

BRISTOL BLENHEIM MK IV



Just one minute after Britain's formal declaration of war against Germany took effect on September 3, 1939, a Blenheim IV of 139 Squadron took off to fly the RAF's first sortie of the war, a photo-reconnaissance operation. The next day, Blenheims made the first Bomber Command attack by bombing enemy warships. From these earliest operations until early 1942, the Blenheim IV served in a variety of roles. Squadrons were based in France in the early months of the war, other squadrons based in Britain were assigned to intercept enemy shipping, and Blenheim enabled Bomber Command to carry on offensive operations over Europe for almost two years before they were replaced by superior aircraft. Blenheim IV's also served in North Africa, the Middle East, and in the far East against the Japanese. A fighter version of the Blenheim IV was involved in the defence of London and served with Coastal Command in anti-shipping, reconnaissance, and a variety of other roles. A pilot, navigator/bomb-aimer, and wireless operator/gunner comprised the crew of the Blenheim IV. The navigator sat in the nose of the aircraft at a plotting table situated just below the distinctively scalloped port side of the canopy.

A Canadian version of the Blenheim IV named the Bolingbroke was assembled at Longueuil, Quebec. The first of over 600 entered service with the Royal Canadian Air Force in November, 1939. Bolingbroke squadrons flew patrols off the Atlantic coast and the Pacific where one was involved in the first successful RCAF attack on Japanese submarine. Two squadrons were assigned to the combined American-Canadian campaign to protect the Aleutian Islands and the west coast of Alaska from Japanese attack. However, the majority of Bolingbrokes never saw combat, instead they performed as crew and operational trainers under the British Commonwealth Air Training Plan at various stations across Canada. Others were converted to target tugs, training air gunners and army anti-aircraft gunners. The Boly, as it was often called, was the first modern, all aluminium aircraft built in Canada and appeared on both skis and floats for its various roles.

CAPTIONS PROVIDED UNDER PHOTOS WHERE AVAILABLE

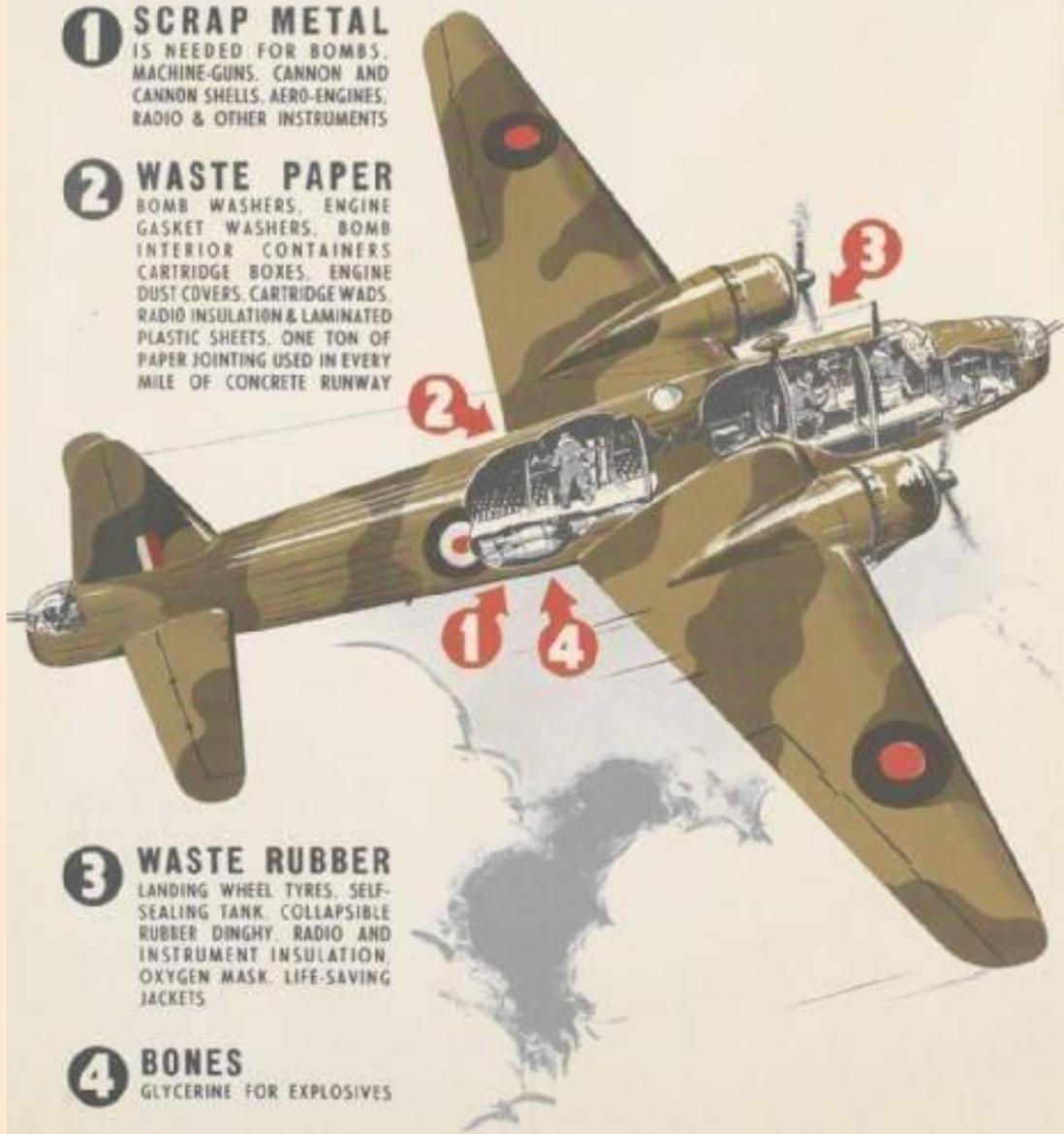
SEE HOW YOUR SALVAGE HELPS A BOMBER

1 SCRAP METAL
IS NEEDED FOR BOMBS,
MACHINE-GUNS, CANNON AND
CANNON SHELLS, AERO-ENGINES,
RADIO & OTHER INSTRUMENTS

2 WASTE PAPER
BOMB WASHERS, ENGINE
GASKET WASHERS, BOMB
INTERIOR CONTAINERS,
CARTRIDGE BOXES, ENGINE
DUST COVERS, CARTRIDGE WADS,
RADIO INSULATION & LAMINATED
PLASTIC SHEETS. ONE TON OF
PAPER JOINTING USED IN EVERY
MILE OF CONCRETE RUNWAY

3 WASTE RUBBER
LANDING WHEEL TYRES, SELF-
SEALING TANK, COLLAPSIBLE
RUBBER DINGHY, RADIO AND
INSTRUMENT INSULATION,
OXYGEN MASK, LIFE-SAVING
JACKETS

4 BONES
GLYCERINE FOR EXPLOSIVES



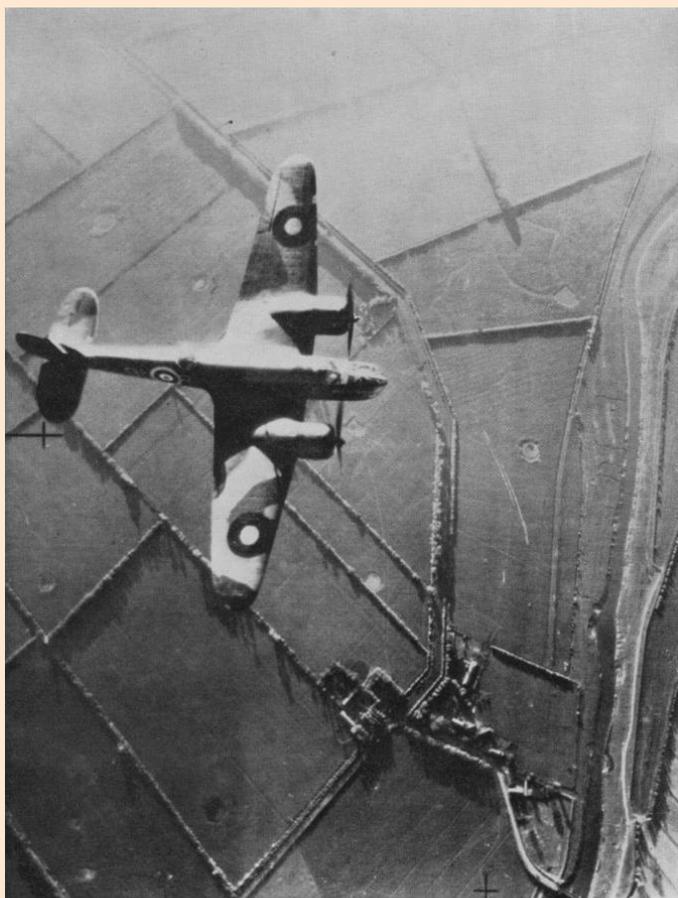


110 SQN - VE





weaknesses. Gunners.com didn't think it was a very s



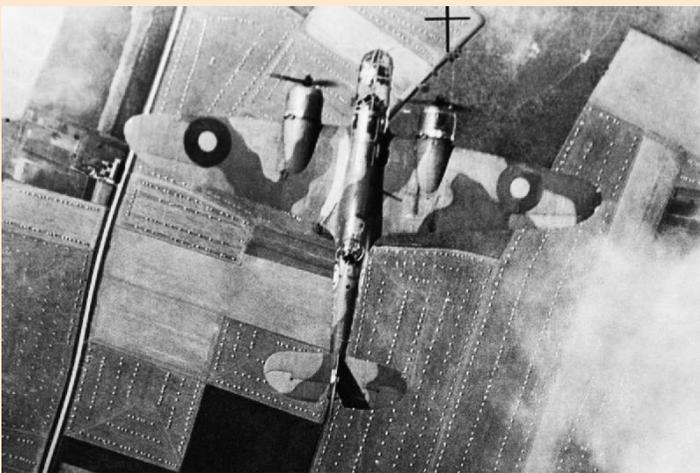
16 A BLENHEIM RUNNING UP TO ITS TARGET



40 SQN 1940



214 SQN – UX-A





FRONT ROW
 BRUSH, G.C. COX, L. DEPPER, R. DICKIE, R.L. DUNCAN, A.G. FULLER, P.A. HOLLINGSWORTH, S. LOW, H.A.
 REAR ROW
 M'NABB, F.T. MUNAO, H.S. RICHARDS, G. REEVES, R.W. ROBERTSON, J. WEBB, T.W.



F.L. 399

AUG 7, 1943.



18 SQN - WV



114 SQN - RT



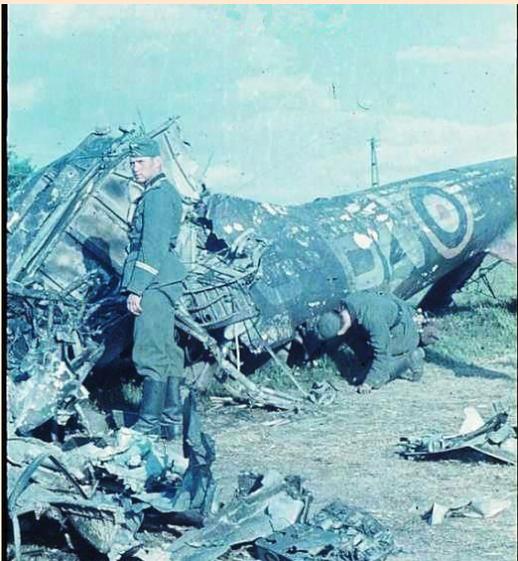
OM-W 107 SQN



8 SQN YO-W



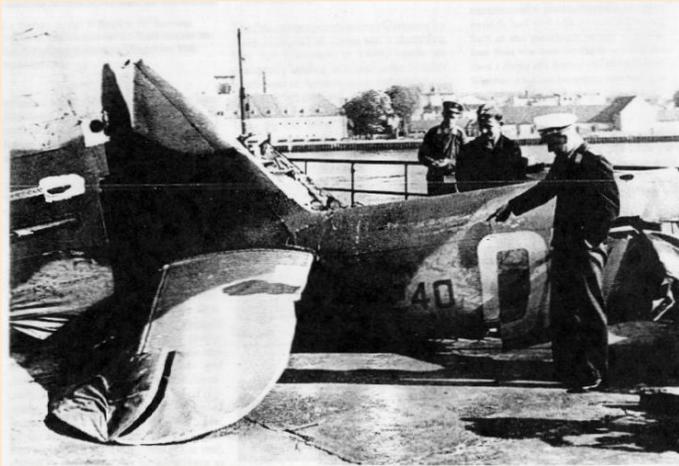
8 SQN YO-W



18 SQN WV-L EXAMINED BY GERMAN SOLDIERS



57 SQN





A wrecked British bomber, brought down during the raid on Wilhelmshaven, lies in front of Focke-Wulf airplane plant at Bremen. It is a medium-type Bristol Blenheim. Here is the tail assembly and the rear of the fuselage. The smashed nose is at right.

