



20244

SECRET

522-1-407

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

# OPERATIONS RECORD BOOK MONTH OF JULY

Page No. ONE

of (Unit or Formation) No. 408 (RCAP) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																																																														
			<p><b>NUMERICAL STRENGTH OF UNIT AS AT JULY 1st, 1942.</b></p> <table><tr><td>R.C.A.F. (Officers) Aircrew</td><td>10</td><td>Ground</td><td>3</td><td>R.C.A.F. (AIRCREW) AIRCREW</td><td>51</td><td>GROUND CREW</td><td>296</td></tr><tr><td>R.C.A.F. (U.S.A.)</td><td>"</td><td>"</td><td>Nil</td><td>1</td><td>R.C.A.F. (U.S.A.)</td><td>"</td><td>2</td><td>3</td></tr><tr><td>R.A.F.</td><td>"</td><td>"</td><td>10</td><td>Nil</td><td>R.A.F.</td><td>"</td><td>47</td><td>256</td></tr><tr><td>R.A.F. (CAN)</td><td>"</td><td>"</td><td>Nil</td><td>Nil</td><td>R.A.F. (CAN)</td><td>"</td><td>Nil</td><td>Nil</td></tr><tr><td>R.N.Z.A.F.</td><td>"</td><td>"</td><td>Nil</td><td>Nil</td><td>R.N.Z.A.F.</td><td>"</td><td>4</td><td>Nil</td></tr><tr><td>R.A.A.F.</td><td>"</td><td>"</td><td>1</td><td>Nil</td><td>R.A.A.F.</td><td>"</td><td>1</td><td>Nil</td></tr><tr><td><b>TOTAL STRENGTH</b></td><td></td><td></td><td><b>21</b></td><td><b>4</b></td><td></td><td></td><td><b>105</b></td><td><b>555</b></td></tr></table>	R.C.A.F. (Officers) Aircrew	10	Ground	3	R.C.A.F. (AIRCREW) AIRCREW	51	GROUND CREW	296	R.C.A.F. (U.S.A.)	"	"	Nil	1	R.C.A.F. (U.S.A.)	"	2	3	R.A.F.	"	"	10	Nil	R.A.F.	"	47	256	R.A.F. (CAN)	"	"	Nil	Nil	R.A.F. (CAN)	"	Nil	Nil	R.N.Z.A.F.	"	"	Nil	Nil	R.N.Z.A.F.	"	4	Nil	R.A.A.F.	"	"	1	Nil	R.A.A.F.	"	1	Nil	<b>TOTAL STRENGTH</b>			<b>21</b>	<b>4</b>			<b>105</b>	<b>555</b>	
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<b>TOTAL STRENGTH</b>			<b>21</b>	<b>4</b>			<b>105</b>	<b>555</b>																																																										
BALDERDON	1-7-42		<p><b>Weather:</b> Overcast during first part of day, becoming fine later. Cloud 10/10 stratus at 300-400 ft. dispersing by 0900 hrs. and, 10/10 at 4,000 feet dispersing by midday. Surface wind velocity 5-10 m.p.h. with a visibility of 2-4 miles increasing later on during the day to over 30 miles.</p> <p>Four aircraft, which had been standing by for a dinghy search, took off from this aerodrome at 0900 hrs. on a dinghy search. This search was unsuccessful and all aircraft returned safely to base. The Squadron was "stood down" from to-night's operations. A bombing practice program was carried out during the forenoon without casualty.</p>																																																															
BALDERDON	2-7-42		<p><b>Weather:</b> Fog at dawn lifting and breaking at 0900 hrs., fair to cloudy thereafter becoming fine at night. Nil cloud during early morning, 10/10 cloud lifted fog at 800 feet which cleared after 0900 hours, thereafter varying amounts at 2500-3500 feet, clearing nil after sunset. S.W. surface wind at first and veering S.S.E. with a velocity of 10 m.p.h. during forenoon. S.S.E. 5-10 m.p.h. after dusk. Visibility 3,000 yds. during early morning falling later to 200 yds. in fog.</p> <p>No. 5 Group requested a maximum effort for to-night's operations over Bremen. A program of 18 aircraft was attempted but owing to engine trouble, one of these was cancelled reducing our effort to 17. Prior to take-off, two other aircraft had to be cancelled, one owing to engine difficulty and, the other to doubtful compasses. Of the 15 aircraft which took off at approximately 2300 hours, three were forced to abandon their sorties and returned to base with bomb loads. The first aircraft landed at base at 2359 hrs. with engine trouble and, the other two at 0345 hrs. 3-7-42, one with engine trouble and the other navigational failure. Twelve aircraft out of 15 sorties successfully carried out their detailed jobs although one of these twelve, while not reaching the primary target, bombed an alternative target near the primary due to being too late for target time. (Bremen town, Wilhelmshaven or Bremerhaven were the alternative targets). All our aircraft were safely back at base by 0530 hrs. 3-7-42. One of the detailed aircraft which reached the primary target, piloted by RCAP/474183 S/Lt. Clouthier, R.A., was attacked at about 9,000 feet near Bremen by an enemy aircraft. Successful evasive action was taken and the pilot eluded the enemy with a few bullet holes in his aircraft port wing and tank. No injuries were sustained.</p>	A.907 - A.921																																																														
BALDERDON	3-7-42		<p><b>Weather:</b> Fine early morning, becoming cloudy later during forenoon with a period of continuous rain at 1500 hrs. Fair to cloudy thereafter with occasional showers. Cloud nil, becoming 10/10 600-800 feet clearing soon after dawn, becoming 4-7/10 at 3-4,000 ft. and increasing late at night 3-10/10 at 1,000-2,000 ft. South and west variable surface winds with a velocity of 2-5 m.p.h., later becoming 8-9 S.W. with a velocity of 15-20 miles per hour. Visibility fell at dawn by increased 10-30 and 140 miles during the day and, during the evening fell to 8-12 miles.</p>	OVERLEAF.....																																																														

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Place	Date	Time	Summary of Events	References to Appendices
			No. 3 Group requested, first 13 experienced crews and, later a random effort of 16 crews for to-night's operations. The original 13 crews picked were depended upon as to-night's effort, but, owing to adverse weather conditions, reports, were later cancelled. Having no trained crews available, no training was carried out this date.	
BALDWIN	4-7-42		Weather: Cloudy with intermittent rain, and continuing after dawn. Rain ceased by 1600 hrs. but remained cloudy thereafter. Clouds 7-8/10 at 1-2,000 ft. S.W. wind of 15-20 m.p.h. with a visibility of 10-20 miles falling at times in precipitation to 1-3 miles and, increasing towards dusk to 10-15 miles. In the early morning hours, No. 3 Group had requested 9 aircraft to stand by for day-light search but, at 0900 hrs, same was cancelled and we were also informed that, owing to adverse weather conditions, Bomber Command was "stood down" from to-night's operations. All training was also suspended for the same reason.	
BALDWIN	5-7-42		Weather: Variable clouds dispersing after dawn. South easterly surface wind 10-15 m.p.h. with a good visibility mainly above 10 miles and, after 1000 hours greater than 30 miles. At 1000 hrs., No. 3 Group requested 15 crews to stand by for to-night's operations but, by 1030 hrs., we were further advised that the Squadron was "stood down" to-night. All low level bombing practice program was arranged and also night infra-red camera bombing was also carried out successfully.	
BALDWIN	6-7-42		Weather: Fine morning cloudy during morning and fair in the evening. We had a thunderstorm at 1400 hrs. low level mist, 3-20 at 1,000 feet at 0900 hrs, clearing rapidly and becoming 6-7/10 at 2-3,000 ft. but, 1500 feet during thunderstorm. 2/10 at 4-5,000 ft. in evening. South westerly surface wind with a velocity of 5-10 m.p.h. increasing to 10-15 m.p.h. in afternoon with a visibility of over 10 miles decreasing to 3 miles after dawn and gradually increasing again to over 10 miles. The Squadron was "stood down" from operations to-day. A training program was carried out, consisting of formation flying, day practice bombing and night infra-red camera bombing exercises.	
BALDWIN	7-7-42		Weather: Fine becoming cloudy with showers and a thunderstorm at 1845 hours and fair during late evening. Low cloud mist, 6-10 at 500 feet soon after dawn, clearing by 0900 hrs. Increasing S.W. and W.S. at 2-3,000 ft., generally 5-10/20 but 2-10/20 at 2,000 ft. in showers, decreasing to 2-5/10 at 5,000 ft. South westerly surface wind of 5-10 m.p.h. increasing to 10-15 m.p.h. during daylight with a visibility of 5-10 miles around dawn and, throughout the remaining part of day approximately 10 miles. Although No. 3 Group requested 14 crews for mining operations to-night, these had to be cancelled owing to unfavorable weather conditions, at 2200 hrs. No training took place this date but 4 crews were detailed to stand by for a possible sea search the following morning. Lt. H. H. H. Flight Commander, assumed temporary command of this squadron w.e.f. this date vice the Flight Commander who assumed temporary command of 1st S.S. Squadron in the absence of the Station Commander whilst on leave.	
BALDWIN	8-7-42		Weather: Cloudy with showers developing in the evening, and some slight thunder dispersing again after dusk. Variable amounts of low cloud at 2-3,000 ft. but less in showers. S.W. wind of about 10 m.p.h. with a visibility of 1-3 miles and at first improving soon after dawn 10-20 miles.	
			OVERVIEW	



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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2149, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

# OPERATIONS RECORD BOOK

Page No. THREE

of (Unit or Formation) No. 408 (RCAF) Squadron

No. of pages used for day 8

Place	Date	Time	Summary of Events	References to Appendices
			No. 5 Group requested a maximum effort for to-night's bombing operations over Wilhelmshaven, 16 aircraft were detailed. Prior to take-off, the Navigator of one of the crews was taken ill therefore reducing the effort to 15. Eight of our aircraft successfully bombed the submarine yards as detailed and, 4 others the surrounding town area as their alternative. The 3 remaining aircraft were not so successful, 2 bombed a last resort target (a built up area surrounding the target) and the last one, having his bombs hang up over the target, returned to base with his load but, fortunately, with an excellent photograph taken. On the return journey over the sea, one of our aircraft sighted a dinghy which was immediately reported. We were later informed that, through this report made by our crew, the dinghy was picked up the following morning and the crew safely returned to their base.	A.922 - A.936
BALEKERTON	9-7-42		Weather:- Mainly cloudy with slight showers during the afternoon. Variable amounts of C.U. and S.C. cloud at 2-3,000 ft. dispersing to nil after dusk. S.S.W. surface wind gradually veering to W.N.W. with a velocity of 5-10 m.p.h. (day) and a visibility of 6-12 miles. No. 5 Group requested 7 experienced crews for to-night's bombing operations but, later, this was altered to read 15 experienced crews on a mining operation in the Neptarius Area 1. All aircraft took off at approximately 2300 hrs. and, one was forced to return early owing to fire in port engine, jettisoned his mine safe at position 53° 30' min. north, 03° 55' min. E., and landed safely at R.A.A. Goltisball. Ten of the 14 remaining crews successfully planted their mines despite the presence of an enemy convoy in the area. Four of our aircraft were unable to locate the area and returned to base safely with their mines.	A.937 - A.951
BALEKERTON	10-7-42		Weather:- Cloudy. Showers and thunderstorms developing in afternoon. Rain during evening, ceasing late during night. Low cloud nil, becoming 4-5/10 1-4,000 feet, and increasing to 8-10/10 S.O. and N.E. at 1500-2500 ft. in the evening. Low cloud clearing late in night. North westerly surface wind 2-5 m.p.h. becoming north easterly with a velocity of 5-10 m.p.h. and, later becoming westerly approximately 2-5 m.p.h. Visibility 2-4 miles, increasing during the day to 6-8 miles and, in the evening, falling in precipitation to 1-3 miles. The squadron was this date honoured by the visit of the Canadian High Commissioner, the Hon. Vincent Massey and Mrs. Massey, accompanied by the C.H.C.'s personal secretary, Mr. Ignatieff. The Can. High Commissioner arrived here, with Mrs. Massey and secretary, at 1030 hrs. and departed at approximately 1130 hrs. We were advised by No. 5 Group of a Bomber Command stand down for to-night's operations but a training program was requested. Having no trainee crews, this program was not completed. At 1600 hrs. we were advised to prepare for possible day operations for the following morning 11-7-42, this being taken care of.	
BALEKERTON	11-7-42		Weather:- Cloudy with occasional light showers during the daytime. 5-8/10 cloud at 6,000 ft. becoming 6-10/10 at 2-3,000 ft. during the daytime and, 5-7/10 at 4-5,000 ft. in late evening. Visibility 2500 yards, improving after dawn to 3 miles and later to over 6 miles and, after dusk, decreasing to 4 miles. W.N.W. surface wind of 5-10 miles per hour increasing from 10-15 m.p.h. in daytime, becoming westerly by evening with a velocity of 5-10 m.p.h.	

OVERVIEW.....

Place	Date	Time	Summary of Events	References to Appendices
			At 0400 hrs. one aircraft took off for a weather reconnaissance trip. The pilot of this aircraft found cloud conditions to be satisfactory and, subsequently, 5 crews which had been standing by, took off on a daylight bombing operation in Area 3-1-1, HULLER. This made a total of six crews on this operation, including the aircraft which made the weather reconnaissance flight. The only crew which reached the target area, bombed the Dortmund-Kanal 2 miles north of Lenden, this aircraft piloted by HQAR/57331 W.O. Sanderson. No. 5 Group requested 10 experienced crews for to-night's mining operations and, having 12 experienced crews available, were permitted to increase the requested effort by two crews, making a total of 12. At 2300 hrs., shortly before take-off, all operations were cancelled owing to adverse weather conditions. Six crews were detailed to be at the ready for possible dinghy search the following morning.	A.952 - A.957
RAIDERTON	12-7-42		Weather:- Mainly fair becoming hazy in the evening. Low cloud 8/10 at 7-8,000 ft. at first dispersing to small amounts at dawn, thereafter becoming 5-8/10 at 5,000 ft. and dispersing after dusk to nil. Surface winds varying between W. & N.W. at about 3-4 m.p.h. becoming W.S.W. light after dark. Visibility 2-3 miles during early morning hours and improving 10-15 miles later. Decreasing to 4-6 miles after 1900 hrs. We were informed by No. 5 Group that our stand-by crews of the previous night were not required this morning. At 1000 hrs. 16 experienced crews were requested for gardening in the HULLER Area. This mining program was decided upon at 1530 hrs., the previous program having been for bombing operations. Ten of the 16 crews detailed were cancelled and only six remained on this program. Owing to 5/10 cloud and low mist, one of the six crews, which took off on this mining operation, was unable to obtain a definite pinpoint of the north French coast and returned to base with its mine. The remaining five crews were successful in planting their mines in the detailed target area. Shortly after take-off, which was completed at 2330 hrs., an aircraft was reported to have crashed north west of our satellite aerodrome. Upon investigation, it was found to be a Hampden aircraft from R.A.F. Station, Godswire (14 H. T.I.I.) and, following further investigation, it was discovered that this Hampden aircraft had collided with a Wellington aircraft in the air and, subsequently crashed in flames. Shortly after this, the Wellington which had collided with the crashed Hampden, landed on this airfield, and its crew was uninjured but its starboard wing badly damaged and torn. Of the Hampden crew the pilot and one of the W.O./AG's bailed out of the aircraft successfully, the Navigator was apparently unable to abandon the aircraft and crashed with same. The remaining W.O./AG apparently bailed out, following his Captain's instructions, but unfortunately his parachute did not open in time. Both this W.O./AG and the Navigator were killed. This incident was taken care of by our Station H.Q., it coming under their jurisdiction.	A.958 - A.963
RAIDERTON	13-7-42		Weather:- Fair to cloudy with mist early morning, intermittent rain after 1630 hrs. with fog towards midnight. Low cloud, none until midday, then becoming 6-8/10s at 2-3000 ft., but increasing to 10/10ths and lowering to 1800 ft. at onset of rain and eventually to 400 ft. by end of day. Surface winds - SW-W light at first 5-10 m.p.h. during day and falling to calm late at night. We were informed by No. 5 Group that our crews which had been standing by from the previous night, for dinghy search, were no longer required. Fourteen experienced crews were requested for to-night's bombing operations and, also a maximum training program. This raid program was arranged, also 2 standing by crews for possible dinghy search so-morrow morning. At time of take-off all operations were cancelled, also training, owing to adverse weather conditions.	OVERLEAF.....

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

**OPERATIONS RECORD BOOK**

Page No. **FIVE**

of (Unit or Formation) No. 408 (REAF) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BALDERTON	14-7-42		<p><b>Weather:-</b> Fair to cloudy with mist early morning, intermittent rain after 1630 hrs. with fog towards midnight. Low cloud: None until midday, then becoming 6-9/10 at 2-3,000 ft. but increasing to 10/10 and lowering to 1800 ft. at onset of rain and eventually to 400 feet by end of day. Visibility: 5-8 miles but 1500 yards in morning mist and deteriorating to 2-3 miles in rain and finally to 500 yds. in fog. Surface Wind: S.W.-W light at first 5-10 m.p.h. during the day and falling to calm late at night. No. 5 Group cancelled the crews which were standing by for dinghy search. One freshman crew was requested for mining operations but, at 1300 hrs., a request came for six more crews to be added to this operation. One of the 7 crews detailed for this mining operation, was cancelled owing to port engine trouble. All remaining crews carried out their details successfully. Two crews were also detailed to stand by for possible dinghy search following morning. Three cross country training flights were also arranged and carried out successfully.</p>	A.964 - A.969
BALDERTON	15-7-42		<p><b>Weather:-</b> Fine at first, becoming cloudy. Intermittent rain beginning about 2100 hrs. becoming continuous by midnight. Low cloud: Nil at first 5-8/10 O.U. and S.O. soon forming at 2000-3000 ft. this dispersing by 1900 hrs. Medium cloud lowering and 4/10 Sc at 4000 ft. forming by midnight. Surf. Wind: W'ly, 5-10 m.p.h. backing to SW, 10-15 m.p.h. Visibility: 2-4 miles improving to 6-12. Two crews which had been standing by from the previous night, for possible dinghy search this morning, were cancelled at 1000 hrs. No. 5 Group requested 10 ex experienced crews for to-night's operations but, owing to adverse weather conditions, all operations in Bomber Command were cancelled at 2200 hrs., same applying to training for similar reasons.</p>	
BALDERTON	16-7-42		<p><b>Weather:-</b> Cloudy, periods of continuous rain and drizzle during the morning. Slight intermittent drizzle just before midnight with approach of weak cold front. Low Cloud:- 10/10 at 1,000-1,400 ft. and 400-500 ft. in rain and drizzle at first. Becoming mainly 4-8/10 at 2,000-4,000 ft. in afternoon. Becoming 9/10 base 2,000 ft. falling with approach of front. Surface Wind:- SW-W 5-15 m.p.h. stronger at times. Visibility: 2-3 miles at first soon improving to 8-15 miles and decreasing again towards midnight. (MET). No. 5 Group requested 14 experienced crews for to-night's bombing operations but, at 1500 hrs., was cancelled by No. 5 Group. Although one cross country training flight had been scheduled for to-night, it was also cancelled. At 1900 hrs. we were requested to detail two crews for an immediate sea search. This request was carried out without delay but, at 2350 hrs., both crews returned without success.</p>	
BALDERTON	17-7-42		<p><b>Weather:-</b> Periods of continuous rain and drizzle with a break between 1700 and 2200 GMT, rain commencing again at 2200 hrs. Low Cloud: 8-10/10 Sc, breaking at times to 4-7/10, at 1,000-2,000 ft. lower in precipitation. Cloud base lifting in evening to 2,000-3,000 ft. falling to 1,000 ft. in rain later. Surface Wind: W-SW, veering to W-N-W, 10-15 m.p.h. Visibility: Mainly 4-8 miles but deteriorating in precipitation to 1-3 miles. At 1000 hrs., we were requested to detail one weather reconnaissance flight with a view to possible MULE operations but, this had to be abandoned following report of reconnaissance flight, that weather conditions were very unfavourable. No. 5 Group requested 10 experienced and 3 freshman crews but, at 1700 hrs., all operations and training in No. 5 Group, were cancelled.</p>	

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Place	Date	Time	Summary of Events	References to Appendices																																
BALDERTON	18-7-42		<p>Weather:- Mainly continuous slight rain and drizzle until 1700 hrs., then cloudy. Low Cloud:- 10/10 So Mainly 1000-2000 ft. falling to 500 ft. during precipitation. Surface Wind:- NW-N 16-20 m.p.h., gusty. Visibility:- Mainly 2-10 miles, deteriorating to 1/2 miles during precipitation. All Bomber Command was stood down to-day and, we were advised to detail 4 crews for a possible night sea search. We were also requested to detail 2 crews for an early morning weather reconnaissance flight and, 6 crews to stand by as Molees. At 1700 hrs. we were informed of the cancellation of the night sea search and, at 1900 hrs., briefing took place for the Molees crews. There was no night flying training this date.</p>																																	
BALDERTON	19-7-42		<p>Weather:- Cloudy. Short periods of rain and drizzle in evening and night. Low Cloud:- Mainly 5-10/10 So at 2,000-4,000 ft. Base falling towards midnight to 200 ft. Surface Wind: NWS-NW 15-20 m.p.h., becoming W-NW 5-10 m.p.h. and light variable after dark. Visibility: 7-15 miles deteriorating after dark to 2-3 miles. At 0900 hrs., 2 crews took off from this aerodrome on a weather reconnaissance flight and, upon finding weather conditions favourable for daylight operations, advised the station and returned safely to base at 0900 hrs. Six crews were detailed for this daylight operation in the Mole Area. In and, 5 crews took off from this aerodrome at 0800 hrs., the 6th being cancelled prior to take-off owing to a damaged rudder caused whilst taxiing. Four of the 5 aircraft which took off on this operation returned to base early owing to lack of cloud cover, bringing back their bomb loads. The fifth crew, unfortunately did not return from this operation and has not been heard of since time of take-off and, reported missing. The names of the crew together with their operational trips and hours are as follows:</p> <table border="1"> <thead> <tr> <th colspan="4">OPERATIONAL</th> </tr> <tr> <th></th> <th></th> <th>Trips</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>HAMPTON P/O Edward William SHATON</td> <td>(112365)</td> <td>(Pilot)</td> <td>(Missing)</td> </tr> <tr> <td>A.T.227 Sgt. BURLLEY, Rowland Henry</td> <td>(1159995)</td> <td>(Navigator)</td> <td>"</td> </tr> <tr> <td>" P/O Harold PEARCE</td> <td>(111490)</td> <td>(1st WOP/AS)</td> <td>"</td> </tr> <tr> <td>Sgt. HAVILLAS, Edward</td> <td>(1113420)</td> <td>(2nd WOP/AS)</td> <td>"</td> </tr> <tr> <td></td> <td></td> <td>7</td> <td>34.35</td> </tr> <tr> <td></td> <td></td> <td>6</td> <td>34.40</td> </tr> </tbody> </table> <p>At 1030 hrs., No. 5 Group informed us that our Squadron was stood down from to-night's operations. A flying program for to-day was prepared as follows: 1 crew for Air Firing practice, 10 crews for Low Level Bombing practices and, 3 training cross country flights with infra-red camera bombing. The day flying program was carried out as detailed above with the exception of the night flying which was cancelled owing to adverse weather conditions. Four crews were also detailed for a possible dinghy search on the morning of the 20th.</p>	OPERATIONAL						Trips	Hours	HAMPTON P/O Edward William SHATON	(112365)	(Pilot)	(Missing)	A.T.227 Sgt. BURLLEY, Rowland Henry	(1159995)	(Navigator)	"	" P/O Harold PEARCE	(111490)	(1st WOP/AS)	"	Sgt. HAVILLAS, Edward	(1113420)	(2nd WOP/AS)	"			7	34.35			6	34.40	A.970 - A.974
OPERATIONAL																																				
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HAMPTON P/O Edward William SHATON	(112365)	(Pilot)	(Missing)																																	
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Sgt. HAVILLAS, Edward	(1113420)	(2nd WOP/AS)	"																																	
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		6	34.40																																	
BALDERTON	20-7-42		<p>Weather:- Cloudy with slight rain or drizzle early in morning and in afternoon and evening. Becoming fair to fine. Low Cloud:- 10/10 at 800-1600 ft., becoming nil. In afternoon variable amounts mainly 8-10/10 at 1-2000 ft. Low cloud clearing late in night. Surface wind: Gales becoming light SW. later W 10-15 m.p.h. Visibility: 2-4 miles, increasing late in night to 5-8 miles. We were advised by No. 5 Group that our dinghy search stand by crews were not required this morning and, also that the Squadron was stood down for to-night's operation. Ten crews were detailed for Low Level Bombing practices, same being carried out between 1030 hrs. and 1630 hrs. Two stand by crews were detailed for possible dinghy search on the 21st. At the request of No. 5 Group, 6 crews were detailed at 1600 hrs. for to-morrow's possible daylight operations. There was no night flying program to-day.</p>																																	

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2149, and War Manual, Pt. II, chapter XX, and also in R.A.F. Pocket Book.

# OPERATIONS RECORD BOOK

Page No. 35751

of (Unit or Formation) No. 408 (RCAF) Squadron, BALDERTON.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices												
BALDERTON	21-7-42		<p>Weather: Fair, bright periods at first, Low cloud; Nil at first becoming 3-5/10 Cu and Sc at 2000-3000 ft. Surface Wind: Mainly W'ly 5-10 m.p.h. but 10-15 m.p.h. at times. Visibility: 4-8 miles. At 0900 hrs., our two crews which had been detailed the previous night to stand by for this morning's dinghy search and, six crews which had been detailed at 1600 hrs. yesterday for possible daylight operations to-day, were cancelled by No. 5 Group. At this same hour (0900 hrs.), 2 Freshman crews and a maximum training effort were requested by No. 5 Group. At 1000 hrs., this request was amended to read 8 experienced and 2 freshman crews for mining operations. During the afternoon this detail was once more changed to read "experienced crews detailed to bomb Duisburg and the freshman crews mining". At take-off time, one freshman crew was cancelled owing to engine failure and, after 22 minutes flight, one experienced crew returned to base with engine trouble. Of the remaining experienced crews, six were successful in reaching and reaching their target and, one, unfortunately, did not return from this operation. The names of this crew together with their total operational hours and trips, are as follows:</p> <table><thead><tr><th colspan="2">OPERATIONAL</th></tr><tr><th>Trips</th><th>Hours</th></tr></thead><tbody><tr><td>Hamden RCAF/R.84099 Sgt. WINTER, Robert</td><td>7 36.55</td></tr><tr><td>A.T.139 RCAF/R.50179 Sgt. DOHERTY, Robert Spencer (Navigator)</td><td>7 37.00</td></tr><tr><td>A (JAN) 104333 P/O Thomas Reginald ASHTON (1st W.O./AG)</td><td>21 124.55</td></tr><tr><td>RCAF/R.67907 Sgt. FLEMING, John Beverley (2nd W.O./AG)</td><td>7 41.10</td></tr></tbody></table>	OPERATIONAL		Trips	Hours	Hamden RCAF/R.84099 Sgt. WINTER, Robert	7 36.55	A.T.139 RCAF/R.50179 Sgt. DOHERTY, Robert Spencer (Navigator)	7 37.00	A (JAN) 104333 P/O Thomas Reginald ASHTON (1st W.O./AG)	21 124.55	RCAF/R.67907 Sgt. FLEMING, John Beverley (2nd W.O./AG)	7 41.10	A.975 - A.983
OPERATIONAL																
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RCAF/R.67907 Sgt. FLEMING, John Beverley (2nd W.O./AG)	7 41.10															
BALDERTON	22-7-42		<p>Weather: Cloudy with periods of continuous or intermittent slight rain most of day. Low cloud: Small amounts at first at 1500-2000 ft. becoming 8-10/10 Stratus at 1000-1500 ft., falling to 600 ft. at times in rain. Surf. Wind: SW'ly, 10-15 m.p.h. increasing to 15-20 m.p.h., gusty. Visibility: 5 miles increasing to 10-15 miles during day. Four of our aircraft, which had been detailed on previous night for a sea search, took off from this aerodrome at 1630 hrs. but, unfortunately the search was fruitless. At 1100 hrs. we were advised by No. 5 Group that the Squadron was stood down from to-night's operations and, following this, a Low Level Bombing program was arranged consisting of 8 crews, which was carried out successfully. At 1800 hrs. one crew was detailed for a weather reconnaissance flight on the morning of the 23rd instant. At 1930 hrs. all training was cancelled and, all operations in Bomber Command were also cancelled for to-night.</p>													
BALDERTON	23-7-42		<p>Weather: Mainly cloudy with slight rain between 1500 and 1600 EST. Low Cloud: 8-10/10 Cu &amp; Sc at 1800 - 2500 ft. decreasing to small amounts after 1700. Surface Wind: SW - WNW 25 m.p.h. or more and gusty decreasing to 10 m.p.h. Visibility: 15-18 miles. At 0600 hrs., our scheduled weather reconnaissance flight, which had been detailed on previous night, was cancelled and, at 1200 hrs. No. 5 Group requested 12 experienced and 2 freshman crews for to-night's operations. The 12 experienced crews were later cancelled but, the 2 freshman crews carried out their detailed operations successfully. Our flying program to-day consisted of 8 experienced crews for Low Level Bombing practices and, 3 crews for Air Firing practices. Four other crews were detailed to stand by for possible dinghy search the following morning. When the main effort of 12 experienced crews was cancelled at 1730 hrs., cross country flights were substituted instead. The early take-off for the cross country flights was held up owing to a red air raid warning, enemy aircraft being known to be in the vicinity but, this training was carried out later in conjunction</p>	A.982 - A.983												
			OVERLEAF.....													

Place	Date	Time	Summary of Events	References to Appendices
			with the freshman effort at 0145 hrs. 24/7. All training was carried out without event and our crews landed safely at 0530 hrs.	
BALEKTON	24-7-42		<p>Weather:- Cloudy with very strong winds, drizzle beginning at 2300 hrs. Low Cloud:- 7-10/10 Ss at 1500 - 2500 ft. Surface Wind:- SW'ly, 5-10 m.p.h. increasing to 25-35 m.p.h. during day.</p> <p>Visibility:- 4 miles at first soon improving to 15-20 miles. Our stand by crews for dinghy search, detailed on previous day, were cancelled and 10 experienced crews for mining operations were requested by No. 5 Group for to-night's operations. Operations were cancelled prior to take-off and, at 2359 hrs. all operations in Bomber Command were also cancelled. Our training program for to-day consisted of 8 crews on Low Level Bombing practices, 4 crews on Air Firing practices and one crew detailed for a night cross-country flight. Four crews were also detailed for stand by for possible dinghy the following morning. Six crews were also detailed for Low Level night flying practices. The day training program was carried out until dusk but, weather conditions necessitated cancellation of all scheduled night flying training. No. 40673 S/Ldr. J. Clift (Pilot), Flight Commander of "A" Flight, was attached, this date, to No. 207 Conversion Flight, Bottesford, with effect from this date for conversion to Lancaster Aircraft. Unfortunately S/Ldr. Clift was unable to report for attachment owing to being admitted to hospital with measles. S/Ldr. Clift's detachment and illness leaves the Squadron with only a Deputy Flight Commander in "A" Flight and one Flight Commander in "B" Flight.</p>	
BALEKTON	25-7-42		<p>Weather:- Variable cloud, becoming fine by 2100 GMT. Low Cloud:- Variable amounts of Cu and SC mainly at 3-4000 ft. Surface Wind:- SW to W, 5-10 m.p.h. increasing to temporarily to 14 m.p.h. in afternoon. Visibility:- 6 miles increasing to 35 miles during day. Our stand by crews for dinghy search, detailed previous night, were cancelled and, two freshman crews were requested by No. 5 Group for mining operations to-night. Upon our request, we were permitted to add one nickel flight to this effort but, unfortunately, weather forecast made it necessary to cancel same. The two freshman crews detailed for to-night's mining operations were unsuccessful in their attempt and forced to return to base with their mines, owing to very bad visibility and low clouds, being unable to pinpoint anywhere in France. One of these two freshman crews apparently went down as low as 1700 ft. over Garden but was unable to break cloud, cloud base being estimated at practically sea level. Throughout the day Low Level Bombing practices were carried out and 10 crews were scheduled for night Low Level flying practices. The night Low Level flying practices were carried out for 2 1/2 hrs. beginning at 0030 hrs. 26/7.</p>	
BALEKTON	26-7-42		<p>Weather:- Mainly cloudy with slight rain late in evening. Low cloud:- Variable amounts Cu and Sc at 3000 ft. or more. Surface wind:- SW to W light. Increasing to 15 m.p.h. gusty at 1600 GMT becoming calm by 2000 GMT. Visibility:- 2-6 miles, improving to 35 miles during day, and deteriorating to 7 miles by midnight. Our dinghy search stand by crews, requested on previous night, were cancelled, and, later, No. 5 Group requested a maximum effort of 17 experienced crews to bomb Hamburg and, having one extra crew available for this duty, the program was increased to 18 experienced crews. Out of the 18 aircraft detailed for this Hamburg operation, 15 were successful in reaching and bombing their primary target, one being unsuccessful in reaching its primary target dropped load of 1 x 1900 and 2 x 250 on Bremerhaven. The remaining two aircraft bombed the last primary target, a built up area in Germany. Many of our crews, on this night's operation, encountered severe enemy action and flak but all returned safely except one crew whose 2nd WOP/Lt, RAAF/A.73161 Sgt. Kelly, Lloyd Franklin, was shot and killed in an encounter with enemy aircraft.</p>	A.964 - A.1601

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

Page No. ND3of (Unit or Formation) No. 408 (RCAF) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
			<p>The members of this crew were as follows: 111402 P/O Francis LEATH (Pilot) - RCAF/R.73181 Sgt. KELLY, Lloyd Franklin (2nd WOF/AG) (Died in A/G following fatal wounds received during this action). This Sgt. had completed nine operational trips and 49.25 operational hours. Approximately 20 miles north of Hamburg on the return journey and, after having successfully bombed the target, this aircraft, piloted by P/O LEATH, was attacked by a twin-engine fighter believed to be a JU. 88. Upon noticing the enemy aircraft both WOF/AG's went into immediate action firing at the enemy whilst the pilot took evasive action. Only one full burst came from the enemy aircraft but, two bullets struck and fatally wounded the 2nd WOF/AG, Sgt. L.P. Kelly. Following bursts from our two WOF/AG's the enemy aircraft was seen to drop and disappear but the crew were unable to ascertain whether it had been sufficiently crippled or not. Following the disappearance of the enemy aircraft, the 1st WOF/AG (Sgt. Rowland) heard a shout from below and immediately went to the aid of Sgt. Kelly and, upon noticing the Sgt. badly wounded, advised the Captain and immediately returned to his post in order to keep watch for further enemy action. The Captain then instructed the Navigator (P/Sgt. Bigg) to attend to Sgt. Kelly who immediately proceeded to give first aid attention and a grain of morphine to the wounded Sgt. and, although P/Sgt. Bigg did his utmost and everything within his power to stop the hemorrhages from the wounded Sgt.'s perforated chest wound, mouth, nose, and right ankle, Sgt. Kelly died in the aircraft, on the return journey home, at approximately 0500 hrs. 27/7. Sgt. Kelly received a bullet through his right chest which perforated his right lung and also one which shattered the joint of his right ankle. (P/Sgt. Bigg, is considered worthy of high commendation on this occasion and his name was submitted for "Mention in Despatches" on the 8th of August, 1942). (Sgt. Kelly was buried in the Canadian Section of the Newark Cemetery in Newark, Notts. at 14.30 hrs. on the 30th of July, 1942, with full military honours.) For further information concerning this incident, please refer to our circumstantial report, reference 408/C.702/31/71-8/28/7/42.</p> <p>Another of our aircraft, on this night's operations, piloted by P/O David J. WILLIAMS (RCAF/I.6991) had quite an eventful night. After having dropped his bomb load over the primary target (Hamburg), the aircraft was caught in a cone of approximately 40 searchlights whilst leaving the target, when in the searchlight cone, flying between 8-9,000 feet, the pilot noticed he was caught in a balloon barrage as he could plainly see balloons flying above him which were at the approximate altitude of 9,000 feet. Immediately heavy flak began bursting near and around the aircraft, one of the shells exploding under the port wing causing the aircraft to turn over on its back and one of the engines cutting momentarily. After some evasive action, the aircraft was righted and, escape through the balloon barrage was successfully completed. Taking a northerly direction en route home, the WOF/AG advised the pilot that a single engine one-tail aircraft (presumed to be ME-109) was outlined against the moon flying on their port quarter. The pilot took immediate evasive action to evade the enemy's cone of fire, made a right hand turn and dove for cloud cover which was about 300 feet below. Upon entering cloud the enemy aircraft was lost and not seen again. Upon rejoining the circuit at base, the starboard engine cut dead and, after being given permission to land, made a safe three-point landing on one engine. The crew of this aircraft were as follows:</p>	

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Place	Date	Time	Summary of Events	Page No. 121 References to Appendices
			<p>BCAF/J.691 P/O David John WILLIAMS (Pilot) - BCAF/R.62270 P/Sgt. TURBOUR, Noel Cecil (Observer) 1254044 P/Sgt. LEBON, Donald Sparkes (1st WOF/AG) - BCAF/J.15420 P/O Neil Duncan DOWNIE (2nd WOF/AG)</p>	
			<p>Another of our aircraft of this night's operation also encountered severe enemy action. The numbers of this crew are as follows:</p>	
			<p>BCAF/R.62711 Sgt. ALLEN, Daniel Frederick (Pilot) - BCAF/J.6621 P/O Allen Myrick HILL (Observer) BCAF/R.87610 Sgt. HENNES, Thomas Henry (1st WOF/AG) - BCAF/R.73331 Sgt. SCOTT, Glendon Roland (2nd WOF/AG)</p>	
			<p>Upon leaving the target following a successful attack, this aircraft was concentrated in a cone of approximately 60 searchlights during a probable period of 12 to 15 minutes but was only slightly hindered by flak upon entering the searchlight cone. On the return journey home, flying north of Hamburg, approximately 2850, and, upon reaching the Dutch coast both WOF/AG's advised the pilot of an aircraft slightly below them which eventually turned out to be a JU 88. Immediately following this, the enemy aircraft fired dead astern at the Hampden striking the starboard wing and elevators. The 1st WOF/AG fired almost immediately and the JU 88 peeled off, later returning again astern. This time the enemy aircraft wheeled off to starboard, approximately 40 yards from the Hampden and, taking advantage of this position, the 1st WOF/AG fired approximately 500 rds. into the belly of the JU 88. Following this action by the 1st WOF/AG, the enemy aircraft was observed to fall into a steep dive through cloud and not seen again. Although this could not be confirmed, the WOF/AG believes to have sufficiently crippled the enemy aircraft and probably destroyed it. Prior to this attack, which took place at approximately 9,000 feet, the port engine of the Hampden cut dead and flame protruded from same. (It is believed the flames from the port engine probably helped the enemy aircraft to spot the Hampden). When the aircraft was attacked, having only one engine operating, the pilot decided to shut off the starboard engine allowing the aircraft to glide into a dive without motors operating. Once the attack over and the aircraft having reached 5,000 feet, the pilot started up the starboard engine and continually primed the port engine which splattered all the way back to base. A good and safe landing was made at base.</p>	
			<p>Another of our aircraft, ME-G, piloted by BCAF/R.95492 Sgt. ROSE, A.L., was attacked by enemy aircraft but most of damage sustained by flak. Having successfully bombed the target, the Captain proceeded to return home via north-west of Hamburg. At 0225 hours, an ME 110 was sighted on the port bow approximately 500 feet below the aircraft at approximately 300 yards range. Soon after sighting the enemy aircraft, the ME 110 climbed towards the Hampden but, at the same time, Sgt. ROSE immediately turned towards the ME and dived on the enemy at approximately 160 m.p.h. This caused the ME 110 to cross over the tail of the aircraft without firing a shot and, as the enemy aircraft passed across the tail, P/Sgt. Mollroy (1st WOF/AG) fired a short burst at the enemy without observing a hit. The enemy aircraft then broke off the engagement and was not sighted again. The damage caused by flak was as follows: "starboard inner plane and rear of engine nacelle damaged, centre section spar, starboard engine bulkhead, port outer main tank plane, (three holes), port inboard tank, tail plane, port rudder and rear fuselage all holed. Port flap badly damaged." The numbers of this crew are as follows: BCAF/R.95492 Sgt. ROSE, Allen Lawrence (Pilot) BCAF/R.77560 Sgt. Knights, John Kinaley (Navigator) - 650732 P/Sgt. MILLAR, Wm. Alexander (1st WOF/AG) BCAF/R.64866 Sgt. LEDOUX, Geo. Paul Henry (2nd WOF/AG). (All Uninjured)</p>	
			OVERLEAF.....	



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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. parts 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

# OPERATIONS RECORD BOOK

Page No. ELEVEN

of (Unit or Formation) No. 408 (REAF) Squadron

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BALDERTON	27-7-42		Weather:- Very unfavourable causing all Bomber Command to be stood down from to-night's operations. One crew, which had been standing by for dinghy search since previous night, took off on a dinghy search at 1600 hrs. and returned at 2200 hrs. after a fruitless search and no report to make. Following previous night's effort no training of any sort took place and, four crews were detailed as usual for possible dinghy search the following morning.	
BALDERTON	28-7-42		Weather:- Fair to cloudy with slight intermittent rain towards dusk. Low cloud: Nil at first, becoming small amounts of Oa in afternoon. Towards dusk 4-6/10, increasing to 9-10/10, so at 5,000-4,000 ft. Surface Wind: SW-SW 5-10 m.p.h. Visibility: 1,500-2,000 yds. at first becoming 4-8 miles. Deteriorating in rain towards dusk to 3 miles. Our stand by crews for dinghy search were cancelled but, a maximum bombing effort was requested for to-night's operations. At 2200 hrs. this effort and all operations were cancelled. The afternoon was taken up with N.P.T.'s but, no night flying training took place this day.	
BALDERTON	29-7-42		Weather:- Mainly cloudy at first clearing to fine later. Low cloud: Convictional cloud during the day, decreasing to nil later. Surface Wind: SW 5-10 becoming W 10-15 in afternoon and moderating to 0-5 m.p.h. late in night. Visibility: 5-10 miles except for a brief period about dawn when 3 miles. Our dinghy search stand by crews were cancelled and No. 3 Group requested 15 experienced and 2 freshman crews to bomb Saarbrücken. The bombing program was arranged and, one other crew was detailed for AIF firing practice. Of the 17 aircraft detailed for to-night's special operation, only one did not reach its objective owing to engine trouble and forced to land at R.A.F. Station, Martlesham Heath. All the remaining aircraft successfully carried out their sorties and landed safely at base at 0630 hrs. 30/7. On the return journey, one of our aircraft, piloted by REAF/C.5791 P/Lt. J. COMBES, was picked up over the North Sea by two JU. 88's, one acting as stooge while the other circled around for position but, owing to successful evasion, the enemy aircraft were lost and no exchange of fire took place. According to usual procedure 24 A.T.G. Cadets came to Balderton this date to spend the day with the Squadron and be taken up for flights whenever possible. At 1501 hrs. this date, Hampden A.T.113-A, piloted by REAF/CAN/C.920 A/S/Ldr. L.B. B. PRICE, took off from this aerodrome to do an N.P.T., having been detailed on the raid schedule for to-night's operations. With him were his lat WFE/42, No. 204221 Sgt. Hughes, Idris, and 2 A.T.G. Cadets who had gone up for the ride: they were "Cadet Geoffrey Hughes" and "Cadet Keith Cousin-Wood". At approximately 1916 hrs, this aircraft (Hampden A.T.113-A) crashed and burned approximately 1 1/2 miles S.W. of this Balderton satellite aerodrome. The aircraft and its occupants were all burned. The Officer Commanding, who was in the air at the time of the crash, immediately landed, transferred to a waiting van and, with other officers rushed to the scene of the accident, but, there was nothing anyone could do upon reaching the scene as the aircraft was scattered in a great area in a farmer's oat field completely burned out and, fires still raging in the centre fuselage. One of the bodies was found approximately 25 yds. from the wreck, the others still in the burning fuselage which was just a mass of wreckage. 3/Ldr. L.B. Price's funeral took place at R.A.F. Cemetery, Brookwood, on the 1st August, 1942, at 1500 hrs., his father Major General C.B. Price, D.S.O., D.C.M., V.D. being the chief mourner. The Squadron Commander and other officers from the Squadron attended the funeral. Sgt. Hughes' body left Grantham Station by rail at 1250 p.m. 1-8-42 destined for Garmarvon where the funeral took place, following his parents' request. One OVERSEAS.....	A.1002-A.1017

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Place	Date	Time	Summary of Events	References to Appendices																								
			<p>Sgt. aircrew was detailed to attend the funeral. The body of Cadet Hughes was taken home to his father for burial and, the body of Cadet Cousin-Wood was buried in Newark Cemetery, Newark, Notts. Following his mother's wishes.</p> <p>P.S. — (S/Ldr. L.B.B. Price was recommended for the award of the Distinguished Flying Cross on the 6th June, 1942 and, we are pleased to note in to-day's Times (date this report is being typewritten, 12th August, 1942), that the King has been graciously pleased to award this Officer with the D.F.C.)</p>																									
BALDERTON	30-7-42		<p><b>Weather:</b> Light winds. Although weather was average throughout the day, visibility was considered very poor for return to base from operations on the morning of the 31st. No. 5 Group requested a maximum effort of 17 aircraft but, unfortunately, we were only able to submit 15 crews and aircraft for to-night's operations. At 2300 hrs. all operations in Bomber Command were cancelled but, throughout the day crews had carried out their N.F.T.'s and, at time of cancellation, were standing by for take-off. There was no night flying to-night but, 4 crews were detailed to stand by for possible dingy search to-morrow.</p> <p>The funeral service of HQAF/H.73181 Sgt. Lloyd Franklin KILLIP, who was killed on operations night of 26/27th July, 1942, took place this date in the Canadian Section of the Newark Cemetery, Newark, Notts. and, with full military honours. Many aircrew members of this Squadron attended the funeral.</p>																									
BALDERTON	31-7-42		<p><b>Weather:</b> Partly cloudy, fog after sunrise. Low Cloud; Small amounts Cu and Sc in afternoon. Surface Wind:- Calm at first becoming E-SE about 5 m.p.h. Visibility: 3 miles becoming 1000 yds. by 0500 HRT and 100 yds. by 0600 HRT. Improving to 7-8 mls. in afternoon and deteriorating to 4 mls. by midnight HRT. Fifteen aircraft were requested for to-night's operation but, only 14 were available for detail. Of the 14 aircraft which took off on this bombing operation over Dusseldorf, only 11 were successful in reaching and bombing their primary target. Of the three remaining aircraft one returned early with engine trouble and another returned with his bomb load owing to inability to open bomb doors upon entering target. The last aircraft, Hampden AS.241-P unfortunately did not return from this operation and, consequently reported missing. Nothing further has been heard of this crew since time of take-off. The names of the members of the crew together with their operational trips and hours, are as follows:</p> <table><thead><tr><th colspan="2"></th><th colspan="2">OPERATIONAL</th></tr><tr><th colspan="2"></th><th>Trips</th><th>Hours</th></tr></thead><tbody><tr><td>Hampden HQAF/H.73181</td><td>Sgt. NEWSON, Orval Milford (Pilot)</td><td>(Missing)</td><td>0</td></tr><tr><td>AS.241-P</td><td>AUR/402502 Sgt. WARR, Herbert Cheval Archer (Navigator)</td><td>"</td><td>16 09.25</td></tr><tr><td>"</td><td>HQAF/H.73181 Sgt. LLOYD, Clarence Franklin (1st WOP/AG)</td><td>"</td><td>12 70.05</td></tr><tr><td>"</td><td>1052836 Sgt. PRICE, Harold (2nd WOP/AG)</td><td>"</td><td>21 119.50</td></tr></tbody></table>			OPERATIONAL				Trips	Hours	Hampden HQAF/H.73181	Sgt. NEWSON, Orval Milford (Pilot)	(Missing)	0	AS.241-P	AUR/402502 Sgt. WARR, Herbert Cheval Archer (Navigator)	"	16 09.25	"	HQAF/H.73181 Sgt. LLOYD, Clarence Franklin (1st WOP/AG)	"	12 70.05	"	1052836 Sgt. PRICE, Harold (2nd WOP/AG)	"	21 119.50	A.1016-A.1030
		OPERATIONAL																										
		Trips	Hours																									
Hampden HQAF/H.73181	Sgt. NEWSON, Orval Milford (Pilot)	(Missing)	0																									
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"	1052836 Sgt. PRICE, Harold (2nd WOP/AG)	"	21 119.50																									
			<p><b>PROMOTIONS AND AWARDS - HRT</b></p> <p><b>COMMISSIONS</b> - 1154620 Sgt. NEWELL, J.A. (WOP/AG) has been appointed to Commissioned Rank as Pilot Officer with effect from 27th May, 1942. <b>AUTHORITY:</b> Air Ministry letter A.413631/42/S.7.F.1.b dated 1st August, 1942.</p> <p><b>PROMOTIONS</b> - One 2/8/Sgt. was promoted to rank of 1/Warrant Officer. 6 Sergeants promoted to 1/2/Sgts.</p> <p><b>POSTINGS</b> - 3 Officers (Aircrew) posted to this Squadron this month.  1 Officer (RAF Admin.) posted from this Squadron to S.H.Q. Operation.  1 Officer (RAF Engineer) posted from this Squadron to 97 Squadron, Coningsby.</p> <p>26 N.C.O.'s (Aircrew) posted from this Squadron this month.  22 N.C.O.'s (Aircrew) posted to this Squadron this month.</p>																									
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R.A.F. Form 540

See instructions for use of this form in K.E. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

## OPERATIONS RECORD BOOK

Page No. THIRTY-ONEof (Unit or Formation) No. 408 (BQAP) Squadron.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices
			<u>CHANGES IN STATION COMMAND - NIL</u>	
			<u>ACCREDITATION - NIL</u>	
			<u>CHANGES IN COMMAND - NIL</u>	
			<u>AIRCRAFT ON CHARGE</u> - There were 21 Hampden aircraft on this Squadron's charge as of the 31st July, 1942.	
			<u>HEALTH</u> - During the past month we had a minor epidemic of gastro enteritis which developed amongst all personnel of the Squadron. Water supplies and foods were checked but, since same conditions prevailed in surrounding towns; it is presumed that the source of the contagion was off the camp. We also had one case of mumps and one of measles. Upper respiratory infections have markedly decreased and foot ailments represent the majority of sick parade complaints.	
			<u>AIRCRAFT</u> - Approximately 55 flying hours were lost due to illness owing for the most part to the minor gastro enteritis epidemic. There were no potential anxiety neurosis and one "B" case. We had one fatal aircraft crash on 29-7-42, involving one Squadron Leader, "B" Flight Commander, one WOP/AG and 2 A.T.O. Cadets.	
			<u>GROUND PERSONNEL</u> - The general health shows a decided improvement and, foot complaints have been minimized owing to organized foot bath parades.	
			<u>PERSONNEL STRENGTH OF UNIT AS AT 31st JULY, 1942</u>	
			R.O.A.F. (Officers) Aircrew 3 GROUND CREW 3 R.O.A.F. (Airmen) Aircrew 38 Ground Crew 297	
			R.O.A.F. (U.S.A.) " " 10 " " " " 2 " " 3	
			R.A. F. " " " " " " " " 39 " " 162	
			R.A.F. (CAN) " " " " " " " " 9 " " "	
			R.N.Z.A.F. " " " " " " " " 8 " " "	
			R.A.A.F. " " " " " " " " 1 " " "	
			TOTAL STRENGTH. 20 3 RHODESIAN " " 1 482	
			<u>OPERATIONAL, NON-OPERATIONAL &amp; TRAINING FLYING HOURS - NO. 408 (BQAP) SQUADRON, BALKERTON FOR THE MONTH ENDING JULY 31st, 1942</u>	
			Operational Flying hours - (Day) 95.20	
			(Night) 612.25 737.45	
			Non-Operational Flying Hours - (Day) 187.55	
			(Night) Nil 187.55	
			Flying Training Hours - (Day) 159.45	
			(Night) 51.20 210.65	
			1,135.45	
			<i>Ray</i> Ving Commander, No. 408 (BQAP) Squadron, BALKERTON.	