

Fewest of the Few Supplement



S28 Entry Graduated July 1930

SURNAME	INITS
BADER	DRS
BAINES	CEJ
BELCHEM	LG
MORE	JWC





Bader Douglas Robert (S28 Entry)



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Bader joined the RAF in September 1928, and was commissioned in July 1930.

In December 1931, while attempting some aerobatics, he crashed and lost both his legs. Having been on the brink of death, he recovered, retook flight training, passed his check flights and then requested reactivation as a pilot. Although there were no regulations applicable to his situation, he was retired against his will on medical grounds.

After the outbreak of the Second World War in 1939, however, Bader returned to the RAF and was accepted as a pilot. He scored his first victories over Dunkirk during the Battle of France in 1940. He then took part in the Battle of Britain and became a friend and supporter of Air Vice-Marshal Trafford Leigh-Mallory and his "Big Wing" experiments.

In August 1941, Bader bailed out over German-occupied France and was captured. Soon afterwards, he met and befriended Adolf Galland, a prominent German fighter ace.

The circumstances surrounding how Bader was shot down in 1941 are controversial. Recent research strongly suggests he was a victim of friendly fire from a RCAF pilot.

Despite his disability, Bader made a number of escape attempts and was eventually sent to the prisoner of war camp at Colditz Castle. He remained there until April 1945 when the camp was liberated by the First United States Army.

Bader left the RAF permanently in February 1946 and resumed his career in the oil industry. During the 1950s, a book and a film, *Reach for the Sky*, chronicled his life and RAF career to the end of the Second World War.



Bader campaigned for the disabled and in the Queen's Birthday Honours 1976 was appointed a Knight Bachelor "for services to disabled people" and continued to fly until ill health forced him to stop in 1979.

Three years later, at the age of 72, Bader died on 5 September 1982, after a heart attack. He was credited with 20 aerial victories, four shared victories, six probables, one shared probable and 11 enemy aircraft damaged.



Baines, Cyril Edgar Joseph (S28 Entry, B Squadron)



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Baines was born on 24th November 1909 and attended Haileybury College.

He entered the College in September 1928. He represented the College at Rugby Union and graduated in July 1930 and joined 32 Squadron at Kenley on the 26th.

Baines was sent to RAF Calshot on 2 October 1932 for a Flying Boat course, after which he joined 209 (Flying Boat) Squadron at Plymouth.

Posted to 24 (Communications) Squadron at Hendon on 13 November 1934, Baines stay was short and he went back to RAF College Cranwell on 11 March 1935 as a flying instructor.

He joined the Administrative Staff at HQ Fighter Command on 7 March 1938 and remained there until 18 May 1940 when he took command of 238 Squadron, then reforming at Tangmere.

He was posted on 15th July 1940 and is believed to have sailed in the aircraft carrier HMS Argus, which left Greenock on 23 July for Malta. She docked at Gibraltar on the 30th and on 2 August two Sunderlands of 10 (RAAF) Squadron flew to Malta, carrying the ground crews who were to service the Hurricanes that Argus would shortly deliver there. Baines is believed to have been on one of the Sunderlands and possibly joined the Air Staff at RAF Mediterranean at Malta.

Baines retired from the RAF on 1st March 1958 as a Group Captain. He was made CBE (gazetted 1st June 1953), was a graduate of the Joint Services Staff College, the Army Staff College and was a Qualified AI Instructor, Central Flying School. He died on 20th April 1992.



Belchem Lawrence George (S28 Entry, B Squadron)



Belchem attended Crewkerne School and went on to the RAF College Cranwell in September 1928 as a Flight Cadet. He graduated in December 1930 and was posted to 19 Squadron at Duxford.

On 4 June 1933, Belchem went to 204 (Flying Boat) Squadron at Plymouth and moved to 3 FTS Grantham on 3 July 1934 as an instructor. His next posting was to a course at RAF Gosport on 1st September 1935 and on 23 October 1936, he joined 824 (Fleet Spotter-Reconnaissance) Squadron, based on HMS Hermes in the Far East.

Belchem went to 5 OTU on 7 June 1940 for a refresher course. He flew only one operational sortie during the Battle of Britain period, a convoy patrol with 264 Squadron on 18 July 1940, with Sergeant A Berry as gunner. He was not on the strength of the squadron for this sortie.

He was killed over 14/15 July 1942 as a Squadron Leader with 119 Squadron, operating in Catalinas from Lough Erne. His Catalina, AH545, failed to return from an Atlantic Patrol. It was this aircraft, with a different crew, that had spotted the German battleship Bismarck on 26th May 1941.

Belchem is remembered on the Runnymede Memorial, Panel 65.



**More, James Winter Carmichael
(S28 Entry, A Squadron)**



More was born in 1910 and educated at Haileybury College. He entered RAF College, Cranwell in September 1928 as a Flight Cadet. On graduation in July 1930 he joined 54 Squadron at Hornchurch, moving on 12th February 1932 to 403 (Fleet Fighter) Flight on HMS Hermes in the Far East.

Returning to the UK, More joined the staff at RAF College, Cranwell on 22 October 1934.

In mid-April 1935, he was posted to 43 Squadron at Tangmere and appointed 'B' Flight Commander in January 1936. He returned to the FAA in December 1936, joining 800 (Fleet Fighter) Squadron, based at Southampton and on HMS Courageous. In this aircraft carrier before the war, there was a plaque on the flight deck to commemorate More landing in a Fury, a feat which amazed the Navy.

On 2th October 1938 More went to SHQ RAF Cottesmore. He took command of 73 Squadron in France, arriving at Rouvres on 13th April 1940. He destroyed a Me 109 and probably an Me 110 on the 21st, destroyed an He 111 and shared another on 10th May, destroyed an He 111 on the 13th, a Ju 87 on the 14th, shared an He 111 on the 15th, destroyed a Ju 87 on the 17 and on the 21st he destroyed six enemy aircraft, one each on six sorties.

More was awarded the DFC (gazetted 30th July 1940).

He was promoted to Acting Wing Commander on 8 August and posted to HQ 9 Group on 4 September. More was a Sector Commander in 1941 and in July was badly injured when he crashed in a Beaufighter. He was made an OBE (gazetted 1st January 1942).

In late 1941, More was posted to the Far East.

He was a Group Captain SASO in January 1943. On the 22 January, he went to Maungdaw airfield to brief crews for an attack on Prome and other targets. On impulse, he decided to fly with 615 Squadron on the sortie, taking the aircraft of a Flight Sergeant. In the attack More's Hurricane was hit by ground fire and crashed on the opposite side of the river from Prome itself.

He was seen to be standing by his aircraft and was later reported captured by the Japanese. After making a nuisance of himself to his captors, More was sent by sea to Japan in 1944. His ship, the Rakuyo Maru, was torpedoed and sunk by the US submarine Sealion on 12 September 1944.

He died whilst a POW.