Force 21st November 1944 Age 28 (Cross) Dearly beloved husband Of Edith Lillian Milne, Montrose, Scotland | H/S 2288 |
| 1192/1/2/9 Coll.Gr. VIII.C.20-22 54 Pilot Officer J.D.Bradford, DFC. Air Bomber Royal Air Force 23rd September 1943 Age 25 (Cross) Greater love Hath no man than this | ** H/S 2288 | 2/1202/1/2/9 VIII.D.1 R.3620 Flight Sergeant A.M.B.Johnson Air Observer Royal Canadian Air Force 3rd December 1942 Age 31 (Cross) Always remembered | ** H/S 2288 |
| 1192/1/2/9 Coll.Gr. VIII.C.20-22 55 577164 Sergeant J.Brett Flight Engineer Royal Air Force 23rd September 1943 (Cross) | ** H/S 2288 | 2/1202/1/2/9 VIII.D.5 R.76610 Flight Sergeant E.Simbellist Air Observer Royal Canadian Air Force 3rd December 1942 (Cross) | ** H/S 2288 |

** LATEST SCHEDULE A ON CASUALTY D/BASE



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