

R.A.F. Form 540

OPERATIONS RECORD BOOK

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*See instructions for use of this form in R.R. and A.C.I.,
para. 2593, and War Manual, Pt. II., chapter XX., and
notes in R.A.F. Pocket Book.*

No. of pages used for day.

of (Unit or Formation) 400 Squadron, R.C.A.F.

Place	Date	Time	Summary of Events	References to Appendices
			Detailed to attack OSTEND. The route for aircraft attacking DUNKIRK was Base → KALIFORNIA - WESSEL - target and return. For the other aircraft attacking OSTEND, base - GRUPPENHEIM - OSTEND and return. Weather conditions were good, pilots reporting little cloud over the sea, and 8/10 broken cloud over the target but visibility poor over target area.	A 32 A 33 A 34 A 35 A 36 A 37
22.8.44			Five aircraft set out to bomb PHARES 0.1L 614. The route laid down was Base - GRUPPENHEIM - return OSTEND - DUNKIRK, target and return. There was 3/10 - 7/10 cloud at 6000 ft & 10000 ft, encountered over the sea and 8/10 to 10/10 cloud over the continent with occasional large gaps. Weather at base very good. Visibility over all route variable.	A 38 A 39 A 40 A 41 A 42
23.8.44			Squadron was grounded for night operations. A start was made on intensive formation flying in preparation for daylight operations. Weather at base 7/10 cloudy at 2000 ft and base.	

H.W. Sennior

Wing Commander, Commanding,
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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2249, and War Manual, Pt. II., chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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No. of pages used for day _____

of (Unit or Formation) 403 Squadron, R.C.A.F.

Place	Date	Time	Summary of Events	References to Appendices
SYDNEY	1.6.41		Weather fit for flying, local flying incorporating V/Ts, training took place.	
SYDNEY	2.6.41			
SYDNEY	3.6.41		Weather very unfit, rain, cloud, and cold winds.	
SYDNEY	4.6.41			
SYDNEY	5.6.41		The spell of bad weather having broken, flying again took place.	
SYDNEY	6.6.41		Local night flying took place, on this evening the object being to test regional control and the effectiveness of V.T.s.	
SYDNEY	7.6.41		A few local cross country took place.	
SYDNEY	8.6.41		Local night flying on this night and one cross country.	
SYDNEY	9.6.41		Weather fit for local flying.	
SYDNEY	10.6.41		Local Flying.	
SYDNEY	11.6.41		Four aircraft were detailed to carry out an attack on the docks at Rotterdam. The route set was OSMANDRAZ - HOOK OF HOLLAND - TERSCHER, return same route. The weather was not ideal there being 10/10 cloud at 7000 ft. Visibility was good through gaps and below cloud base at 4000 ft., but ground detail obscured by haze. Two aircraft identified target and dropped a total weight of 2000 lbs. R.R. bombing. Both bombs observed but no results distinguished, the other two air craft brought their bombs back to base.	A 1 A 2 A 3 A 4
	12.6.41		Three aircraft were detailed to carry out attack on target at OB 132 & Pm Point HARWERD. The aircraft reached the target, and dropped a total bomb load of 4000 lbs. The route was base - OSMANDRAZ direct on to target and return. There was 10/10 cloud as far as OSMANDRAZ, but the target area was clear. Pilots had to fly through an obstacle course, all bomb bursts observed, but no results distinguished. The third aircraft landed and as he had to return through engine trouble, both bombs were seen but no results observed.	A 5 A 6 A 7
	13.6.41		Equation check-up.	

Place	Date	Time	Summary of Operations	References to Appendices
	15.8.41		Operations cancelled.	
	16.8.41		Operations cancelled.	
	17.8.41		There were five sorties on this evening, four aircraft carried out an attack on BREMEN G.H.	A 8
	18.8.41		As the weather was not too good, with 6/10 cloud with base of 7000 ft. most of the way, with rain.	A 9
			Three aircraft were successful in reaching the target, but one aircraft returned with engine trouble.	A 10
	20.8.41		Squadron Stand-down	A 11
	21.8.41		Operations Cancelled.	A 12
	22.8.41		Seven aircraft were detailed to attack the Railway Junction at MANNHEIM. Six aircraft were successful in reaching the target, but one aircraft returned to base with V/T equipment unserviceable.	A 13
			The route given by Group was COPENHAGEN - OSTEND - MANNHEIM and return same route. On this occasion the lot, forecasted rather bad weather conditions, but all pilots reported favourable conditions, except for a bit of low cloud over target at about 7000 ft.	A 14 A 15
	23.8.41		No operations	A 16 A 18
	25.8.41		Five aircraft set out to attack the same target as on the night of 22nd/23rd August. The route out being given by group, and the same as the previous sorties to MANNHEIM. One aircraft returned owing to oxygen failure and faulty intercommunication. All aircraft reported bad weather conditions en route, with 8/10 to 10/10 cloud at 10000 ft. over whole route and little or no gaps. Visibility to ground nil, and static fairly severe.	A 17 A 19
	26.8.41		Five aircraft were detailed to bomb target No. 22 625 Railway Communication at Keln. All aircraft report a fairly successful night. Aircraft flew a pre-arranged heights and at a set time when crossing the searchlight belt west of the target which was being dealt with by a friendly intruder aircraft. The route was Base - S of Ostend - S of Bruxelles and Lille - Duran return same route. Weather at base quite fit, but broken cloud over target, however visibility good through gaps. One aircraft successfully laid an incendiary veg. in the Ductarion area.	A 20
	27.8.41			A 21 A 22
	28.8.41		On this evening six aircraft carried out an attack on HAMBURG, and one inexperienced crew	A 23 A 24 A 25
				A 26 A 27
				A 28 A 29
				A 30 A 31