

1255786 Sgt Sidney Solomon Waldman

(Wireless Operator / Air Gunner)

Royal Air Force Volunteer Reserve



No 78 Sqn

Royal Air Force Bomber Command



Operation No 1

28th – 29th August 1942: Halifax Mk BII W1018 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by the English Electric Company, Salmesbury, Preston, Lancashire. It subsequently failed to return from Ops Genoa on 23rd - 24th October 1942.

The crew were amongst five 78 Sqn crews briefed to attack Saarbrucken. The ATD of the aircraft from RAF Middleton St. George, County Durham was 1948 Hrs.

The primary target area was attacked and bombed from a height of 15,000ft at 2063 Hrs. The target was identified by bend in the river, south of Marshalling Yards. Bomb bursts were observed North East of Aiming Point. Many scattered fires were also observed. Visibility, no cloud but slight haze.

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnson</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Brighton, East Yorkshire was 0220 Hrs.

113 Bomber Command aircraft; 17 Hampden's, 24 Halifax's, 1 Stirling and 71 Wellington's took part in this Op. 4 Hampden's, 2 Halifax's and 1 Wellington were lost.

The raid was not a success and bombing was scattered over a wide area.

Three 78 Sqn aircraft reached and attacked the target. One aircraft returned to base early; Halifax W1252 EY-? which was unable to climb above 10,000ft. Halifax W7809 EY-? failed to return.



Operation No 2

01st – 2nd September 1942: Halifax Mk BII W1018 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by the English Electric Company, Salmesbury, Preston, Lancashire. It subsequently failed to return from Ops Genoa on 23rd - 24th October 1942.

The crew were amongst six 78 Sqn crews briefed to attack Saarbrucken. The ATD of the aircraft from RAF Middleton St. George, County Durham was 2259 Hrs.

The primary target was attacked and bombed from a height of 10,000ft at 0201 Hrs. Bursts were seen right across built up area. One very large fire and many scattered fires were seen spreading as the aircraft left the target. Visibility very clear, no cloud.

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnston</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>Sgt J.S. Hunt</i>
<i>Rear Gunner</i>	<i>Sgt E. Butler</i>

The ATA of the aircraft at RAF Middleton St. George, County Durham was 0207 Hrs.

231 Bomber Command aircraft of five types took part in this Op; 1 Halifax, 1 Lancaster, 1 Stirling and 1 Wellington were lost.

The PFF illuminated and marked a town which they believed to be Saarbrucken. Main Force attacked and heavily bombed this target, with 205 aircraft claiming good attacks. However, the actual position hit was the town of Saarlouis, located 13 miles NW of Saarbrucken and situated on a similar bend on the River Saar to the intended target. 52 civilians were killed in the attack and no bombs fell in Saarbrucken.

All six 78 Sqn aircraft attacked and bombed the target, all returned safely to base.



Operation No 3

02nd – 03rd September 1942: Halifax Mk BII W1018 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by the English Electric Company, Salmesbury, Preston, Lancashire. It subsequently failed to return from Ops Genoa on 23rd - 24th October 1942.

The crew were amongst six 78 Sqn crews briefed to attack Karlsruhe. The ATD of the aircraft from RAF Middleton St. George, County Durham was 2301 Hrs.

The primary target area was located but obscure by smoke and fire. One huge blast apparently in the centre of the town was seen and many scattered fires started and spreading. Weather, clear.

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnson</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Middleton St. George, County Durham was 0614 Hrs.

200 Bomber Command aircraft of four types took part in this Op. 1 Halifax, 2 Lancaster's, 1 Stirling and 4 Wellington's were lost.

The PFF were extremely accurate and a successful raid occurred as a result. An estimated 200 fires were seen burning in the target area. Post attack PR photographs indicated significant damage to both Industrial and Residential areas. 73 people were killed in the attack.

All six 78 Sqn aircraft attacked and bombed the target, all returned safely to base.



Operation No -- *

04th September 1942: Halifax Mk BII W1018 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by the English Electric Company, Salmesbury, Preston, Lancashire. It subsequently failed to return from Ops Genoa on 23rd - 24th October 1942.

The crew were amongst eight 78 Sqn crews briefed to attack Bremen. The ATD of the aircraft from RAF Middleton St. George, County Durham was 0004 Hrs.

The primary target area was not reached due to Engine failure. The furthest point reached was PSN 5340N 0320E. Bombs were jettisoned safe.

** This sortie was subsequently classed as DNCO*

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnson</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Waterbeach, Cambridgeshire was 0230 Hrs.

251 Bomber Command aircraft; 41 Halifax's, 76 Lancaster's, 36 Stirling's and 98 Wellington's took part in this Op. 1 Halifax, 3 Lancaster's, 1 Stirling and 7 Wellington's were lost.

Significant damage was inflicted on the target area, with both the Weser Aircraft Works and the Atlas Shipyards amongst the many industrial buildings seriously damaged. Four Dockside warehouses were destroyed and three Oil storage tanks were burnt out. 124 people were killed in the attack, 470 were injured.

Five 78 Sqn aircraft reached and attacked the target. One aircraft, Halifax W1280 EY-? was U/S and failed to depart. Two aircraft returned early; Halifax W1018 EY-? landed at RAF Waterbeach, Cambridgeshire with an unspecified U/S engine. Halifax W1060 EY-M landed at RAF Docking, Norfolk with a U/S Port Outer Engine.



Operation No 4

6th September 1942: Halifax Mk BII W7822 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by Handley-Page Ltd (Cricklewood & Radlett). It subsequently failed to return from Ops Flensburg on 26th - 27th September 1942.

The crew were amongst five 78 Sqn crews briefed to attack Duisburg. The ATD of the aircraft from RAF Middleton St. George, County Durham was 0047 Hrs.

The primary target area was attacked and bombed from a height of 11,500ft at 0305 Hrs. The Docks were seen and the target was identified. Bomb burst were seen, the last of which, fell in the docks and caused vivid flash, followed by deep red glow. One very large fire seen WSW of Aiming Point.

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnson</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Middleton St. George, County Durham was 0548 Hrs.

207 Bomber Command aircraft of six types took part in this Op. 2 Halifax's, 1 Stirling and 5 Wellington's were lost.

Cloud and haze prevented concentrated bombing, but Duisburg reported its heaviest raid to date. 114 buildings were listed as destroyed along with 316 buildings seriously damaged. 86 people were killed.

Four 78 Sqn aircraft attacked and bombed the target. One aircraft, Halifax W1250 EY-E returned early with unspecified mechanical issues.



Operation No 5

08th – 09th September 1942: Halifax MK BIII W7822 EY-C

This particular aircraft was one of a batch built and delivered to the RAF by Handley-Page Ltd (Cricklewood & Radlett). It subsequently failed to return from Ops Flensburg on 26th - 27th September 1942.

The crew were amongst nine 78 Sqn crews briefed to attack Frankfurt. The ATD of the aircraft from RAF Middleton St. George, County Durham was 2023 Hrs.

The alternative target of Mainz was pinpointed and attacked and bombed from a height of 8,000ft at 2341 Hrs. Bomb burst were seen to the South of the river in built up area. Weather, slight haze, no cloud.

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnston</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Middleton St. George, County Durham was 0355 Hrs.

249 Bomber Command aircraft of five types took part in this Op. 2 Halifax's and 5 Wellington's were lost.

The PFF were unable to locate Frankfurt accurately and as a result, most of the bombing fell to the SW of the city and also in the town of Russelsheim, 15 miles away. Only minor damage and one death was reported in Frankfurt.

Four 78 Sqn aircraft reached and attacked the primary target, two attacked the alternative target. Halifax W1275 EY-? returned early as the aircraft was not responding to controls. En-route to the target, Halifax W1273 EY-? was intercepted and attacked by a Me 110 Night-Fighter. During the engagement, the aircraft sustained serious damage and the Rear Gunner was killed. The aircraft abandoned the Op and landed at RAF Tangmere, West Sussex. On return, Halifax R9447 EY-G landed at RAF Waddington, Lincolnshire and Halifax W7784 EY-? landed at RAE Boscombe Down, Wiltshire. Halifax W1252 EY-? was engaged and hit by Flak over the target area and was abandoned over Northamptonshire as the aircraft became uncontrollable, however all the crew bailed out safely. Halifax W7782 EY-C failed to return.



Operation No -- *

13th - 14th September 1942: Halifax MK BIII W1018 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by the English Electric Company, Salmesbury, Preston, Lancashire. It subsequently failed to return from Ops Genoa on 23rd - 24th October 1942.

The crew were amongst nine 78 Sqn crews briefed to attack Bremen. The ATD of the aircraft from RAF Brighton, East Yorkshire was 2356 Hrs.

Following pressure failure in the Port Outer Engine, Bombs were jettisoned at PSN 5402N 0302E. The aircraft returned early without further incident

*** This Op was subsequently classified as DNCO**

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnson</i>
<i>Bomb Aimer</i>	<i>Sgt A. Taylor</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Brighton, East Yorkshire was 0245 Hrs.

446 Bomber Command aircraft of six types took part in this Op. 1 Halifax, 1 Hampden, 2 Lancaster's 1 Stirling, 15 Wellington's and 1 Whitley were lost.

Bremen reported a very heavy raid with 848 houses destroyed and significant damage to industrial area. The Lloyds Dynamo works was put out of action for a fortnight and numerous areas of the Focke-Wulf aircraft factory were affected for up to ten days. A number of cultural and historical buildings in the town city were also hit. 70 people were killed.

Three 78 Sqn aircraft reached and attacked the primary target. Two aircraft failed to depart; The Pilot of Halifax R9455 EY-? reported to SSQ unwell, whilst Halifax R9447 EY-G failed to start. Halifax W1036 EY-? returned early as the Pilot was unwell. Halifax W1018 EY-? and Halifax W1275 EY-? both returned early with U/S Port Outer Engines. Halifax W1093 EY-S returned early with a U/S Starboard Outer Engine and landed at RAF Bodney, Norfolk. On return, Halifax W1063 EY-O and W7784 EY-? both landed at RAF Bodney, Norfolk. Halifax W7822 EY-C was engaged by Flak over the target, hit and badly damaged. On return, it landed at RAF Swanton Morley, Norfolk.

NB For unknown reasons, Sgt Waldman did not fly on this Op (possible sickness?). This entry is still included however for crew Ops continuity.



Operation No 6

14th - 15th September 1942: Halifax Mk BIII W7822 EY-?

This particular aircraft was one of a batch built and delivered to the RAF by Handley-Page Ltd (Cricklewood & Radlett). It subsequently failed to return from Ops Flensburg on 26th - 27th September 1942.

The crew were amongst three 78 Sqn crews briefed to attack Wilhelmshaven. The ATD of the aircraft from RAF Middleton St. George, County Durham was 2001 Hrs.

The primary target was not identified, but area seen and Bombs believed to have been dropped on Factories to the SW of the Aiming Point. Large explosion seen and fires taking hold as the aircraft left the target area.

<i>Pilot</i>	<i>Sgt J.K. Gregory</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt</i>
<i>Navigator</i>	<i>Sgt R.W. Johnston</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman</i>
<i>Wireless Operator</i>	<i>F/Sgt T.E. Turpin RCAF</i>
<i>Mid Upper Gunner</i>	<i>Sgt E. Walton</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison</i>

The ATA of the aircraft at RAF Middleton St. George, County Durham was 0104 Hrs.

202 Bomber Command aircraft of five types took part in this Op which saw the last use of Hampdens by front line Sqn's. 2 Wellington's were lost.

The PFF marking were very accurate and Wilhelmshaven reported its worst raid of the war so far as a result. Both residential and city centre buildings were destroyed. 77 people were killed.

All three 78 Sqn aircraft attacked and bombed the target and returned safely to base.



1st - 2nd October 1942: Halifax Mk BII, W1036 EY-?

Information

This particular aircraft was one of a batch built and delivered to the RAF by the English Electric Company, Salmesbury, Preston, Lancashire.

The crew were amongst eight 78 Sqn crews briefed to attack Flensburg. The ATD of the aircraft from RAF Linton on Ouse, North Yorkshire was 1758.

W1036 EY-? was one of two 78 Sqn aircraft lost on this operation the other was Halifax BB236 EY-B

It was initially coned by 6 Scheinwerfer Batterie of Marine Flak Abt 211 and 1 Scheinwerfer Batterie of Marine Flak Abt 221. It was subsequently engaged by Marine Flak Abt 211 and 221 and also light Flak of Marine Flak Abt 251, hit and shot down.

The aircraft crashed at Sehestedt, SE of the Wittensee at 2214.

<i>Pilot</i>	<i>Sgt J.K. Gregory + (Age 20)</i>
<i>Flight Engineer</i>	<i>Sgt J.H. Hunt Inj POW</i>
<i>Navigator</i>	<i>Sgt R.W. Johnson + (Age 20)</i>
<i>Bomb Aimer</i>	<i>Sgt S.S. Waldman + (Age 26)</i>
<i>Wireless Operator</i>	<i>F/S T.E. Turpin RCAF + (Age 22)</i>
<i>Mid Upper Gunner</i>	<i>Sgt K. Markillie POW</i>
<i>Rear Gunner</i>	<i>Sgt G.E. Morrison POW</i>

Those killed were all initially buried in Flensburg. Following the end of the war they were subsequently reinterred in Kiel War Cemetery, Germany.

It was reported that Sgt Hunt was severely injured and later had one of his legs amputated. He is believed to have been repatriated to the UK at a later date. Both Sgt Markille and Sgt Morrison were incarcerated in Stalag 344 (Lamsdorf) for the remainder of the war

27 Halifax's of No 4 Gp, Bomber Command took part in this Op. 12 Halifax's were lost, nearly half of the force.

Five 78 Sqn reached and attacked the primary target. One aircraft, Halifax W1060 EY-M returned early with a U/S Rear Turret. On return, one aircraft, Halifax W1063 EY-O landed at RAF East Moor North Yorkshire whilst a second Halifax, W1250 EY-E landed at RAF Grimsby/Waltham, Lincolnshire

Two 78 Sqn aircraft, Halifax W1036 EY-? and Halifax BB236 EY-B failed to return