

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

By 408 Squadron, R.C.A.F.

SECRET

Page No. 1

Q1212 Wk 242204542 1800. 240. P.L. 21-771.

For the Month of September, 1941

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
17th	Hampden AE 351	S/Ldr. Barnett Sgt. Milson Sgt. Reynolds Sgt. Morgan	Bombing Marquise	13.35	19.50	CIRCUS OPERATIONS: BOMBING SHELL FACTORY AT MARQUISE. Sorties A 43 and A 48 XXXX inclusive were carried out by 6 Hampdens of this squadron in daylight. They rendezvoused with the fighter escort at Dungeness and set course for the French coast. Heavy and accurate flack was encountered on and in from the coast with some light flack as well. The weather over France was very good but the leading Navigator Sgt. Milson was unable to observe the target resulting in all six aircraft bringing their bomb load back.	A 43
"	AE 297	P/O Caldwell Sgt. Marshall Sgt. Balas Sgt. Williams				All aircraft suffered damage by flack except AE 245 which came through unscathed. Four separate attacks were made on the formation by H.E. 100 P's. One E/B in particular closing in to 50 yards before breaking off the engagement. This aircraft then dived towards the sea with smoke pouring from it and the formation claim it as destroyed. Tracks flown - Base - Reading - Dungeness 4 miles S of Hardelot - Saver - Marquise Area - Gravelines - Manston - Bide.	A 44
"	AE 245	P/O Constance P/O Hardingham Sgt. Corrie Sgt. Neville					A 45
"	AE 360	P/Lt. Clayton P/O Dench P/Sgt. Foster Sgt. Howell					A 46
"	AE 286	P/O Campbell Sgt. Woods Sgt. Russell Sgt. Pearce					A 47
"	AE 187	Sgt. Hall Sgt. Watts Sgt. Williams, C.J. Sgt. Allington					A 48
18th	AE 209	W/Odr. Timmerman D.F.C. P/O Fisher Sgt. Young P/Lt. Morgan	Bombing Abbeville	13.05	16.15	DAYLIGHT ATTACK ON MARSHALLING YARDS AT ABBEVILLE. The formation was over the rendezvous position (Rye) 3 minutes before time. They circles around until 15.50 a total time of 1 hour 23 minutes but no fighter escort appeared, and the formation set course for bases. The French coast could be plainly seen but the English coast was obscured by a belt of 9/10 cloud 30 miles wide at 7000 ft. It was considered that the fighter escort could have rendezvoused as the cloud was only 1000 - 2000 feet thick. Group recall signal was received at 15.55 hours.	A 49
"	AE 267	P/Lt. Dunlop Sgt. Macdonald Sgt. McDowell Sgt. Howells Sgt. Read					
"		Sgt. Beck Sgt. Fraser Sgt. Wilkinson Sgt. Appleby.					

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
	Hampden AE 287	S/Ldr. Altman Sgt. Henderson P/Sgt. Walker Sgt. Eagg					
	" AE 288	Sgt. Farrow Sgt. May P/O Maitland Sgt. Norton					
	" AE 190	Sgt. Bradley Sgt. McMillan Sgt. Coles Sgt. Stearnfield					
20 th	" AE 245	W/Odr. Timmerman D.S.O., D.F.C. P/O Fisher Sgt. Young P/Lt. Morgan	Bombing Abbeville	13.46	17.20	BOMBING MARSHALLING YARDS AT ABBEVILLE. The formation rendezvoused over Rye 3 minutes before time and set course for the target. The route being Base - Rye - Target - Rye Base. No opposition from flack or fighters was encountered on the whole journey by the formation and good results were obtained. The bombing run up was made on 135° M at 14,600 ft. The bomb load was 6 - 1900 lb bombs five of which were seen to burst in the centre of the yards. Photographs taken do not show the bomb bursts but bombs on their way down over the run.	A 55
	" AE 148	Sgt. Beak Sgt. Fraser Sgt. Wilkinson Sgt. Appleby					A 56
	" AE 267	P/Lt. Dunlop-Mackenzie Sgt. McGrail Sgt. Williams Sgt. Haines					A 57
	" AE 288	P/O Houghton P/O Monkhouse P/O Bishop Sgt. Gallan					A 58
	" AE 287	S/Ldr. Altman Sgt. Henderson P/Sgt. Walker Sgt. Eagg					A 59
	" AE 190	Sgt. Bradley Sgt. May P/O Maitland Sgt. Norton					A 60

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

By 408 Squadron R.A.F.

SECRET

Page No. 2

CH723 W/L 242/2740. 1894. 845. P.I. 51-5771.

For the Month of September, 1941

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
21 st	Hampden AE 361	S/Ldr. Barnett.D.F.C. W/O. Coutts Sgt. Reynolds. Sgt. Morgan	Bombing Lille	13.25	18.00	BOMBING RAILWAY REPAIR SHOP AT LILLE. The rendezvous with the fighter escort was made over Maenton exactly on time. The weather on the South coast and over occupied territory was exceptionally good. Flack of heavy calibre was encountered Baillem and Armentieres. The target was identified and a run up on 117° was made, height 15,000 ft. Bomb load for five aircraft i - 1900lb on each and for aircraft AE 199 four 500 lbs. G.P. Three of the 500 lbs overshot target but one hit the track south east of the target. Three direct hits by 1900 lbs were seen on target. One 1900 lb was dropped safe owing to release gear being hit by flack. One 1900 lb dropped off on bomb doors being opened but was later seen to have hit a large factory on the west of Lille. Very intense heavy accurate flack was encountered over Lille and continued until past Baillem resulting in all six aircraft being hit but the formation held together. One M.E. 109P attacked the formation but sheered off when Hampdens opened fire. Route out Base - Maenton - Lille and Base.	A 61 A 62 A 63 A 64 A 65 A 66
	" AE 199	W/O Caldwell Sgt. Marshall Sgt. Williams Sgt. Haines					
	" AE 288	W/O Constance W/O Hardingham W/O Van Den Bok Sgt. Neville					
	" AE 245	W/Sgt. Titcombe Sgt. Dillon Sgt. Thomas Sgt. Crawley					
	" AE 360	W/Lt. Clayton.D.F.C. W/O Dunch W/Sgt. Foster Sgt. Howell					
	" AE 197	W/O Campbell Sgt. Wood Sgt. Russell Sgt. Pearce					
22 nd	" AE 972	S/Ldr. Altman W/O Fisher W/Sgt. Walker Sgt. Hagg	Bombing Mazingarbe	13.35	18.00	ATTACK ON MAZINGARRE POWER STATION. These aircraft set out to bomb the Mazingarre Power Station in company with fighter escort but returned to base after receiving Group recall signal, being airborne ½ hours.	A 67 A 68 A 69
	" AE 297	W/Lt. Dunlop- MacKenzie Sgt. McGill Sgt. Howells Sgt. Reed					
	" AE 267	W/O Fin W/O Milward Sgt. Curtis Sgt. Williams.D.F.					

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
	Hampden AE 289	Sgt. Bradley Sgt. McMillan Sgt. Coles Sgt. Stansfield					A 70
	" AE 287	P/O Houghton P/O Monkhouse Sgt. Littlewood Sgt. Galloway					A 71
	" AE 198	Sgt. Parrow Sgt. May P/O Maitland Sgt. Norton					A 72
29/30	" AE 460	Sgt. Bradley Sgt. McMillan Sgt. Coles P/Sgt. Walker	To Bomb Von Scheer	18.00	01.00	ATTACK ON VON SCHEER AND BLOHM AND VOSS SHipyARDS AT HAMBURG. The pilot reported 10/10 cloud up to 14,000 ft with icing conditions over the North Sea but found the target area clear with good visibility. The Von Scheer could not be identified but a run up was made on the docks where it was berthed. No bursts were seen as the bombload was 1 - 2000 lb H.P. Heavy and accurate flack was encountered over and around target but no trouble from searchlights.	A 73
	" AE 197	Sgt. Hall Sgt. Watts Sgt. Williams, C.J. Sgt. Allington	- " -	18.00	23.35	This pilot encountered severe icing at 13,000 ft and descended to base of cloud at 7,500 ft. but was gradually spread to a lower layer of cloud where the aircraft again iced up. A final descent to 2,000 ft below cloud base was made and the pilot returned to base bringing back the bomb load of 1 - 2000 lb G.P.. Estimated position reached was 40 miles west of mouth of Elbe. No target of any description could be identified.	A 74

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By 408 Squadron R.C.A.F.

SECRET

Page No. 3

(1472) Wk 2422/1450. 1896. 540. P.1. 51-771.

For the Month of September 1941

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
	Emp den AE 205	P/O Higgins Sgt. Reinhart Sgt. Thomas Sgt. Morgan	Bombing Hlohm and Voss Shipyards	18.02	00.36	The pilot reports perfect weather over target which was identified easily. Bomb load of 1 - 1000 G.P. and 2 - 500 lb G.P. dropped from 14,000 ft heading 180°. Bursts were seen but searchlight dazzle made observations of results difficult. Slight damage to aircraft occurred from a flack burst but pilot reports that flack on the whole was inaccurate.	A 75
	" AE 361	S/Ldr. Burnett.D.F.C. Sgt. Milson Sgt. Reynolds Sgt. Jones	- " -	18.05	00.20	The German coast was reached on E.T.A. and the pilot followed the North bank of the Elbe into Hamburg. No flack or searchlights were encountered until over Hamburg. Bombs were dropped from 13,600 ft at 20.40 hours and bursts were seen in the dock area. Both heavy and light flack was encountered over target area. Bomb load 1 - 1000 lb G.P. and 2 - 500 lb G.P.	A 76
	" AE 297	P/O Caldwell Sgt. Marshall Sgt. Haines Sgt. Crawley	- " -	17.58	00.55	Sylt was the first landfall on the way out but no opposition from this place was encountered although weather was good and visibility exceptional. The primary target was easily identified and a run up on 105° at a height of 15,000 ft. was made. Bombs were dropped at 21.04 hours and all three bursts were seen on target. Shortly afterwards a large fire broke out where bombs fell and could still be seen burning when course was set for base over Isle of Ameland. XXXX XXXX No flack was encountered going in or out of Germany. I.P.F. proved effective against searchlight. Bomb load 1 - 1000 lb G.P. 2 - 500 lb G.P. Route for all aircraft Base - Skagness - 6 miles N of Sohlendig - Hamburg and return same route.	A 77

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DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
30/9/41 1/10/41	Hamden AE 360	W/Lt. Clayton P/O Fisher Sgt. Howell W/Sgt. Foster	Bombing Docks at Hamburg	18.15	01.15	ATTACK ON DOCKS AT HAMBURG. The pilot reports that the weather was rough over the North Sea. On arrival over target area he cruised round for 20 minutes trying to pin point target. The docks were obscured and a run up was made. Bombs were dropped at 21.40 hours from 13,500 ft. The bomb load was 1 - 1000 lb G.P. and 2 - 500 lb G.P. The 1000 lb bomb was seen to burst on the docks. Weather over target 8/10 - 10/10 cloud at 5-6000 ft. Light and heavy flack with searchlights encountered over target area.	A 78
"	AE 297	W/Lt. Dunlop- MacKenzie Sgt. McNeill Sgt. Howells Sgt. Read	- " -	18.10	00.37	Bad icing conditions were encountered on this sortie when flying through a front on the outward journey. Bomb load of 1 - 1000 lb G.P. and 2 - 500 lb G.P. were dropped on the town, approximately 1 mile North of target. Height 13,000 ft. All bursts seen but no results observed owing to flack.	A 79
"	AE 267	Sgt. Beaver Sgt. McLean Sgt. Bentley Sgt. Wright	- " -	18.20	23.00	Both engines on this pilot's aircraft overheated severely and the two 250 lb wing bombs were jettisoned to lighten weight and cool down engines. This however was not successful and all the remaining bombs had to be jettisoned live into the sea. Approximate position 49° 34' N. 6° 20' E. The pilot then returned to base.	A 80
"	AE 239	Sgt. Beek Sgt. Fraser Sgt. Wilkinson Sgt. Appleby	- " -	18.15	02.20	The pilot climbed straight up to 14000 ft to get above the bad weather. On approaching the target and over the target itself quite a lot of heavy flack was encountered some of it close enough to cause holes in bomb doors and wings. The target was identified and two runs from N to S were made the bombs being released on the second run with the target	A 81

OPERATIONS RECORD BOOK

APPENDIX

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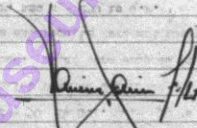
PAGE No. 7

CHD 100 242/1450 1894. 840. P.L. 51-771.

FOR THE MONTH OF September, 1941

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
						to the right. No bursts or results were observed. Bomb load 2 - 500 lb G.P. 2 - 250 lb G.P. and 120 x 4 incendiaries.	
	Hampden AE 190	Sgt. Hall Sgt. Watts Sgt. Corrie Sgt. Seeds	Bombing Docks at Hamburg	18.20	01.45	This pilot touched the river and saw the docks through gap in cloud. Bombs were dropped at 21.05 hours from 18,000 ft. Bursts and results were not observed. Bomb load 1 - 1000 lb G.P. and 2 - 250 lb G.P.	A 82
	" AE 288	P/O Houghton P/O Monkhouse Sgt. Williams W.R. Sgt. Gallan	- " -	18.17	01.25	The pilot, on reaching target area identified docks area by reflection of the moon on the river. Bombs were dropped at 21.32 from a height of 14,000 ft. with the target on the right but no results or bursts observed. Bomb load 1 - 1000 lb. G.P. and 2 - 250 lb G.P.	A 83
	" AE 972	P/Sgt. Titcombe Sgt. Gifford Sgt. Young Sgt. Beck	- " -	18.20	01.00	This pilot reported 7/10 Cumulus cloud over target and could not identify primary target but identified target area by the area of water seen. The bombs were dropped in target area but no bursts were seen. Incendiaries were seen to burst north of position where bombs fell. Bomb load 1 - 500 lb G.P. 2 - 250 G.P. 120 x 4 incendiaries. Considerable heavy and accurate flack encountered over target area putting hydraulic gear out of action.	A 84
	" AE 190	P/O Min P/O Milward Sgt. Williams, D.F. Sgt. Curtis	- " -	18.27	00.40	The pilot flew through two fronts on the way out at 11,000 ft. giving slight icing. The primary target could not be located by the dock area was identified. Bombs were dropped from 15,000 ft at 21.26 hours. Four bursts were seen and incendiaries ran in a straight line across dock area. Very little searchlight activity was reported and not a great deal of flack although what there was of it was accurate.	A 85

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DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
	Hamden AE 287	Sgt. Parrow Sgt. May Sgt. Morton P/O Matland	Bombing Docks at Hamburg	18.17	02.57	<p>On reaching the target area the pilot could not identify dock area as it was obscured by cloud. Bomb load was dropped in the town itself at 21.30 hours from 15,000 ft. Bursts were seen and a few small fires observed from the incendiaries. Bomb load 2 - 500 lb G.P. 2 - 250 lb G.P. 100 x 4 incendiaries. The pilot on reaching the English coast asked permission to land at Acklington. Whilst on the aircraft the starboard motor cut out and due to the swing of the aircraft the pilot landed slightly to the right of the flarepath colliding with a Wellington aircraft parked 100 yards to the right of the flarepath. The crew suffered from slight shock and minor abrasions.</p> <p>Route for all aircraft. Base - Skipton & S of Ryit & Hamburg and return same route.</p>	A 86
 For Wing Commander, Commanding, No. 400 Squadron, R.C.A.F.							