

R.A.F. Form 540

See instructions for use of this form in R.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. ONE

of (Unit or Formation) No. 406 (R.C.A.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices																																																																
			<p>NUMERICAL STRENGTH OF UNIT AS AT AUGUST 1st, 1942.</p> <table><tr><td>R.C.A.A.F. (Officers) Aircrew</td><td>9</td><td>Ground</td><td>3</td><td>R.C.A.A.F. (AIRCREW) AIRCREW</td><td>36</td><td>GROUND CREW</td><td>297</td></tr><tr><td>R.C.A.A.F. (U.S.A.)</td><td>"</td><td>"</td><td>"</td><td>R.C.A.A.F. (U.S.A.)</td><td>"</td><td>"</td><td>3</td></tr><tr><td>R.A.A.F.</td><td>"</td><td>"</td><td>10</td><td>R.A.A.F.</td><td>"</td><td>"</td><td>30</td></tr><tr><td>R.A.A.F. (CMB)</td><td>"</td><td>"</td><td>"</td><td>R.A.A.F. (CMB)</td><td>"</td><td>"</td><td>"</td></tr><tr><td>R.A.A.A.F.</td><td>"</td><td>"</td><td>"</td><td>R.A.A.A.F.</td><td>"</td><td>"</td><td>2</td></tr><tr><td>R.A.A.A.F.</td><td>"</td><td>"</td><td>1</td><td>R.A.A.A.F.</td><td>"</td><td>"</td><td>7</td></tr><tr><td>TOTAL STRENGTH.</td><td></td><td></td><td>20</td><td>REDEEMERIAN</td><td>"</td><td>"</td><td>1</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>462</td></tr></table>	R.C.A.A.F. (Officers) Aircrew	9	Ground	3	R.C.A.A.F. (AIRCREW) AIRCREW	36	GROUND CREW	297	R.C.A.A.F. (U.S.A.)	"	"	"	R.C.A.A.F. (U.S.A.)	"	"	3	R.A.A.F.	"	"	10	R.A.A.F.	"	"	30	R.A.A.F. (CMB)	"	"	"	R.A.A.F. (CMB)	"	"	"	R.A.A.A.F.	"	"	"	R.A.A.A.F.	"	"	2	R.A.A.A.F.	"	"	1	R.A.A.A.F.	"	"	7	TOTAL STRENGTH.			20	REDEEMERIAN	"	"	1								462	
R.C.A.A.F. (Officers) Aircrew	9	Ground	3	R.C.A.A.F. (AIRCREW) AIRCREW	36	GROUND CREW	297																																																													
R.C.A.A.F. (U.S.A.)	"	"	"	R.C.A.A.F. (U.S.A.)	"	"	3																																																													
R.A.A.F.	"	"	10	R.A.A.F.	"	"	30																																																													
R.A.A.F. (CMB)	"	"	"	R.A.A.F. (CMB)	"	"	"																																																													
R.A.A.A.F.	"	"	"	R.A.A.A.F.	"	"	2																																																													
R.A.A.A.F.	"	"	1	R.A.A.A.F.	"	"	7																																																													
TOTAL STRENGTH.			20	REDEEMERIAN	"	"	1																																																													
							462																																																													
BAIDERTON.	1-8-42.		<p>Weather: Mainly fair becoming cloudy in the evening. Low cloud 0-2/10 On. at 1500 - 4000 ft. No low cloud in morning and evening. Surface wind light and variable, mainly ESE at 1-6 mph. Visibility 3-6 miles, improving to 14 miles during day, and falling to 3000 yds. by midnight.</p> <p>At 1030 hours a readiness effort was requested by No. 5 Group, 11 aircraft being available on this Squadron for to-night's operations but, by 1745 hours all operations were cancelled owing to adverse weather conditions. At 1850 hours a request came through for 2 aircraft to stand by for possible dingy search the following morning. The funeral of S/Ldr. L.S.B. Price took place this date at R.A.A.F. Cemetery, Brookwood and was attended by the Squadron Commander, Wing Commander J.D. Twigg, and 3 other officers of the Squadron, namely the Squadron Bombing Leader, the Squadron Navigation Officer and the Squadron Signals Officer. The Squadron was this date visited by Messrs. Stansham and Burden of the Chicago Daily News who were granted permission to interview aircrews, by Air Ministry.</p>																																																																	
BAIDERTON.	2-8-42.		<p>Weather: Fair and hazy at first becoming cloudy and slight rain beginning about midday, continuing most of afternoon with thunderstorms developing in evening but drying out by midnight. Low clouds none in morning but 10/10 at 1500-2000 ft. soon developing in afternoon becoming 10/10 On. at 500 ft. in thunderstorms. Surface wind, calm to light variable. Visibility was 1-6 miles increasing to 4-6 miles except in heavier rain. At approximately 0845 hours the 2 aircraft previously detailed for dingy search stand-by were cancelled, and at 0957 hours the Squadron was stood down from to-night's operations. At 1720 hours all operations in Bomber Command were cancelled. A readiness training programme was arranged for to-night but, having no training crew available, no flying training programme was arranged, all air crew being experienced.</p>																																																																	
BAIDERTON.	3-8-42.		<p>Weather: Much low fog stratus at first with some fog. Rain beginning at 0800 hours and rain or drizzle continuing to 1700 hours. Cloudy thereafter with good visibility. Cloud was 10/10 at 100-200 ft. at first becoming 9-10/10 at 300-500 ft. in rain. After rain 10/10 at 1500 - 2000 ft. Surface wind was calm on light N.W. becoming N. 15 mph. Visibility 1000-2000 yards becoming 2-3 miles in rain and later 10-15 miles. At 0905 hours 1 aircraft was detailed for a reconnaissance flight and was to take off at 1730 hours, this flight being in relation to the proposed "HIDE" operations. At 0957 hours No. 5 Group requested 12 aircraft for to-night's operation over FLEISBURG. At 1030 hours the "HIDE" operation was cancelled, same applying to the reconnaissance stand-by aircraft. At 1145 hours to-night's effort was amended from bombing to "HIDE" in the "HIDE" AREA, and at 1200 hours this effort was further amended to read: 9 aircraft for "HIDE" in "HIDE" AREA, and 3 aircraft in "HIDE" AREA.</p>																																																																	

Place	Date	Time	Summary of Events	References to Appendices
			At 1810 hours, owing to adverse weather conditions, all operations were cancelled and, at 1823 hours 1 Cross-Country training flight was detailed which also had to be cancelled at 2030 hours owing to adverse weather. At 1830 hours 3 aircraft were detailed for dingy-search stand-by for following morning.	
RAILBERTON.	4-8-42.		<p>Weather: Surface wind mainly N-W at 10-15 mph, moderating at night to 5-10 mph. Cloudy with slight rain at times in mid-afternoon. Low cloud 5-10/10 So. main base 5000 but with Cu. base 2000 in daytime in addition to the So. Visibility was 5-10 miles, 10-20 miles during afternoon.</p> <p>At 0915 hours 3 aircraft were added to the 3 previously detailed for dingy-search. These 6 aircraft took off for this search in the "HEBER AREA" where a dingy and crew had previously been sighted, but, although a detailed search was conducted, all aircraft returned safely to base following an unsuccessful trip.</p> <p>At 0945 hours No. 5 Group requested 11 aircraft for to-night's "HEBER OPERATIONS" but, at 1812 hours this effort was reduced to 6 aircraft for "GARDENING" in the "DUTCH ANCHORAGE AREA". 3 of these detailed aircraft were successful in laying their mines on the primary target, but the 3 remaining aircraft returned to base with their mines. One, owing to intercommunication failure, another to inability to pinpoint, and the 3rd owing to error in manipulation of Bomb Switch. Although we had proposed to detail 1 crew for "HICKLEBURG", this was cancelled at 1600 hours as was also our Cross-Country flight.</p>	A-1151 - A-1158 A-1064 - A-1050
RAILBERTON.	5-8-42.		<p>Weather: Cloudy with intermittent rain and drizzle, becoming fine by midnight. Low cloud, Nil - 1/10 So. and Pa. at 800-1500 ft. Now low cloud after 2000 hours. Surface wind SW-W 20-30 mph, decreasing to 10-15 mph. by 1900 hours. Visibility, mainly 15 miles, decreasing to 2000 yards by 2000 hours and improving to 2 miles by 2200 hours.</p> <p>At 0630 hours 5 aircraft took off for a further search in the "HEBER AREA" where a dingy and crew had previously been sighted. One of these aircraft was Captained by the Station Commander, Group Captain G. A. Walker, RCO, RFO. Unfortunately the 5 aircraft returned to base following an unsuccessful search but, at 1430 hours, a further search was made when 4 other aircraft took off for the same area but they also returned following a fruitless search.</p> <p>At 1115 hours No. 5 Group requested 5 aircraft for "GARDENING" in the "ANCHORAGE AREA" and, at 1340 hours we requested permission to send 2 freshman crews, along with this programme, for "HICKLEBURG". Of the 5 crews detailed for "GARDENING", 3 were successful in laying their mines in the detailed area and 2 were forced to return to base with their mines, 1 owing to port engine overheating and, the other to starboard engine overheating. The 2 "HICKLEBURG" completed a successful trip as detailed.</p> <p>At 1030 hours, 4 aircraft were instructed to stand by for possible dingy search tomorrow morning.</p>	A-1159 - A-1167 A-1051 - A-1057
RAILBERTON.	6-8-42.		<p>Weather: Cloudy. Surface wind, SW 5-10 mph, becoming S.W. after dusk. Low cloud, Nil at first - becoming variable amounts mainly 10/10 So at 5-5000 ft. and dispersing to Nil after dusk. Visibility, 5 miles falling to 2500 yards soon after dusk and improving again to 5-10 miles, later deteriorating to 3-5 miles.</p> <p>At 0940 hours No. 5 Group requested 12 crews for a bombing attack over DUTCHMAN.</p> <p>At 1255 hours the 4 aircraft previously detailed for dingy search were cancelled.</p> <p>Of the 12 aircraft detailed for this night's operations, 7 were cancelled prior to take-off owing to lack of brake pressure and magnet drops.</p> <p>Of the 10 remaining aircraft 7 were successful in reaching and bombing their primary target and, of the 3 unsuccessful remaining aircraft, one jettisoned its bombs and returned to base with engine trouble, another dropped its Wing Bombs on a gun emplacement and returned to base with its 1 x 2000' owing to being unable to pinpoint on Dutch Coast due to 10/10 cloud-base approximately 3000 ft., the remaining aircraft having dropped its Wing bombs in the target area, but, the 2000 H.C. hung up on being released forcing the pilot to return to base with mine on board.</p>	A-1058 - A-1066

SECRET

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. 2000

of (Unit or Formation) No. 408 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BAIDARON.	6-8-42		<p>One of our aircraft which reached and successfully bombed the primary target encountered severe enemy action and flak both before entering the target and upon leaving it. About approximately nine minutes before target time, whilst doing his bombing run on the target, this aircraft was attacked by an enemy fighter which suddenly pounced upon our Harrier from out of cloud cover. The attack was so sudden that, before the WBE/AG could notice the enemy aircraft and take necessary action, the enemy fired with all guns at a range of approximately between 50-100 yards. This attack took place at approximately 0230 hours, 7/8 and the first sign of attack was when tracer bullets were fired at the Harrier from dead astern. The armament of the aircraft (as seen from the plane of the cannon firing) seemed to consist of four cannons, close together, forming a square. The pilot immediately put the Harrier into a steep diving turn to starboard, pulling out about 6,000 ft. and, the attacking aircraft was lost from sight and not seen again. The two WBE/AG's were unable to return the fire, at the time of the attack, owing to being thrown off balance by the unexpected violence of the attack. The attack was so fierce that the pilot's impression was that all shells and bullets seemed to hit the aircraft everywhere. There were three large holes in the elevators, one in the port aileron, one large hole in the port tail fin, one huge rent at the intersection of the tail boom and the fuselage, another large hole in the bottom of the port engine nacelle, the top gunner's cupola was smashed and the magazines shot away from his guns, all port tanks wereiddled, the hydraulics shot away and, the sides of the fuselage seemed and scored by cannon shells. One cannon shell struck spar behind pilot's left shoulder in fuselage. The top WBE/AG was wounded in this encounter and had shell splinters imbedded in his scalp. His face was all scratched up by perspex and flying splinters and, also had a deep cut in right hand caused by shell splinters which were later found to be imbedded there. The shock from the shell splinters knocked the WBE/AG unconscious for approximately 30 seconds and upon regaining consciousness, the pilot instructed him to change places with the 2nd WBE/AG in the lower compartment, owing to blood streaming from his face and over his right hand from his wounds. Following this encounter and although badly shot up, the pilot attempted another run on the target and, successfully unloaded his bombs as detailed. Approximately 10 minutes after leaving target, explosions were heard from the port engine and this one stalled completely, remaining absolutely dead for the remainder of the journey. At the time the port engine stalled, the aircraft was flying at 9,000 ft and, shortly after this the aircraft fell into a right spin which the pilot managed to pull out of at 4,000 ft. Once the aircraft under control and, flying at excessive speed, the pilot raised his altitude to 6,000 ft. and then instructed his crew to prepare for abandoning aircraft and a possible sea landing. Once over the sea the aircraft lost more height and it was only at 4,000 ft. that the pilot was able to bring the aircraft under control and keep it steadily at this height most of the way back. Whilst over the sea, the pilot's right leg became so tired that he was unable to hold the rudder any longer, and, it was then that his navigator helped him by taking hold of the rudder bars with his hands thereby taking part of the strain off the pilot. This the navigator managed to hold from then on until their crash landing at R.A.F. Station, Lakenheath. The other member of the crew besides the first WBE/AG injured by this accident. All switches and gauges were out off at 500 ft. as the aircraft was coming in to land and, an attempt was made at landing 75 yds. to the right of the flare path in order not to hinder either take-offs or landings which might have been taking place. As it so happened, an Oxford aircraft came in to land at about the same time our own aircraft landed. The hydraulics being completely shot up, it was necessary to make a belly-landing and, the aircraft came to rest in a sand dune.</p>	<p>AE366 "B"</p> <p>R70955 45</p> <p>RC 6415,</p> <p>45 J R Bell</p> <p>R62945</p> <p>45 J Hurny (injured)</p> <p>45 Norman</p>

Place	Date	Time	Summary of Events	References to Appendices																									
BAIDERTON.	6-8-42.		<p>The WUE/AG Sgt. Murray was sent to R.A.F. Station Ramsey were pieces of shrapnel, shell splinters, and persax were removed from his head and is at present non-effective flying.</p> <p>Both the Pilot and the Navigator were recommended for the award of the Distinguished Flying Medal and, on the 1st Sept., 1942 His Majesty the King, under recommendation of the Air Officer Commanding in Chief, graciously approved the immediate award of the Distinguished Flying Medal to the Pilot RCAF/R.76955 Sgt. Bell, R.C. The names of this crew as well as their total Operational Hours and Trips to date are as follows:</p> <table border="1"> <thead> <tr> <th></th><th></th><th></th><th>Trips</th><th>OPERATIONAL HOURS</th></tr> </thead> <tbody> <tr> <td>Hampton</td><td>CAW/R.76955</td><td>Sgt. BELL, R.C. (Pilot)</td><td>(Uninjured)</td><td>13 7:35</td></tr> <tr> <td>A/R-366</td><td>CAW/R.65428</td><td>Sgt. BELL, J.K. (Navigator)</td><td>"</td><td>12 6:30</td></tr> <tr> <td>-U-</td><td>CAW/R.62345</td><td>Sgt. MURRAY, J.S. (1st WUE/AG)</td><td>(Wounded)</td><td>11 6:15</td></tr> <tr> <td></td><td>939912</td><td>Sgt. NORMAN, A. (2nd WUE/AG)</td><td>(Uninjured)</td><td>22 136:05</td></tr> </tbody> </table>				Trips	OPERATIONAL HOURS	Hampton	CAW/R.76955	Sgt. BELL, R.C. (Pilot)	(Uninjured)	13 7:35	A/R-366	CAW/R.65428	Sgt. BELL, J.K. (Navigator)	"	12 6:30	-U-	CAW/R.62345	Sgt. MURRAY, J.S. (1st WUE/AG)	(Wounded)	11 6:15		939912	Sgt. NORMAN, A. (2nd WUE/AG)	(Uninjured)	22 136:05	
			Trips	OPERATIONAL HOURS																									
Hampton	CAW/R.76955	Sgt. BELL, R.C. (Pilot)	(Uninjured)	13 7:35																									
A/R-366	CAW/R.65428	Sgt. BELL, J.K. (Navigator)	"	12 6:30																									
-U-	CAW/R.62345	Sgt. MURRAY, J.S. (1st WUE/AG)	(Wounded)	11 6:15																									
	939912	Sgt. NORMAN, A. (2nd WUE/AG)	(Uninjured)	22 136:05																									
BAIDERTON.	7-8-42.		<p>Weather: Fair, becoming cloudy, with intermittent slight rain becoming continuous by 1500 and lasting till 1600. Fair to fine thereafter. Low cloud, Nil, becoming 10/10 Sc and Hs at 1500-2000 ft. breaking after 1600 to 5-7/10 Cu and Sc at 3000 ft. Surface Wind, S, 5-10 mph, veering gradually to SW 5-10 mph. Visibility, 4-6 miles increasing to 8-10 miles, but falling in precipitation to 2-4 miles. At 0629 hours 2 aircraft were detailed to stand by for possible dinghy search but, subsequently cancelled. At 1015 hours No. 5 Group advised that this Squadron would not be required for to-night's operations and, at 1134 hours we were advised of a general stand-down. A madram training effort was requested at 1105 hours but cancelled at 1123 hours. To-night, at the Corn Exchange in the town of Newark, Nottingham, a dance was held for all airmen of this Squadron in honour of the Squadron's first anniversary. This dance should have taken place in July but owing to moon periods and service exigencies it was held over until this date. The party went off successfully and all members of the Squadron were well-behaved.</p>																										
BAIDERTON.	8-8-42.		<p>Weather: Fine at first, becoming cloudy at dawn with continuous rain, heavy at times from dawn till midday. Cloudy thereafter, with intermittent rain in evening. Becoming fine late in night. Low cloud, Nil, becoming 10/10 Pa and Hs at 600-1000 ft. Breaking in afternoon to 9-10/10 Sc at 1000-2000 ft. Low cloud clearing late in night. Surface Wind, S-SW, 10-15 mph, 20 mph at times. Visibility, 3-6 miles increasing during the day to 10-20 miles. Falling in evening to 4-6 miles. At 0950 hours we were requested to detail 5 experienced and 2 fresher crews for to-night's operations but, at 1145 hours the 5 experienced crews were cancelled and, although the 2 fresher crews were then detailed for mining operations, these also were cancelled at 1254 hours. At 1455 hours 4 aircraft were detailed to stand-by for possible dinghy search but this effort was later reduced to 2 aircraft only. There was no flying on this Squadron this date. A dance was held at the Officers' Mess, R.A.F. Station, Syerston in honour of the Squadron's first anniversary and the Squadron was honoured by the attendance of the Air Officer Commanding, No. 5 Group.</p>																										
BAIDERTON.	9-8-42.		<p>Weather: Fine becoming cloudy with occasional showers in late afternoon and early evening. Low cloud, Nil becoming 3/10 Sc 2000 ft at 0500 and soon dispersing. Increasing to 5/10-7/10 Cu and Cb 2000 ft. in afternoon decreasing to small amounts by dusk. Surface Wind, mainly SW-SW 5-10 mph. Visibility, decreasing to 2 miles by 0400 and soon increasing to over 10 miles decreasing to 5 miles after dusk. At 1019 hours the Squadron was stood down from to-night's operations but, permission was requested to detail 2 fresher crews on a mining operations. This permission was granted and, at 1250 hours, No. 5 Group requested that we add 4 experienced crews to this effort but this addition to our request was cancelled at 1332 hours.</p>																										

SECRET.

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. 488 (R.C.A.F.) Squadron.**

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BAIRDERTON.	9-8-42		Two aircraft detailed for "BOMBING" were successful in reaching and "GARDENING" in the "BOMBING AREA" and safely returned to base following a 4 1/2 hours flight.	A.1067 - A.1068
BAIRDERTON.	10-8-42		Weather: Mainly cloudy with short periods of slight rain or drizzle and showers in evening. Low Cloud, becoming to 3/10 Sc and at 2000 ft. in rain or drizzle. Later 7-10/10. On at 2000 - 3000 ft. improving to 15-20 miles. No. 5 Group requested 6 experienced and 2 freshman crews for to-night's operations, the experienced target being HAINES but, at 1655 hours the experienced effort was cancelled and, the freshman crews who were to carry out a bombing attack over LE HAYRE were also cancelled, prior to take-off, at 0123 hours on 11.8.42. There was no other flying on the Squadron this date.	
BAIRDERTON.	11-8-42		Weather: Cloudy with occasional slight showers. Low Cloud, 6-10/10 Sc and On at 2000 ft. becoming 1500 ft. by midnight. Surface Wind: SW 15-20 mph. Visibility: 10 miles, improving to 25 miles by 1300 hours, and deteriorating to 6 miles by midnight. At 1050 hours No. 2 Group requested 10 experienced crews for "GARDENING" in the "BOMBING AREA" and 2 freshman crews to bomb the docks at LE HAYRE but, at 1120 hours the experienced target was changed to the "BOMBING AREA". At 1836 hours 2 aircraft were detailed to stand by for possible dingy search the following morning. At 2250 hours only 9 of the 10 detailed experienced crews took off, one being cancelled at take-off owing to Pilot becoming suddenly ill at take-off time. Of the 9 aircraft which took off for "BOMBING" in the "BOMBING AREA" only 4 were successful in reaching and mining their allocated target, the remaining 5 being forced to return to base with their mines owing to inability in being able to pinpoint and identify the target. On the return journey 2 of our aircraft, piloted by Pilot Officer Sanderson saw what appeared to be an aircraft bursting into flames at about 500 feet on the port quarter. This was also seen by the WFF/AG. Sgt. Lewis, time presumed to be 0200 hours 12-8-42. This burning aircraft moved on a parallel course to ours and lost height rapidly and, after about half a mile it was seen to plunge into the sea. Pilot Officer Sanderson then circled the spot where this aircraft had crashed, for about 25 minutes, and obtained a fix. Only 2 small lights remained where fire disappeared, these being smaller than flame floats, and giving no apparent signal. Of the 2 freshman crews which took off at 0100 hours 12.8.42, only 1 was successful in reaching and bombing its target. (LE HAYRE) The unsuccessful aircraft was unable to identify its target and returned to base with 4 x 500 G.P.s., having dropped its 2 x 250 G.P.s. (Wing Bomb) safe in order to gain altitude. All aircraft had safely landed at base by 0606 hours 12.8.42. On this night's operations, 1 of our aircraft piloted by WCAP/J.6991 Flight Lieutenant D.J. Williams, whilst pinpointing on St. Peter's Point in Denmark the aircraft was caught in a searchlight and flak concentration at an altitude of approximately 1,000 ft. The pilot immediately instructed his navigator to drop the wing bombs on the searchlight concentration only shortly afterwards an explosion was noticed, the searchlights went out and guns ceased fire. Approximately a few minutes later, upon returning from the target, this officer passed once more over St. Peter's Point but noticed no signs of activity whatsoever.	A.1069 - A.1079.
BAIRDERTON.	12-8-42		Weather: Mainly cloudy with some showers. Low Cloud, 4-6/10 Sc at 5000 ft. soon becoming 8-10 /10 Sc and Sc at 1500-2500 ft. becoming 9-10/10 at less than 1500 ft. in showers. Surface Wind.	

www.bombercommand.com

Place	Date	Time	Summary of Events	References to Appendices
BALDERN.	13-6-42		<p>WSE-W, 35-20 miles per hour. Visibility, 5-10 miles improving to 20-15. At 0615 hours 6 aircraft were detailed to stand by for possible night work but subsequently not required.</p> <p>At 0910 hours No. 5 Group requested 10 aircraft for to-night's operations, the target being the town of BIELEFELD. Of our 10 aircraft which took off for this operation 6 successfully reached and bombed their target and another bombed an alternative target in the proximity of the town. Two of our aircraft were forced to return early to base owing to icing conditions and engine failure. These two aircraft landed away from this area and at Boscamps Down and the other at Bover.</p> <p>Unfortunately, one of our aircraft piloted by RCAF/5791 Flying Officer (A/P/Lt.) James Stewart COULSON, did not return from this operation. Flight Lieutenant COULSON was Deputy Flight Commander of our "B" Flight and had a total of 22 Operational Trips to his credit. With him, as Navigator, was the Squadron Navigation Officer, Flying Officer Robert Cyril HODGSON who also had 22 Operational Trips and was one of the oldest members of this Squadron. It is regretted that nothing further has been heard of the whereabouts of this crew or the aircraft since the time of take-off at 2307 hours this date. The names of the members of this crew, together with particulars of their Operational Trips are as follows:</p> <p>RCAF/5791 F/O. (A/P/Lt.) James Stewart COULSON (Pilot) 22 Operational Trips 119:10 RCAF/5791 F/O. Robert Cyril HODGSON (Navigator) 22 Operational Trips 119:55 RCAF/5791 F/O. (A/P/Lt.) James Stewart COULSON (Pilot) 22 Operational Trips 119:10 RCAF/5791 F/O. Robert Cyril HODGSON (Navigator) 22 Operational Trips 119:55 RCAF/5791 F/O. (A/P/Lt.) James Stewart COULSON (Pilot) 22 Operational Trips 119:10 RCAF/5791 F/O. Robert Cyril HODGSON (Navigator) 22 Operational Trips 119:55</p>	A1000-A1009.
BALDERN.	13-6-42		<p>Weather: Cloudy with periods of intermittent rain becoming cloudy. Low cloud, 6-10/10 So at 2000 to 3000 ft. becoming 9/10 On and So at 2000 to 3000 ft. in the afternoon. becoming 10/10 and Ns at 2000 to 3000 ft. in the evening. Surface winds, W to WSW 5-10 becoming 10-15 mph at times. Visibility, increasing during day to more than 10 miles falling in evening to less than 2000 yards.</p> <p>At 1050 hours No. 5 Group requested 10 aircraft for to-night's night operations and, at 1130 hours this effort was reduced to 9 aircraft. At 1255 hours operations were cancelled. No further flying or training on this date.</p>	
BALDERN.	14-6-42		<p>Weather: Cloudy at first, with heavy mist. becoming fair to fine. Low cloud, 7-9/10 So at 2000 ft. at first, becoming 4-6/10 at 2000-3000 ft. Low cloud clearing late in night. Surface Wind, calm or light W-SW. Visibility 1000-2000 yds. increasing soon after dawn to 6-12 miles. Falling in evening to 2-4 miles.</p> <p>At 1015 hours No. 5 Group requested 10 experienced crews for to-night's operations and, later at 1132 hours, No. 5 Group requested another 2 freshman crews to be added to this programme. Air firing practices were arranged but later cancelled. By 1720 hours all operations were cancelled, thus cancelling all flying on this Squadron for this date.</p>	
BALDERN.	15-6-42		<p>Weather: Mainly cloudy with slight rain and drizzle in afternoon. Cloud clearing to 1/10 by midnight. Low about 6-10/10 On and So at 1-2000 ft. decreasing after 1900 hrs. to 1/10. Surface Wind, S-SW 10-15 mph. generally gusty. Visibility, 3 miles at first increasing to 25 miles during day and falling to 10 miles by midnight.</p> <p>At 1005 hours No. 5 Group requested 6 experienced and 2 freshman crews for to-night's operations over DUSSELDORF. Original instructions were that the 2 freshman crews were to "GARDEN" in the "HUNTER AREA" but, after having been cancelled and taken off the schedule entirely, at 1735 hours it was decided to include the freshman crews with the experienced ones on the DUSSELDORF target.</p> <p>At 1045 hours 4 aircraft were detailed for take-off time owing to engine trouble which could not be repaired in time for take off. Out of the 7 aircraft which did take-off, 5 were successful in reaching and bombing their primary target and reported fires which spread over a considerable area.</p>	A1090-A1096.

SECRET.

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. SEVEN.

of (Unit or Formation) No. 406 (R.A.F.) Squadron.

No. of pages used for day.

Place	Date	Time	Summary of Events	References to Appendices																								
RAIDERSON,	15-8-42.		<p>Another aircraft returned early from approximate position 5210N. 0430E. being unable to pinpoint and returned to base with bomb load. Considerable amount of cloud was encountered over the whole route except in the vicinity of the target where some was well broken. Flares were used and found to be of great assistance in locating the target. Unfortunately, one of our crews, piloted by the Flight Commander of "A" Flight, Flight Lieutenant John Somerville GARDNER, did not return from this operation and nothing further has been heard of this crew since time of take-off at 0015 hours August 16, 1942. This was Flight Lieutenant GARDNER's first operational trip with this Squadron having been posted here on August 10, 1942 for the duties of Flight Commander. Whilst at O.T.U., where this Officer's duties were that of an instructor, he had completed 2 operational trips prior to being posted here and, had he returned from this operation he would have been recommended for the acting rank of Squadron Leader. The names of the members of his crew, together with particulars of their operational hours and trips, are as follows:</p> <table border="1"> <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>WOP/CH/0.1613</td><td>P/Lt. John Somerville GARDNER</td><td>(Pilot)</td><td>2 15:25</td></tr> <tr> <td>121573</td><td>P/O. George Lesman STANTON</td><td>(Navigator)</td><td>1 5:35</td></tr> <tr> <td>1282079</td><td>Sgt. MITCHELL, Edwin</td><td>(1st WOP/AG)</td><td>25 155:40</td></tr> <tr> <td>1256528</td><td>Sgt. JENSEN, Henry Leonard</td><td>(2nd WOP/AG)</td><td>5 25:35</td></tr> </tbody> </table>			OPERATIONAL				Trips.	Hours.	WOP/CH/0.1613	P/Lt. John Somerville GARDNER	(Pilot)	2 15:25	121573	P/O. George Lesman STANTON	(Navigator)	1 5:35	1282079	Sgt. MITCHELL, Edwin	(1st WOP/AG)	25 155:40	1256528	Sgt. JENSEN, Henry Leonard	(2nd WOP/AG)	5 25:35	
		OPERATIONAL																										
		Trips.	Hours.																									
WOP/CH/0.1613	P/Lt. John Somerville GARDNER	(Pilot)	2 15:25																									
121573	P/O. George Lesman STANTON	(Navigator)	1 5:35																									
1282079	Sgt. MITCHELL, Edwin	(1st WOP/AG)	25 155:40																									
1256528	Sgt. JENSEN, Henry Leonard	(2nd WOP/AG)	5 25:35																									
RAIDERSON,	16-8-42.		<p>Weather: Mainly fair cloudy at times. Low cloud, varying amounts Cu and Sc at 3-4000 ft. becoming Bkl at 1900 hours. Surface Wind, S. to SW varying NW during day and back to SW by late evening, at 6-12 mph. Visibility 6 miles improving to 5 miles during day and up to 7 miles at midnight. Although 4 aircraft had previously been detailed for possible day search this morning, these were cancelled owing to not being required. There were no operations on this Squadron this date.</p>																									
RAIDERSON.	17-8-42.		<p>Weather: Fair or fine. Low cloud, small amounts above 3000 ft. Surface wind, SW-WSW at 10 mph. Visibility 5-10 miles. At 1005 hours No. 5 Group requested 6 experienced plus 1 freshman crews for to-night's operations, but later at 1016 hours, this effort was increased by 1 experienced crew bringing the total to 10 experienced and 1 freshman crews. In addition to this programme, 4 aircraft took part in air-firing practices which were successfully completed. At approximately 2145 hours our 10 experienced crews took off to attack ONIARHUCK and all but one were successful in reaching and bombing their target. The one unsuccessful aircraft was forced to return early from 5300N. 0120E, owing to overheating of port engine, this returning to base with bomb load of 1 x 2000 lbs. and 2 x 250 G.W. Two of our aircraft which successfully reached and bombed the target were forced to jettison their Wing Bombs in order to gain altitude, and maintain same. These bombs were jettisoned between 5230N and 5240N 0530E. Our one freshman crew took off from this aerodrome at 2043 hours and, owing to adverse weather conditions over the whole route, was forced to return to base Vegetables, landing at 2350 hours. (It is regretted that in our Progress Report to R.A.F. (Overseas) Hq. for the fortnightly period of the 12-26 August, 1942, that this aircraft was reported as having completed a successful sortie in the "DUMFRIE" when, in the remarks, the information was contrary to this report).</p>	A1090 - A1105																								

Place	Date	Time	Summary of Events	References to Appendices
BALDERTON.	18-8-42.		<p>Weather: Fair or fine with slight haze around dawn. Low cloud, Nil at first increasing to 3/10 Cu at 5-6000 ft. in evening, becoming 4-5/10 Sc at 5-6000 ft. In late evening, Surface wind, S-SW back in afternoon to S-SW 5-10 mph. Visibility, increasing from 1-5 miles after 0900 HRT to over 20 miles and decreasing gradually in evening to 7 miles. At 1131 hours a experienced crews were requested for to-night's effort but, following a demand from the Squadron Commander, Wing Commander J.D. Briggs, our operational effort was increased to 17 crews. At approximately 2015 hours 16 aircraft took off to attack and bomb FLERSBURG. Owing to the absence, without leave, of the Navigator of the 17th crew, same had to be cancelled and disciplinary action taken with the Navigator. Five crews successfully reached and bombed the target, the primary being "Aiming Point 'A'" and 9 attacked and successfully bombed the alternative target which was the town of FLERSBURG. One of the 2 remaining crews being unable to pinpoint on the primary target successfully bombed a "Last Resort" target believed to be between FLERSBURG and KILM, it being a risk concentration. The remaining aircraft, whilst on its way to the target the Wireless Operator Air Gunner lost his helmet when looking down the side of the aircraft in the belief he had sighted an enemy aircraft. This caused the aircraft to return to base with the bomb load after an unsuccessful trip of 3 hours and 30 minutes. Many fires were noticed by both primary and alternative target areas and bombs were seen to explode everywhere in the target area.</p>	<p>1106 - 1121</p>
BALDERTON.	19-8-42.		<p>Weather: Mainly cloudy. Heavy showers at 0500 hours and period of continuous rain from 1800 to 2100 hours. Low cloud, 1-2/10 Cu and Sc at 2000-3000 ft. gradually increasing and falling to 10/10 Hs at 500 ft. in rain in evening. Later lifting and breaking to Nil. Surface wind, S'y 5 mph. increasing to 10-15 mph. and evening to SE after 1500 hours. Visibility, 2 miles increasing to 15-20 miles during day but falling to 1000-2000 yards in rain in evening. Later 2 miles. At 1005 hours HQ's Group advised us that the Squadron would not be required for to-night's operations and, following this a formation flying programme was arranged and duly carried out during the afternoon. The Squadron was this date visited by the following Press Representatives: The Daily Telegraph represented by Mr. S.G. Sale, Allied Newspapers represented by Mr. N. Fairhall, Picture Post represented by Mr. Macdonald Hastings and "Aeroplane" Editorial Staff, Mr. Inward, Mr. L.H. Hammond of the "Aeroplane" Photographic Staff, Mr. Adkins of the Central Agency of Photography, Mr. F. Savage of the Keystone Agency of Photography. Several members of the Squadron were interviewed, particularly air crews, and photographs were taken and, visiting guests taken on flights. No other flying took place on the Squadron this date.</p>	
BALDERTON.	20-8-42.		<p>Weather: Fair to fine with a few scattered showers in late afternoon. Low cloud, Nil at first increasing to 4-5/10 Cu and Sc at 2-3000 ft. becoming 7-9/10 large Cu at 1500-2000 ft. in showers, decreasing slowly to Nil after dusk. Surface wind, S'y 10 mph. increasing to 15-20 mph. during day. Visibility, 1-2 miles at first increasing to over 15 miles during day. The Squadron was stood down from operations this date and, there being no trainee crews on the Squadron, the training programme requested was cancelled. There was no flying of any sort on the Squadron this date.</p>	
BALDERTON.	21-8-42.		<p>Weather: Fair to cloudy until afternoon. Then cloudy with slight rain and drizzle until 2200 hrs. Then fine. Low cloud, variable amounts Cu and Sc above 3000 ft. at first, becoming 10/10 Sc at 2000 ft. in early afternoon and then falling to less than 500 ft. in heavier rain and drizzle. Breaking to Nil at 2200 hours. Surface wind, SW, 5-10 mph. backing to S, 15-25 mph. Evening at 2200 hours to SSW, 15 mph. Visibility, 5 miles increasing to over 20 miles by noon, but falling to 2 miles in heavier rain and drizzle and otherwise 10 miles.</p>	

SECRET.

Wt. 3000/1104 2004. 7041 P.J. Ltd. 51-811

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. NDDE.of (Unit or Formation) No. 408 (R.C.A.F.) Squadron.

No. of pages used for day _____

Place	Date	Time	Summary of Events	References to Appendices
RAJAHMUNDRY.	21-8-42.		At 1007 hours we were advised by No. 5 Group that this Squadron would not be required for to-night's operations. A programme of 4 aircraft on Air-Firing Practices was successfully carried out but, no further flying took place on the Squadron this date.	
RAJAHMUNDRY.	22-8-42.		Weather: Cloudy with occasional showers in afternoon. Low cloud, small amounts of Sc at first, becoming mainly 5-7/10 Sc and Sc 2000-3000 ft. dispersing after dusk. Surface wind, SSW-SEW 10-15 mph. decreasing after dusk. Visibility, 6-25 miles. Deteriorating after dusk to 2 miles. At 1050 hours we were advised by R.A.F. Station, Baramat that there effort for to-night's operations was very small and would be therefore detail 1 aircraft to join their "CARDINAL" programme. This was arranged but, later at 1306 hours No. 5 Group requested that we detail 10 aircraft for this same "CARDINAL" effort. This programme was duly arranged, 10 aircraft were completed and, at 1655 hours all operations of Bomber Command were cancelled. A training programme was requested but having no trainee crews on strength this request was cancelled and no further flying took place on the Squadron this date.	
RAJAHMUNDRY.	23-8-42.		Weather: Cloudy with occasional showers in afternoon. Low cloud, 5-10/10 Sc and Sc 1500 - 3000. 500 ft. 10/10 Stratus base surface to 600 ft. spreading from the North Sea after dusk. Surface wind, WNW, veering to N, 5-10 mph. Visibility, 1, 500 - 3000 yds. at first, soon becoming 6 miles or more. At 1052 hours No. 5 Group requested 6 aircraft to be detailed for to-night's "CARDINAL" effort. At the Wing Commander's request, Wing Bombs were added to the load. This programme was arranged and, in addition we detailed 4 aircraft on Air-Firing Practices, which were successfully carried out. Besides the Air-Firing Practices, 5 other aircraft carried out successfully Cross-Country Flights during the day. The 6 aircraft detailed for to-night's "CARDINAL" effort completed their 10 aircraft but, at 1657 hours, Bomber Command was once more stood down for the night. There being no trainee crews on strength, the training programme was also cancelled for the night.	
RAJAHMUNDRY.	24-8-42.		Weather: Mist and drizzle in early morning, becoming cloudy. Low cloud, 10/10 Sc 300-700 ft. at first, lifting and breaking to 6-10/10 Sc 1500-3000 ft. Low cloud dispersing after dusk. Surface wind S-SW 5-10 mph. becoming calm, then SSW-SEW 5-10 mph. Visibility, 1000-3000 yds. at first soon becoming 5-10 miles. At 1349 hours 12 aircraft were requested for to-night's operations by No. 5 Group, 6 to carry mixed loads and 6 to carry H.C. bombs. This programme was arranged and, in addition to the 12 aircraft which were carried out 2 additional aircraft were detailed for Cross-Country Flights during the afternoon. At 2026 hours all operations were cancelled, but, however, we arranged for 1 aircraft to carry out Night Circuits and Landing Practices, this detail being successfully completed by 2300 hours. No further flying on the Squadron this date.	
RAJAHMUNDRY.	25-8-42.		Weather: Mainly cloudy, continuous rain after dusk. Low cloud, mainly 7-10/10 Sc at 1-2000 ft. falling to 700 ft. in rain. Surface wind, SSW-SEW 5-10 mph, 15 mph. at times. Visibility, 6-15 miles falling to 3 miles in rain. At 0920 hours, 12 aircraft were requested for to-night's bombing operations, 6 to carry mixed loads and 6 other H.C. Bombs. In addition to this Bomb Schedule for this date, 4 other aircraft were detailed on Air-Firing Practices and 1 other on a Cross-Country Flight, all duly carried out. During the evening the weather gradually	

www.bombercommand.com

Place	Date	Time	Summary of Events	References to Appendices																									
BAIRDISTON.	25-8-42		deteriorated base and, at take-off time heavy rain was falling and, at 2135 hours it was decided to take the 3 least experienced crews off the raid schedule. There being no improvement in the weather by 2200 hours it was decided to remove the Wing Bombs from the aircraft carrying mixed loads in order to help them take off, however the complete effort was subsequently cancelled at 2300 hours owing to no improvement in the weather. All operations of Bomber Command were cancelled.																										
BAIRDISTON.	26-8-42		<p>Weather: Continuous light rain during morning, showers in afternoon. Low cloud, 8-10/10 Sc 1-2000 ft. in rain, variable amounts Cu and Sc in afternoon. Surface wind, SE-SSW, 5-10 mph, falling calm after dusk. Visibility, 8-20 miles, falling after dusk to 3,000 yds. At 1019 hours No. 5 Group requested 12 aircraft for to-night's operations, 6 to carry mixed loads and the other 6, H.G. Bombs. During the day H.F.Ts. were carried out on these operational aircraft and, 2 Cross-Country Flights were also carried out successfully, but, at 1640 hours all Bomber Command was stood down.</p> <p>The Squadron was this date honoured by the visit of Air Marshal L.S. Broadbent, D.S.O., Chief of A. Staff for the Royal Canadian Air Force (OTTAWA) who was accompanied by Air Commodore K.G. Mair, Director of Accounts (OTTAWA) and, Wing Commander M.G. Campbell (R.C.A.F. Overseas Headquarters). The C.A.S. paid particular attention to the Operations and Training Notes during his visit. Owing to the unserviceability of the aircraft which brought the C.A.S. and his party here, it was necessary that they be flown to Dugby in our aircraft by Squadron personnel. The C.A.S. was flown by the former Squadron Commander (Wing Commander J.B. Twigg) and, the other officers in the party were flown by Flight Lieutenant Williams, D.F.C.</p>																										
BAIRDISTON.	27-8-42		<p>Weather: Partly cloudy, becoming fine by 1300 hours. Low cloud, mainly no low cloud, occasional Cu at about 3000 ft. Surface wind, light variable, N-NESE. Visibility, 2000 yards, decreasing to 1 1/2 miles during day, and decreasing to 1/2 miles by midnight. At 1025 hours No. 5 Group requested 5 aircraft, to carry mixed loads, for to-night's bombing operations over KASSEL.</p> <p>Four aircraft were detailed for air-firing practice and 1 for a Cross-Country Flight, these and the H.F.Ts. were carried out successfully. At approximately 2000 hours 12 aircraft took off for this night's operations, flying in bright moonlight but with considerable haze. Ten were successful in reaching and bombing their primary target and 1 other was forced to return early owing to engine trouble and, returned with bomb load to base. The one remaining aircraft piloted by 1569/32 Sgt. JERUINGS, Athol, Herbert, unfortunately did not return from this operation and nothing further has been heard of the whereabouts of the crew or aircraft since time of take-off. The names of the members of this crew together with particulars of their operational hours and trips, are as follows:</p> <table border="1"> <thead> <tr> <th></th><th></th><th></th><th></th><th>Hours</th></tr> </thead> <tbody> <tr> <td>Sample</td><td>1569/32</td><td>Sgt. JERUINGS, Athol Herbert.</td><td>(Pilot)</td><td>16</td></tr> <tr> <td>F.124</td><td>RDW/R-7759</td><td>F/M. CHASTON, Lionel George.</td><td>(Navigator)</td><td>16</td></tr> <tr> <td>-X-</td><td>ABW/400601</td><td>Sgt. THURTON, Charles Herbert.</td><td>1st WOP/AG</td><td>7</td></tr> <tr> <td></td><td>1074/22</td><td>Sgt. RICE, John William.</td><td>2nd WOP/AG</td><td>1</td></tr> </tbody> </table> <p>On this night's operations, 1 of our aircraft piloted by RDW/R-6991 Flight Lieutenant D.W. Williams, D.F.C., was detailed to attack KASSEL. At approximately 2240 hours at an altitude of 5500 ft. position 51.50N. 0735E., this officer was advised by his 1st WOP/AG that an aircraft had been sighted on the Green Quarter at an approximate range of 2000 yds., this aircraft being identified as a JU.88. Acting under instructions from his WOP/AG, this officer (Pilot) dipped his star-board wing, applied opposite rudder and went sliding along his side thus leaving the enemy</p>					Hours	Sample	1569/32	Sgt. JERUINGS, Athol Herbert.	(Pilot)	16	F.124	RDW/R-7759	F/M. CHASTON, Lionel George.	(Navigator)	16	-X-	ABW/400601	Sgt. THURTON, Charles Herbert.	1st WOP/AG	7		1074/22	Sgt. RICE, John William.	2nd WOP/AG	1	A-1122-A-1133
				Hours																									
Sample	1569/32	Sgt. JERUINGS, Athol Herbert.	(Pilot)	16																									
F.124	RDW/R-7759	F/M. CHASTON, Lionel George.	(Navigator)	16																									
-X-	ABW/400601	Sgt. THURTON, Charles Herbert.	1st WOP/AG	7																									
	1074/22	Sgt. RICE, John William.	2nd WOP/AG	1																									

OPERATIONS RECORD BOOK

Page No. ELEVEN.

of (Unit or Formation) No. 408 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BALDORF.	27-8-42		under the impression that the Hampden was turning into him and, owing to this, the enemy aircraft put its nose down and dove underneath the Hampden enabling the Wireless Operator Air Gunners in this Officer's crew to fire long bursts at the JU-88. Just as the WOP/LtC. changed their magazines the JU-88 came swinging in with front guns firing but, the gunners being on the mark fired very long bursts and Trauer was seen to enter the enemy aircraft. At this time, the Pilot then put the nose down at the same time turning to port and, as he did so, the JU-88 ceased firing, climbed very steeply and turned sharply to port, this manoeuvre bringing him about 20 yards in front of this Pilot who, when pressing the button of his Browning Gun, noticed Trauer enter the starboard wing of the enemy aircraft and, subsequently the starboard engine burst into flames. Following this, the JU-88 turned over on its back, and went into a steep dive and the Hampden followed it down to approximately 3,000 ft., shortly after this, was seen to strike the ground and explode in a ruin of flame. Following this attack the Pilot proceeded on towards his target which was successfully reached and bombed, as he was leaving the target area, on his way home, an ME-109 came up on his port quarter but, after a very long burst fired by the Lt WOP/LtC, the enemy aircraft swung away and was not seen again. This Officer was awarded the Distinguished Flying Cross for this and other instances of determination and courage and the outstanding example which he has created by his keenness at his work. His flying ability, coolness and confidence are outstanding qualifications.	
BALDORF.	28-8-42		Weather: Fine, with some medium cloud by midnight. Low cloud, N.W. to 1/10 Gls. Surface wind, light variable, Basterly. Visibility, 2000 yards at first, increasing to 12 miles during day and falling to 5 miles by midnight. At 1225 hours a medium effort was requested by No. 5 Group and, subsequently, 18 crews were detailed for this night's operations, but, one of the crews detailed being considered too tired from the previous night's operations was removed from this effort bringing our total programme down to 17 crews. At approximately 2000 hours, the 17 aircraft attacked the primary target, two which crashed, other aerodromes in this country on forward journey. One landed at R.A.F. Station, Derby and made a crash-landing, another landing at R.A.F. Station, Derby, his hydraulic brake line had broken off and aircraft halted near landing edge on port side, caused by Flak. Brakes failed to operate on landing, aircraft a write-off but no injuries sustained by any member of the crew. Two other aircraft returned early to base, one from approximately 50 Mins. 03 Mins. with engine trouble bringing back bomb load, the other having been caught late in searchlight cone at OVESTB and having observed this after having violent evasive action, then set course for target only to encounter intense flak and having aircraft damaged. After taking severe evasive action and becoming clear of the flak concentration, the pilot found himself to be 1 hour and 40 minutes late for target, lost and not enough petrol to go on, so returned to base with bomb load after 4 hours and 40 minutes in the air. Unfortunately, four aircraft and crews did not return from this operation, one of them being Captained by the Squadron Commander, Wing Commander J.B. Ridge. With the Squadron Commander in his crew were the Squadron Leading Officer, P/O. L.C. KIRBY, the Squadron Signaller Officer P/O. Ralph, the Sgt. D.F.O., and the Squadron Ground Officer, P/O. Ian HAYWARD, D.F.O. The other three missing crews were Captained by 1076425 Sgt. KING, P.L., ME109/P/Sgt. COULD, W.M. (Since considered and appointed to the rank of P/O.) and ME105335 P.O. L.C. KIRBY. The names of the members of these 4 missing crews, together with particulars of their operational hours and trips are as follows:	All 3 - All

Place	Date	Time	Summary of Events				References to Appendices
BALDRECK.	28-8-42						
			Bombardier	W/O. John Denhart TREAS	(Pilot)	24	98:05
			AE-137	W/O. (A/B/Lt.) Gordon Clayton FISHER	(Navigator)	26	151:00
			-W-	W/O. Ralph VAN DER BEEK, DFC.	(1st WOP/AS)	28	172:20
			81406	W/O. (A/B/Lt.) Ian MATLAND, DFC.	(2nd WOP/AS)	25	155:00
			Bombardier	Sgt. KEMP, Phillip Lindsay	(Pilot)	24	83:55
			AD-329	Sgt. CLARK, Sydney Frank	(Navigator)	3	20:30
			-B-	Sgt. GREENE, Herbert	(1st WOP/AS)	23	79:55
			1057672	Sgt. STANFIELD, Edward James	(2nd WOP/AS)	24	83:55
			Bombardier	W/O. COULD, William Herbert	(Pilot)	25	115:15
BALDRECK.	29-8-42		AE-227	Sgt. GARNER, Leslie Lewis	(Navigator)	25	115:15
			-B-	Sgt. SUTHERON, Charles Andrew Levers	(1st WOP/AS)	24	119:15
			1286633	Sgt. MURKIN, Thomas Charles Robert	(2nd WOP/AS)	24	21:25
			Bombardier	W/O. Leon George LINES	(Pilot)	2	12:30
			AE-228	W/O. Keith Thomas WILLIAMS	(Navigator)	2	12:35
			-B-	Sgt. REIDMILLER, Malcolm Stanley	(1st WOP/AS)	6	35:30
			AE-229	Sgt. GURKIN, Christopher Norman	(2nd WOP/AS)	2	12:15
			Whilst our aircraft were attacking SAARBRUCKEN, other aircraft in Bomber Command were, at the same time, attacking BRESCIA in combined operations. Out of this combined operation, 28 aircraft were reported missing from Bomber Command this night, 4 of which were from this Squadron. Of all photographs taken during these operations, 9 in No. 5 Group were considered perfect specimens of which 408 Squadron was credited with four.				
			Weather: Fine at first, becoming overcast with fog at dawn. Fog lifting by 1000 Hrs, becoming fine thereafter. Becoming overcast in evening with fog and continuous drizzle. Low cloud, hill, becoming 5-10/10 at 100-200 ft. in lifted fog. Becoming small amounts of at 3000 ft. during day. Improving in evening to 10/10. No on ground in fog. Surface wind, light and variable, becoming NNE, 10-15 mph., increasing to 20-25 mph. in evening. Visibility, 4-6 miles, falling soon after dawn to 300-2000 yds. Decreasing gradually to 4-6 miles. Falling in evening to 100-600 yds. At 1207 hours No. 5 Group requested 7 aircraft for to-night's "GARDENS" effort but, at 1530 hours all operations were cancelled owing to adverse weather conditions. The crews of 2 aircraft which forced landed at Boker and Derby following operations on the night of the 28-29/8/42, were collected by aircraft this date and returned to unit. No other flying took place on the Squadron for this date.				
			Weather: Continuous rain and drizzle in early morning, becoming cloudy with showers in evening. Low cloud, 10/10. No and St 300-900 ft. lifting and breaking towards midnight. Surface wind, N-NNE at 10-15 mph. during morning, light N by rest of day. Visibility, less than 1000 yards at first, improving to 2-20 miles. At 1030 hours No. 5 Group advised that all operations in Bomber Command were cancelled for to-night. Subsequently only local flying was carried out during the day, and, at 2153 hours a request came through from No. 5 Group to have 6 crews ready and to stand by for a possible single search the following morning. No other flying took place on the Squadron this date.				

SECRET.

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2345, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 11111111

of (Unit or Formation) No. 408 (R.C.A.F.) Squadron.

No. of pages used for day

Place	Date	Time	Summary of Events	References to Appendices
BATHURSTON	21-8-42		<p>Weather: Fair at first, slight intermittent rain and drizzle in afternoon. Low cloud, variable amount mainly at 2000-3000 ft. Surface wind, S-W 5-10 mph. Visibility, 1-3 miles at first improving to 6-10 miles and over. At 1007 hours No. 5 Group requested 3 crews for to-night's effort but, having already 6 crews standing by for dinghy search it was impossible to comply with this request. At 1013 hours No. 5 Group reduced our stand-by for dinghy effort to 3 crews instead of 6 thereby permitting us to complete their request of 9 crews for to-night's operations.</p> <p>On account of unfavourable weather conditions prevailing over the search area our 3 aircraft for dinghy search were unable to take-off before 1710 hours. All 3 aircraft thoroughly searched the area detailed but, unfortunately, were unsuccessful in sighting any dinghy and safely returned to base. At 2112 hours, owing to adverse weather conditions over the continent, all operations were cancelled. At 2143 hours No. 5 Group once more requested a stand-by for 6 crews for possible dinghy search the following morning.</p> <p>HONOURS AND AWARDS: NIL.</p> <p>COMMISSIONS: 777893 P/Sgt. Roux, T.O. (Pilot) has been appointed to Commissioned Rank as Pilot Officer with effect from 2.8.42. Authority: Air Ministry letter A.431915/42/8.7(f)1b. dated 9th September, 1942.</p> <p>- 918476 P/Sgt. Bigg, D.R. (Navigator) has been appointed to Commissioned Rank as Pilot Officer with effect from 1.8.42. Authority: Air Ministry letter A.430169/42/8.7(f)1b. dated 8th September, 1942.</p> <p>PROMOTIONS: One P/O. promoted to the rank of T/O. One P/O. promoted to the rank of A/P/O. 2 P/Os. promoted to the rank of A/P/O. One P/O. promoted to the rank of A/P/O.</p> <p>POSTINGS: 7 Officers (aircrew) posted to this Squadron this month.</p> <p>- 14 Officers (aircrew) posted from this Squadron this month.</p> <p>- 23 E.C.Os. (aircrew) posted to this Squadron this month.</p> <p>- 44 E.C.Os. (aircrew) posted from this Squadron this month.</p> <p>CHANGES IN COMMAND: NIL.</p> <p>INVESTIGATION: NIL.</p> <p>ACCIDENTS OR CHANGES: There were 16 Hampden aircraft on this Squadron's charge as of 1st August, 1942.</p> <p>REPORT: The occasional sporadic case of Gastro Enteritis has been seen on the Squadron in the past fortnight but, not in epidemic proportions. Upper respiratory tract infections account for the greatest number of sick parades.</p> <p>- AIRCRAFT: Approximately 16 Flying Days were lost throughout this month owing to small, for the most part, and accessory-aimed infections.</p> <p>- GROUND PERSONNEL: The general health of the ground personnel is of a high standard although there were 2 cases of dysentery.</p>	A1168-A1169.
		P.T.O.	

Place	Date	Time	Summary of Events	References to Appendices
			NUMERICAL STRENGTH OF UNIT AS AT 31st AUGUST, 1942.	
			R.C.A.F. (Officers) Aircrew. 5 GROUND CREW. 3 R.C.A.F. (Aircrew) Aircrew. 32 Ground Crew 303	
			R.C.A.F. (U.S.A.) - 7 5 R.C.A.F. (U.S.A.) - 26 139	
			R.A.F. (CAN) - 1 12	
			R.N.Z.A.F. - 2 1	
			R.A.A.F. - 12 1	
			BROOKMAN. - 1 1	
			37 5 74 445	
			OPERATIONAL, NON-OPERATIONAL & TRAINING FLYING HOURS - NO. 408 (R.C.A.F.) SQUADRON, BALDREY FOR THE MONTH ENDING AUGUST 31st, 1942.	
			Operational Flying Hours - (Day) 80:20 (Night) 69:50 695:50	
			Non-Operational Flying Hours - (Day) 109:00 (Night) 3:30 132:30	
			Flying Training Hours - (Day) 64:20 (Night) 69:50 695:50	
			153 132 30 695 50 958 30	
			Wing Commander, No. 408 (R.C.A.F.) Squadron, BALDREY.	