

OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 408 (RCAF) Squadron.

For the Month of OCTOBER, 1941.

APPENDIX

R.A.F.
Form 541.

SECRET

PAGE No. One.

C4733 W/L 242201480. 1806. 640. P.L. 81-7791.

DATE	Aircraft Type & Number	Crew	Duty	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 1-2.	Hampden, A.E. 245.	F/O. CALDWELL. Sgt. MARSHALL. Sgt. HAINES. Sgt. CHAWLEY.	Night Operations, KARLSRUHE.	19.30	00.25	BOMBING ATTACK ON KARLSRUHE. Route :- OBERHORNES- DUNKERK-OSTEND - TARGET. Aircraft recalled at 21.00 hours approximately 35 miles S.W. of BRUSSELS. Bombs were dropped on docks at DUNKERK at 21.24 from 14,000 ft - 1 x 1000 lbs; 2 x 500 lbs. All bursts observed in docks but no results seen. Heavy and light flak experienced over target but few searchlights. Returned to base 23.04 hours, diverted to WANDERBON and then to BRIFFIELD, returning to base following day.	A. 87.
Night 1-2.	Hampden, A.E. 297.	F/O. BIGGANS. Sgt. KIMMART. Sgt. LITTLEWOOD. Sgt. MORGAN.	ditto.	19.30	05.10	Route as A.87 but did not receive recall signal. No pinpoints obtained until lakes near SAARMOORE, South of track, altered course on E.T.A. and succeeded in identifying target. Bombs released on town, height 8,000 ft - 2 x 500 lbs; 2 x 250 lbs; 2 S.H.C. Bursts seen and columns of smoke followed by explosions which continued for some time. Received diversion to NORTH LUFFHAM on return where pilot landed at 05.10 hours, returning to base the following morning.	A. 88.
Night 1-2.	Hampden, A.E. 190.	Sgt. BRANLEY. Sgt. MCNEILLAN. Sgt. STANSFIELD. Sgt. COLES.	ditto.	19.35	01.25	Route as A.87. 10/10 cloud over England but visibility very good over enemy territory. Received recall at 22.00 hours. At 22.10 hours bombed town believed SAARMOORE from 12,000 ft - bomb load 2 x 500 lbs; 2 x 250 lbs; 2 S.H.C. Bursts seen in town followed by explosions. 10/10 cloud at 6,000 ft on return. Received diversion to NORTH LUFFHAM where pilot landed at 01.25 hours, returning to base the following morning.	A. 89.
Night 1-2.	Hampden, A.E. 190.	Sgt. FRASER. Sgt. WOOD. G.J. Sgt. WILLIAMS. Sgt. LANCASTER.	GARREKING.	19.30	21.50	Take-off delayed owing to engine repairs. Crossing THE WASH the port engine failed and pilot turned back with full load landing at NEWTON and returning to base by road.	A. 90.
Night 10-11.	Hampden, A.E. 297.	F/Lt. DUNLOP. Sgt. MACHOIR. Sgt. MCGRATH. Sgt. KENDRICK, DPM. Sgt. READ.	Night Operations, Krupps Works, ESEN.	23.49	07.30	Route ESENHES - Point 25 miles N.E. of ESSEN - TARGET and return same route. Uneventful flight to target area as searchlights appeared to have been extinguished by intruder aircraft. Unable to identify target owing to indifferent visibility and ground haze. Bomb load of 2 x 500 lbs; 240 x 1 lb incendiaries dropped on town in the RUHR district from a height of 15,000 ft. Burst and fires among buildings were observed. Returned without incident.	A. 91.
Night 10-11.	Hampden, A.E. 245.	F/O. CALDWELL. Sgt. MARSHALL. Sgt. HAINES. Sgt. CHAWLEY.	Night Operations, Krupps Works, ESEN.	00.45	07.05	Route as A.91. Encountered heavy and accurate flak in the target area and searchlights which, however, were put out of action by I.F.F. It was impossible to identify primary so bombs were dropped on ESEN town, 1 x 1000 lbs; 2 x 500 lbs; from 14,000 ft. No results were observed. Poor visibility over target.	A. 92.

continued overleaf

Date	Aircraft Type & Number	Crew	Duty	Time		Details of Sortie or Flight	Reference
				Up	Down		
		/continued from overleaf.....				/ and very strong head winds and poor conditions were encountered generally on return journey.	
Night 10-11.	Bombardier, A.E. 267.	P/O. BIGGANS, Sgt. REIDHART, Sgt. LITTLEWOOD, Sgt. FROSTON.	Night Operations, Krupps Works, ESSEN.	00.08	07.50	Route as A. 92. Unable to identify target owing to haze and low cloud; flares did not help. Eventually dropped bombs on fires started by some other machine, 1 x 1000 lbs; 2 x 500 lbs; from 15,000 ft, bursts and fires resulted. Owing to strong head winds and cloud obscuring ground came down low and over BEN HILLER identified a ship which were able to attack on next sortie. (see A. 109).	A. 93.
Night 10-11.	Bombardier, A.E. 361.	Sgt. BECK, Sgt. FRASER, Sgt. WILKINSON, Sgt. APPLEYBY.	Night Operations, Krupps Works, ESSEN.	00.08	07.15	Route as A. 91. Considerable cloud experienced on way out and return and target itself obscured by cloud but some of ESSEN identified through a break and bombed from 15,000 ft with load of 1 x 4000 lbs; 2 x 500 lbs, no results observed. Heavy flak experienced over target area but little searchlight activity.	A. 94.
Night 10-11.	Bombardier, A.E. 289.	P/O. CONSTANCE, P/O. HARTINGHAM, P/O. VAN DER BOK, Sgt. NEWELL.	Night Operations, Krupps Works, ESSEN.	00.05	07.15	Route as A. 91. Enemy cloud obscured by cloud and target obscured, but after flying to the vicinity of COLOGNE target was picked up on Northerly run and town bombed from 15,000 ft with 1 x 4000 lbs; 2 x 500 lbs - burst seen but no results observed. Return uneventful except for very heavy head wind.	A. 95.
Night 10-11.	Bombardier, A.E. 972.	Sgt. HSE, Sgt. HUNTER, Sgt. YOUNG, Sgt. HUGHES.	Night Operations, Krupps Works, ESSEN.	23.55	06.55	Route as A. 91. Cloud prevented accurate pinpointing and target area was searched for 30 minutes without success due to ground haze. Bombs were dropped on a built-up area, 1 x 500 lbs; 240 x 4 lbs incendiaries; from 11,000 ft and fires seen to result. The other 500 lbs bomb hung up and when released 50 miles North caused a further fire. Return uneventful.	A. 96.
Night 10-11.	Bombardier, A.E. 190.	P/O. CAMPBELL, P/O. DENCH, Sgt. FRANCE, Sgt. RUSSELL.	Night Operations, Krupps Works, ESSEN.	00.05	04.35	Engine trouble developed over DURNON coast and made it impossible to climb, air temperature got very high so it was decided to return. Owing to cloud below impossible to drop bombs which were brought back to base.	A. 97.
Night 10-11.	Bombardier, A.E. 197.	P/O. FIM, P/O. MITCHELL, Sgt. WILLIAMS, DT, Sgt. CURTIS.	Night Operations, Krupps Works, ESSEN.	00.10	07.10	Route as A. 91. Navigated to the HUMB entirely by D.N. owing to cloud below and above, but on circling concentration of searchlights and flak on A.E. pinpointed BALDREY HILL. On making a run in the target it was found the bomb doors would not open (height 15,500 ft). Circled, trying to open bomb doors, but without success so returned to base.	A. 98.
..... / continued on Page No. 2.							

OPERATIONS RECORD BOOK

APPENDIX

R.A.F.
Form 541.

DETAIL OF WORK CARRIED OUT

By No. 408 (BRAF) Squadron.

SECRET

Page No. Two.

(1472) W/L 2422/2423. 1800. 4-40. P.L. 51-2781.

FOR THE MONTH OF OCTOBER, 1941.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 10-11.	Hampden, A.E. 150.	SPT. BEAVES. SPT. HENDERSON. SPT. WRIGHT. SPT. MCQUEEN.	Night Operations, Krupps Works, ESSEN.	00.30	07.20	Route as A. 91. Target area reached but target not identified. After circling, bombs were dropped from 14,000 ft - 2 x 500 lbs; 2 x 250 lbs; 120 x 4 lbs incendiaries, on a town thought to be ESSEN. Some bursts were observed. Considerable number of flames seen in target area. Return was uneventful, very little flak experienced during the flight.	A. 99.
Night 10-11.	Hampden, P.1212.	SPT. PARROW. SPT. PALASTANIAN. SPT. MORGAN. P/O. MAYLAND.	Night Operations, Krupps Works, ESSEN.	00.04	00.40	After taking off, inter-com was found to be W/S although it had functioned on the ground, so aircraft returned to base almost immediately after setting course, it was impossible to rectify fault in time to take-off again.	A. 100.
Night 12-13.	Hampden, A.E. 360.	S/LDR. CLAYTON, INC. P/O. FISHER. SPT. FOWLER. P/SPT. FOSTER.	Night Operations, Synthetic Rubber Factory, HULU.	00.55	06.25	Route GORRICH-SCHULLEN-TANST. Weather perfect to far side of ZUIDER ZEE then 9/10 cloud at 8,000 ft extending over target area, but no gaps seen, went over ESSEN but conditions no better so returned and bombed searchlights and flak: concentrations from 10,000 ft - 4 x 1500 lbs; 2 x 250 lbs; bursts were seen but no results, much heavy flak and very accurate, balloons thought seen but turned out to be flak bursts.	A. 101.
Night 12-13.	Hampden, A.E. 197.	P/O. CAMPBELL. P/O. DICKIN. SPT. RUSSELL. SPT. PEARCE.	Night Operations, Synthetic Rubber Factory, HULU.			Uneventful to target area which could not be identified owing to cloud, circled and flew to ESSEN experiencing much accurate, heavy flak and little light flak. Attempted to bomb fires through gap but bomb doors would not open, returned without incident. Later discovered that the hydraulic system had water in it which froze at height.	A. 102.
Night 12-13.	Hampden, A.E. 190.	P/O. FIM. P/O. MILLWARD. SPT. CURTIS. SPT. WILLIAMS.	Night Operations, Synthetic Rubber Factory, HULU.			Weather perfect to far side of ZUIDER ZEE but target obscured by cloud. Headed for the West End of the HULU district and then heading East dropped bombs at three-minute intervals on flak concentrations from 14,000 ft. 1 x 1500 lbs; 2 x 250 lbs; one fire seen to be started. Returned to base without incident except for a great deal of heavy flak over target area.	A. 103.
Night 12-13.	Hampden, A.E. 286.	SPT. PARROW. SPT. MAY. SPT. MORGAN. P/O. MAYLAND.	Night Operations, Synthetic Rubber Factory, HULU.	01.00	06.35	Without incident to target area which was obscured by cloud which obscured everything but the extremely heavy, accurate flak. Three enemy fighters were seen in squadron one of which attacked without result; bombs were dropped on concentration of balloons from 14,000 ft, 1 x 1000 lbs; 2 x 500 lbs; no bursts were seen. Return uneventful.	A. 104.
continued overleaf/.....							

www.bombercommand.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
		/ continued from overleaf.....					
Night 12-13.	Hamden, A.E. 297.	P/Lt. DUNLOP- MACDONALD, Sgt. MOHRILL, Sgt. ESTIMOLDS, DPM, Sgt. BRAD.	Night Operations, Synthetic Rubber Factory, HULS.	01.10	05.55	Reached target area without incident and pinpointed STEWARTSON GEE through gaps in clouds and bombs dropped on estimated position of target, on run from 3300 height 12,500 ft. - bombs 1 x 1900 lbs; 2 x 250 lbs. One bomb seen to burst in target position and dummy identified in reported position. Heavy flak was experienced and two fighters seen, which did not attack. Return uneventful.	A. 105.
Night 12-13.	Hamden, A.E. 289.	P/O. CONSTANCE, P/O. HARDINGHAM, P/O. VAN DER BOK, Sgt. NEWELL.	Night Operations, Synthetic Rubber Factory, HULS.	01.05	07.15	9/10 cloud found over target area, dropped flares and pinpointed on river LEESE, made run from there to DORTMUND and bombed through gap in cloud from 14,000 ft. 1 x 1900 lbs; 2 x 250 lbs. No bursts were seen but very accurate. Heavy flak experienced. Three large holes being made in aircraft. The return uneventful.	A. 106.
Night 12-13.	Hamden, A.E. 972.	Sgt. REA, Sgt. HUNTER, Sgt. JONES, Sgt. SEEDS.	Night Operations, Synthetic Rubber Factory, HULS.	01.05	05.50.	9/10 cloud over target but fortunately were able to see STEWARTSON GEE through gap in clouds. Came down to 8,500 ft and bombed estimated position of target. Bursts were seen but no results. Dummy identified S.W. of target. Extremely accurate heavy and medium flak. Return without incident.	A. 107.
Night 12-13.	Hamden, A.E. 245.	P/O. CALDWELL, Sgt. MARSHALL, Sgt. HAINES, Sgt. CRAWLEY.	Night Operations, Synthetic Rubber Factory, HULS.	01.12	07.10	On R.T.A. target area dropped a flare through a gap in clouds. Seeing great flak activity dropped 1 x 250 lbs bomb followed later by 1 x 1900 lbs and 1 x 250 lbs on flak concentrations from 15,000 ft. No results were observed. Very accurate heavy flak experienced.	A. 108.
Night 12-13.	Hamden, A.E. 267.	P/O. HEDGECOCK, Sgt. REINHART, Sgt. LITTLEWOOD, Sgt. PROCTOR.	Intruding on Searchlight Belt H.E. ROBERTS.	00.40	06.10	Route as A. 101. Searchlight belt reached without incident. Searchlights obscured by cloud but 5 x 250 lbs bombs were dropped on various concentrations from 10,000 ft. Searchlights were then put out as aircraft ran up to bomb so remaining 3 x 250 lbs bombs were dropped in a stick on a ship of about 1,000 tons in THE HELLER harbour. Rear gunner reporting two hits. Return was uneventful.	A. 109.
Night 12-13.	Hamden, P.1212.	Sgt. BRAVER, Sgt. MCLEAN, Sgt. BIRNLEY, Sgt. WRIGHT.	Intruding on Searchlight Belt H.E. ROBERTS.	00.43	06.25	Cloud 9/10 to 10/10 in target area, bombs dropped two at a time (250 lbs) on three occasions on searchlight concentrations from 6,000 to 9,000 ft. Lights were then doused and remaining two bombs were dropped in main target area from 9,000 ft. Accurate heavy flak was experienced, aircraft being hit in starboard aileron. Return without incident.	A. 110.
	/ continued on page 2.					

OPERATIONS RECORD BOOK.

SECRET

Page No. Three.

For the month of OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT

By No. 408 (BOMB) SQUADRON

Success pages used for days

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 12-13, Hampden, A.M. 361.	Sgt. BECK, Sgt. FRASER, Sgt. WILKINSON, Sgt. AFFLECK.	Interfering on Searchlight Belt N.E. BOCHELT.	00.40	06.00	Perfect weather to EULIER ESE and then 10/10 cloud to target area where 8/10 cloud at 8,000 ft was experienced. All bombs were dropped, 8 x 500 lbs from 10,000 ft on corners of searchlights. Lights attacked did not come on again, but others were down on approach, coming on again after aircraft had passed. Light heavy flak - very accurate. Returned without incident.	A. 111.
Night 12-13, Hampden, A.M. 190.	P/Sgt. TROOME, Sgt. GIFFORD, Sgt. RACE, P/Sgt. WALKER.	Docks at BODEN.	19.00	02.30.	Route BODEN to BELLINGHAM Point 5° North 10° East - TARGET. Weather fine to 10° East then 10/10 cloud. Searched for target for half an hour and nothing seen but flares and flak. A flare-path was bombed through gap in clouds from 11,000 ft - 1 x 1000 lbs; 2 x 500 lbs - Bursts were seen but no results. Considerable heavy flak along South bank of ELBE. F.V. unsuccessful against searchlights.	A. 112.
Night 13-14, Hampden, A.M. 360.	Sgt. BRADLEY, Sgt. MCWILLIAM, Sgt. STANFIELD, Sgt. COLES.	Night Operations, Marshalling Yards, COLOGNE.	00.50	07.10	Route COLOGNE to 51° 10' North, 9° 40' East - S. of LUXE - TARGET. Return same route. Low cloud over England and French coast, clear later to target. Much searchlight activity in target area and accurate heavy flak. Many dummy fires. Bombs dropped from 17,500 ft. 1 x 1000 lbs; 2 x 500 lbs. Bursts seen but no results. Inter-own failure on return journey which was otherwise uneventful. Aircraft holed by flak over target in twelve places.	A. 113.
Night 16-17, Hampden, A.M. 208.	P/O. CONSTANCE, P/O. HARRINGTON, P/O. VAN DER BEEK, Sgt. NEVILLE.	Night Operations, Marshalling Yards, DUISBURG.	00.26	07.10	Route DUISBURG to 51° 10' North - BORKEN - TARGET. Return same route. Perfect weather to EULIER ESE then low cloud obscuring ground. Shortly after turning on R.E. posn. BORKEN very accurate heavy flak was experienced and in evasive tactics height was lost which was regained South of target area. On turning North it proved impossible to pick up the target so bomb load, 2 x 500 lbs; 240 x 4 lbs incendiaries was dropped from 16,000 ft on town believed DUISBURG and course was set for base again through very heavy concentrations of flak. Leaflets were dropped at DUISBURG. Return started off with being well off the track until definite pinpoint was picked up on EULIER ESE - from then on no incident.	A. 114.
continued overleaf/.....						

Aircraft Type and No.	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
Night 16-17. Hamden, A.E. 267.	/continued from overleaf	Night Operations, Marshalling Yard, DUISBURG.	00.40	06.00	Route as A. 114. Intruders engaged on searchlight belt for 25 miles North of BOESSEL. Unsuccessful. On E.T.A. then ground obscured by 10/10 cloud with few gaps. On E.T.A. target encountered considerable flak both heavy and medium. Being unable to see ground dropped bombs in centre of concentration from 15,500 ft - 2 x 500 lbs; 240 x 1 lbs incendiaries. No results were observed owing to clouds. Leaflets were dropped over target. Return was unsuccessful.	A. 115.
Night 16-17. Hamden, A.E. 418.	F/O. FIM. F/O. MILWARD. Sgt. CURTIS. Sgt. WILLIAMS, D.	Night Operations, Marshalling Yard, DUISBURG.	00.23	05.40	Route as A. 114. EILBERG was reached and dropped on tank. Then Navigator's inter-comm. plug went U/S, he could be heard but could not himself hear, so pilot acknowledged his messages by flashing the cockpit light. No opposition until A.R. position BOESSEL which was obscured by cloud. Passing through two flak belts turned East on E.T.A. target and released bomb load, 2 x 500 lbs; 240 x 1 lbs incendiaries from 15,500 ft, the SOUND and town being seen, and two large fires were left burning. Nickels were dropped North of target. Return without incident.	A. 116.
Night 16-17. Hamden, A.E. 245.	Sgt. SAUNDERS, Sgt. HOGS. Sgt. CORRIE. Sgt. SEDDS.	Night Operations, Marshalling Yard, DUISBURG.	00.40	06.45	Route as A. 114. Pinpointed on track to BOESSEL, from there to target 10/10 clouds. Bombs, 4 x 1000 lbs; 2 x 500 lbs - were dropped from 12,000 ft on E.T.A. Ground clear, bursts were not seen but a red glow developed after aircraft left target. Night Fighter followed aircraft for some ten miles from target, but evasive tactics were successful. I.F.F. was effective against searchlights. Leaflets were dropped over target area.	A. 117a.
Night 16-17. Hamden, A.E. 361.	Sgt. JACK. Sgt. FRASER. Sgt. WILKINSON. Sgt. AFFLEURY.	Night Operations, Marshalling Yard, DUISBURG.	00.40	06.45	Route as A. 114. Weather good for whole trip with low cloud over target area and searchlight belt. On E.T.A. target it was impossible to pinpoint but bombs were dropped from 15,500 ft - 4 x 1000 lbs; 2 x 500 lbs on the centre of a number of glows through the clouds and as navigation proved to be absolutely accurate on the return it is presumed the town of DUISBURG must have been hit. Two bundles of Nickels were dropped in target area. Return was made without incident.	A. 118.
Night 16-17. Hamden, A.E. 450.	Sgt. HEAVES. Sgt. MILWARD. Sgt. NEWLEY. Sgt. WRIGHT.	Night Operations, Marshalling Yard, DUISBURG.	00.55	06.05	Route as A. 114. Weather perfect to vicinity of BOESSEL, then 10/10 cloud at about 6,000 ft. Heavy flak to target area mostly to the Western side of the REINE, not too accurate. Unable to pinpoint target but bombs dropped in estimate vicinity in built-up area from 15,000 ft. 1 x 1000 lbs; 2 x 500 lbs - no results were observed. Leaflets were dropped at same time. Return was made without incident.	A. 119.

...../continued on page 4a

OPERATIONS RECORD BOOK.

SECRET

Page No. Four

For the month of OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT.

From 0000 hours to 2359 hours

By NO. 408 (ROAD) SQUADRON.

Normal pages used for day.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 16-17. Hampden, A.E. 972.	SGT. ERA. SGT. HUNTER. SGT. JONES.	Night Operations, Marshalling Yards, DUISBURG.	00.45	04.00	Route as A. 114. Trouble was experienced with inter-com, from take-off and as it got worse over DUISBURG it was decided to return. No last-visit target could be seen. Flare path turned off as aircraft approached and others appeared to be burning, so bombs were brought back to base.	A. 120.
Night 16-17. Hampden, A.E. 150.	SGT. BRAINLEY. SGT. MC MILLAN. SGT. STANFIELD. SGT. COLLES.	Night Operations, Marshalling Yards, DUISBURG.	00.55	04.30	Route as A. 114. Perfect weather to DUISBURG but experienced trouble with aircraft, not able to climb above 17,500 ft and only 100 - 115 m.p.h. at plus two boost, and oil temperatures went up to over 100 degrees so it was decided not to proceed, as it would have been impossible to clear enemy territory before daylight. Bombs were therefore dropped on searchlight concentrations south of NEW ISLEIGH. One large burst was seen on road alongside searchlights. Return was made without incident.	A. 121.
Night 16-17. Hampden, A.E. 157.	P/SGT. TETCOCK. SGT. GIFFORD. SGT. RAGG. P/SGT. WALKER.	Night Operations, Marshalling Yards, DUISBURG.	00.47	02.10	Route as A. 114. Shortly after setting course from base, at a height of 6,000 ft climbing at 120 I.A.S. the port wing dipped slightly and the aircraft turned to port. Pilot attempted to increase speed slightly and regain course by easing nose down and lifting the port wing. Instead, the port wing stalled and the aircraft went in a spin to left. The pilot recovered from this by putting the nose down and applying opposite rudder, but having no horizon the nose came up and aircraft spun to the right and turned over on its back, and it was only possible to pull out finally at 4,000 ft at 300 m.p.h. As aircraft appeared exceedingly difficult to control it was decided to jettison the bombs safely - 1 x 1000 lbs; 2 x 500 lbs into the sea, and return to base, which was accordingly done. On landing, it was found that half the port bomb door was missing and the remaining half was torn loose at the front and wrapped round the leading edge. The only explanation that it has been able to make is that the 1000 lbs bomb broke loose on its release as aircraft came out of spin to port.	A. 122.
continued overleaf						

www.bombercommand.co.uk

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 16-17. Hampden, P. 1212.	/continued from overleaf. Sgt. FRASER. Sgt. WOOD. Sgt. WILLIAMS, C. Sgt. LANCASTER.	Night Operations Docks at DUNKIRK.	19.15	22.50	via ORFORDNESS-TARGET-AND RETURN. Target area was reached uneventfully, slight haze being found to cover the area but bomb aimer was able to pinpoint the docks and hold them in sight. Bombs were dropped from 17,000 ft - 5 x 500 lbs, the remaining bomb being a hang up. Fires were seen in dock area on leaving the target and heading to the East. Return was made without incident but owing to failure on part of T.R. from the ground aircraft landed at BALLYMCCON and returned to base following day.	A. 123.
Night 20-21. Hampden, A.M. 361.	S/LDR. BURGESS, DFC. P/Sgt. BUNTING. Sgt. REYNOLDS, DFL. Sgt. JONES.	Night Operations. Marshalling Yards, BRESEN.	18.06	00.35	Route - SKERNESS-Point 15 miles S.W. of HELIGOLAND - Coast between CHERBOURG - BRESEN - TARGET. Return same route. Navigation went very well, reaching enemy coast on track but very large concentrations of searchlights in the whole area were very misleading and it was therefore impossible to pick up the town. Finally bombed town which proved to be BRESEN from 17,000 ft with whole load - 2 x 500 lbs; 2 x 250 lbs; 120 x 4 lbs incendiaries, bursts were seen but results not observed owing to heavy concentration of all calibre flak. The opposition both in searchlights and flak was extremely heavy in the whole district. Return uneventful.	A. 124.
Night 20-21. Hampden, A.M. 267.	P/O. BIGGANE, Sgt. ROBINSON. Sgt. LITTLEWOOD. Sgt. FREEDON.	Night Operations, Marshalling Yards, BRESEN.	18.07	00.45	Uneventful to BRESEN area, which was reached on E.T.A. passing several troops of searchlights and flak concentrations. Dropped flare which lit up a large number of railway lines running at right angles to track, turned round and came on bombing the railway lines from 17,000 ft with 1 x 1000 lbs; 2 x 500 lbs & bombs were seen which lit up the railway lines. Return was made uneventfully except for very heavy flak concentrations and searchlights which had to be avoided.	A. 125.
Night 20-21. Hampden, A.M. 277.	P/O. CONSTANCE, P/O. HARDINGHAM. P/O. VAN DEN BOK. Sgt. HEVILL.	Night Operations, Marshalling Yards, BRESEN.	18.11	01.22	Appeared to get too far East on first course, turned West to get a definite pinpoint. By the time a definite landfall was made it was too late to reach the primary on target time. Therefore as BRESEN could be clearly seen it was decided to bomb the docks there, and run up was made, the waterfront being outlined in the gun-flashes. Bombs - 2 x 500 lbs; 2 x 250 lbs; 120 x 4 lbs incendiaries were dropped from 17,000 ft. Fires were seen to start which could be seen for the next thirty minutes. Return was uneventful.	A. 126.
	/ continued on page 5.					

OPERATIONS RECORD BOOK.

SECRET. Page No. Five.

For the month of OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT.

From 1st to 31st October 1941.

By No. 408 (RCAF) SQUADRON.

No. of pages used for day.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 20-21. Hampden, A.R. 972.	F/O. HOUGHTON. P/O. MONKHOUSE. Sgt. WILLIAMS, W.R. Sgt. GALLAN.	Night Operations, Marshalling Yards, HESSEN.	18.16	01.00	Unable to get pinpoints on crossing enemy coast, searchlight and flak concentrations were more or less continuous so did not give any indication of position. Target area reached on 18.20, and town lit up by flares. Being unable to identify marshalling yards bombs were dropped on town. 1 x 1000 lbs; 2 x 500 lbs from 14,000 ft - results were not observed owing to very heavy concentration of flak and searchlights. I.R.F. was not found to be particularly effective on searchlights. Return was made same route without incident.	A. 127.
Night 20-21. Hampden, A.R. 245.	Sgt. SANDERSON. Sgt. DILLON. Sgt. CORRIE. Sgt. SKEED.	Night Operations, Marshalling Yards, HESSEN.	18.09	01.15	Navigation was good and target area reached by D.R. Large searchlight and flak concentrations being encountered from the coast to HESSEN. The actual marshalling yards could not be identified, but the South East part of town was seen by the light of flares and bomb load, 2 x 500 lbs; 2 x 250 lbs; 120 x 4 lbs incendiaries was dropped - small fires being seen to result. A Night Fighter was seen on the return journey but evasive action was successful before he had time to close.	A. 128.
Night 20-21. Hampden, A.R. 139.	Sgt. YERK. Sgt. FRASER. Sgt. WILKINSON. Sgt. AFFLECK.	Night Operations, Marshalling Yards, HESSEN.	18.12	01.10	Weather out was good but apparently aircraft got North of track shortly after reaching turning point were engaged by searchlight and heavy flak and searchlights. After searching along coast for considerable time, but finding it impossible to accurately pinpoint position, a built-up area, believed HESSEN was bombed from 13,500 ft - 2 x 500 lbs; 2 x 250 lbs; 2 G.S.C. - bursts were seen and incendiaries started considerable fires. Return was made without difficulty, homing on the loop.	A. 129.
Night 20-21. Hampden, A.R. 418.	F/O. FIM. P/O. MILWARD. Sgt. CURTIS. Sgt. WILLIAMS, D.T.	Night Operations, Marshalling Yards, HESSEN.	18.17	00.50	Unable to pinpoint position on DANIELI coast as hoped, so turned in on R.R. position but considerable belts of searchlights and flak made accurate navigation difficult. The river was picked up by the light of flares, and built-up area believed to be HESSEN - bombed from 16,500 ft with 1 x 1000 lbs; 2 x 500 lbs - bursts were seen but no results. On the run up the aircraft was hit by flak sustaining twenty five holes but was able to make a return without difficulty. Two single-engined Night Fighters were seen but they did not attack.	A. 130.
continued overleaf/.....						

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 20-21. Hampton, A.E. 150.	SGT. BLAVER. SGT. MCLEAN. P/SGT. ROSE. SGT. WRIGHT.	Night Operations, Marshalling Yards, HORME.	18.05	01.45	Target area reached without incident apart from large flask concentrations. Target was then seen by light of flare dropped from aircraft ahead and bombs were released from 15,000 ft. 2 x 500 lbs; 2 x 250 lbs; 2 S.B.C. - bursts were seen on the railway yards and fires left burning. On return journey a discrepancy was discovered between pilot's and observer's compasses and gyro also being U/S it was necessary to resort to heading on the loop, checking position with reference to the Pole star. Base was reached safely.	A. 131.
Night 20-21. Hampton, A.E. 219.	P/O. CAMPBELL. P/O. BENCH. SGT. HOWELL. SGT. FRASER.	Night Operations, Marshalling Yards, HORME.	18.45	18.52	Took off although inter-com was U/S hoping it would clear in the air but not doing so aircraft landed again almost immediately and did not take-off again.	A. 132.
Night 20-21. Hampton, A.E. 360.	P/SGT. TITCOMB. SGT. GIFFORD. SGT. RAGE. P/SGT. WALKER.	Night Operations, Marshalling Yards, HORME.	18.15	20.30	After being out for an hour it was found that on putting in the supercharger excessive vibration resulted, engine overheated and it was not possible to climb so it was decided to return to base which was accordingly done.	A. 133.
Night 20-21. Hampton, A.E. 190.	SGT. FRASER. SGT. WOOD. SGT. LANGRISH. SGT. WILLIAMS, G.J.	Gardening off HORME.	18.19	22.55	Route - GORINGHAM - SHIRBURNHOOD. A successful flight SHIRBURNHOOD was reached and identified and a time run made from it to the gardening position where mine was successfully dropped from 600 ft. No enemy opposition was encountered and return was made to base without incident.	A. 134.
Night 20-21. Hampton, P. 1212. OT	SGT. BRALEY, D.B. SGT. MC MILLAN, AT. SGT. COLES, E.L. SGT. STANFIELD, R.A.	Night Operations, Marshalling Yards, HORME.	18.14	00.45	This aircraft was expected back at base at about 00.30 hours but on return crashed at HALTAM, near CORNINGSEY. Sgts. BRALEY, MC MILLAN, and STANFIELD were killed instantly and SGT. COLES suffered concussion and bruises. SGT. COLES reports that the town of HORME was successfully attacked the whole load of 2 x 500 lbs; 2 x 250 lbs; and 2 S.B.C. being dropped. The exact cause of the crash is unknown but it is believed that Sgt. BRALEY was making an approach to land at CORNINGSEY when the motors stalled and the machine spun to the ground. The funeral of Sgt. BRALEY, R.N.Z.A.F. and Sgt. MC MILLAN, R.C.A.F. took place at NEWARK on the 25th October, 1941. Following instructions from Mrs. R.A. STANFIELD the body of her husband was sent to BLACKPOOL for burial accompanied by an R.A.F. escort. The following were the operational flying times of the crew: Sgt. BRALEY 9 trips 47 hours; Sgt. MC MILLAN 9 trips 47 hours; Sgt. STANFIELD 4 trips 18 hours; Sgt. COLES 9 trips 49 hours.	A. 135.

continued on Page No. 512.

OPERATIONS RECORD BOOK.

For the month of OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT.

Page No. Six.

By No. 408 (RCAF) STATION.

Number of pages used for diary

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 22-23, Hampden, A.R. 259.	P/O. DUNLOP. S/O. MACKENZIE. S/O. M. GRALL. S/O. HOBBS. S/O. READ.	Night Operations, Main Railway Station, MANCHESTER.	18,02	00,30	Route - ORFORDNESS-LEWIS-Target. Return same route, to WATTSHAM. Unsuccessful to target area except for considerable cloud 6 - 7/10 cloud over target, but flare dropped ahead illuminated river and town and bombs were dropped from 15,000 ft - 4 x 1000 lbs; 2 x 500 lbs. Results were not observed. Large cumulus cloud with severe icing was experienced on the return, and the wind veering put aircraft off track, the first thing seen was WEST MALLING beacon (not given on rice paper). After trying to find position it was decided to land in case balloons were around, which was accordingly done. Return to base was made in the morning.	A. 136.
Night 22-23, Hampden, A.R. 257.	P/O. BIGGANE. S/O. REINHART. S/O. YOUNG. S/O. PHEASTON.	Night Operations, Main Railway Station, MANCHESTER.	18,11	00,20	MANCHESTER area reached on E.T.A. and search made for target but owing to cloud unable positively to identify it. Dummy fires and flak and tracer were seen, so bombs were dropped on light flak from 11,000 ft - 4 x 1000 lbs; 2 x 500 lbs which had effect of stirring up a heavy barrage. Balloons were observed flying at 10,000 ft and a fighter appeared on tail, the gunner got in some bursts without visible effect. Icing was experienced on the return which was otherwise uneventful. Return to base was made in the morning.	A. 137.
Night 22-23, Hampden, A.R. 361.	P/O. COUSSEANCE. P/O. HARDINGHAM. P/O. VAN DEN BOK. S/O. NEVILLE.	Night Operations, Main Railway Station, MANCHESTER.	18,08	01,15	Fair weather conditions found on way out and target area reached on E.T.A., but owing to 7 - 8/10 cloud impossible to identify primary but bombs dropped on estimated position of town, judging from position of dummies and flak concentration. Bombed from 12,000 ft - 2 x 500 lbs; 2 x 250 lbs and 120 x 4 lbs incendiaries. No results were observed, owing to the pilot head freezing up for two hours on return journey, English coast was reached well ahead of E.T.A. The aircraft was at 14,000 ft over WATTSHAM beacon, the first identifiable point. On taxiing after landing the aircraft was led by the blue taxiing lights carefully over a culvert into which the starboard wheel dropped, the starboard wing and the pitot head were damaged but apparently nothing further.	A. 138.
continued overleaf/.....						

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
	/continued from overleaf.....					
Night 22-23. Hampden, A. E. 288.	F/O. BOUGHTON. F/O. MOOREHOUSE. Sgt. WILLIAMS, W. E. Sgt. GALLAN.	Night Operations Main Railway Station, MANCHESTER.	18.05	01.40	Fair weather to target area which was reached about E.T.A. A flare was dropped which disappeared in a cloud then searchlights and flak came up and fires were observed in a built-up area. Bombs were dropped on this aiming point - 1 x 1000 lbs; 2 x 500 lbs - bursts were observed and fires started. Wireless Operator reported one M.R. 105 two hundred yards away but it did not show. On return journey English coast was reached ahead of E.T.A. and MANSTON was crossed at 12,000 ft. Course was then set for WATTSHAM where aircraft landed safely. Return was made to base the following day.	A. 139.
Night 22-23. Hampden, P. 5321.	S/Lt. CLAYTON, RFO. Sgt. WATTS. P/Sgt. MORGAN. Sgt. HOWELL.	Night Operations Main Railway Station, MANCHESTER.	18.05	20.05	Arrived in target area on E.T.A. and by light of flare saw the RHINE, pinpointed and bombed South and bombed town from 14,000 ft., 1 x 4000 lbs; 2 x 500 lbs - bursts were seen but only results observed was a considerable amount of heavy flak which came up immediately afterwards. Cloud 8/10 - 16/10 on onset of return journey but apart from static through the cold front over the coast return was uneventful. Return to base was made in the morning.	A. 140.
Night 22-23. Hampden, A. E. 190.	F/O. CAMPBELL. F/O. DESER. Sgt. RUSSELL. Sgt. PEARCE.	Night Operations Main Railway Station, MANCHESTER.	18.05	00.32	Outward trip uneventful except that the Met. wind was found as with other aircraft, to be cut. Target area was reached and found to be covered 8 - 9/10 cloud; saw several chimney fires and bombed light flak in estimated position of MANCHESTER from 14,000 ft with 1 x 1000 lbs; 2 x 500 lbs. Bursts were seen and a red glow seen to come from below the cloud. Return was made through fairly bad conditions of 5th mile cloud with icing, and landfall was made at MANSTON somewhat South of track, WATTSHAM was then reached without incident, returning to base in the morning.	A. 141.
Night 22-23. Hampden, A. E. 160.	F/O. FIM. F/O. MILWARD. Sgt. CURTIS. Sgt. WILLIAMS, D. T.	Night Operations Main Railway Station, MANCHESTER.	18.12	01.21	No incident on outward journey except "black-out" at LILLE and other inland French towns appeared to be very bad. Target area was reached on E.T.A. and the RHINE seen by the light of a flare. Then a Southerly course was altered and a built-up area in the estimated position of MANCHESTER bombed from 13,000 ft - 1 x 1000 lbs; 2 x 500 lbs. No results were observed owing to cloud. On the return the port engine cut four times owing to icing, and on one occasion height was lost from 11,000 ft to 4,000 ft when the motor re-started. An endeavour was made to home on the G.H.R. but that faded out and D.R. had to suffice to reach WATTSHAM. Base was returned to the following morning.	A. 142.
	/continued on Page No. Seven.....					

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

For the month of OCTOBER, 1941.

Page No. Seven.

From 00.00 to 24.00 By No. 408 (BOAF) Squadron.

Notes pages used for day.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 22-23, Haselden, A.M. 24.5.	Sgt. SANDERSON. Sgt. BILSON. Sgt. CORRIE. Sgt. WILLIAMS, J.L.	Night Operations, Main Railway Station, MANDRELL.	18.40	21.30	Slightly South of track over French coast, then ran into severe thunderstorm North of LILLE. Found it impossible to climb out of storm and static sent inter-comm U/S so decided to return and bomb MANDRELL. This was accordingly done and the whole load 1 x 1000 lbs; 2 x 500 lbs dropped on the dock area. Severe flak was encountered, one burst being so close to the cockpit that the wireless operator was flung back and his ear drum damaged so that he could not hear. On way back were unable to find position exactly requiring Darky procedure landed at MANDRELL. On landing, the port wheel collapsed, the strut having been damaged by flak. None of the crew were hurt and all returned to base the following day in another aircraft.	A. 143.
Night 22-23, Haselden, A.M. 23.0.	Sgt. BUCK. Sgt. FRASER. Sgt. WILKINSON. Sgt. AFFLECK.	Night Operations, Main Railway Station, MANDRELL.	18.09	22.15	Just after crossing English coast on the outward journey inter-comm went U/S, functioning only intermittently. It was decided to carry on and bomb the Channel ports. At the coast there was 10/10 cloud so bombs were dropped on concentration of searchlights believed BELLEVILLE from 12,000 ft - 2 x 500 lbs; 2 x 500 lbs. The incendiaries were brought back owing to fear of scattering beyond target area. A red glow was seen through the clouds five minutes after bombing. The aircraft returned and landed at MANDRELL without incident.	A. 144.
Night 22-23, Haselden, A.M. 27.0.	Sgt. BRAVER. Sgt. MCLELLAN. Sgt. BENTLEY. Sgt. WRIGHT.	Night Operations, Main Railway Station, MANDRELL.	18.45	01.15	Outward journey was uneventful, ten minutes after E.T.A. target a town was seen through cloud and bombs were dropped. 1 x 1000 lbs; 2 x 500 lbs from 15,000 ft. Bursts were seen and a fire seemed to be starting as the aircraft turned off, and then a river was identified as the RHINE running through the town. Return was made difficult by icing and static but MANDRELL was reached safely and return made to base the following morning.	A. 145.
Night 22-23, Haselden, P.M. 24.0.	P/Sgt. HITCHCOCK. P.A. Sgt. GIFFORD. P.A. Sgt. RAGG. P.A. P/Sgt. WALKER. P.A.	Night Operations, Main Railway Station, MANDRELL.	18.45	-	This aircraft off with load of 1 x 1000 lbs; 2 x 500 lbs but failed to return. No M/T message was received. The following are the operational hours of the crew:- P/Sgt. HITCHCOCK 12 trips 67.20 hours. Sgt. GIFFORD 11 trips 69.35 hours. P/Sgt. WALKER 41 trips 249.41 hours. Sgt. RAGG 3 trips 11.10 hours.	A. 146.
continued overleaf.						

www.bombercommand.com

Aircraft Type and No.	Crew	Duty	Time Up	Time Down	Details of Sortie or Flight	References
	continued from overleaf					
Night 23-24 Hamden, A.B. 286.	Sgt. DADSON. Sgt. PALASTANNA. Sgt. WILLIAMS, G.V. Sgt. GREGG.	Night Operations, LE HAVRE docks.	05.53	06.20	Took off from WASHINGTON on freshman operation but weather unfortunately over target was 10/10 cloud, some medium flak was seen but target could not be identified so it was decided to return to base, which was reached without incident except for icing and static.	A. 147.
Night 26-27 Hamden, A.B. 267.	Sgt. DADSON. Sgt. PALASTANNA. Sgt. YOUNG. Sgt. PRESTON.	Night Operations, CHERBOURG docks.	16.40	23.59	Route - UPPER HERTFORD - GERRIL BEACH - TARGET - return same route. Weather was poor all the way 10/10 cloud with occasional gaps the tops rising to 7-8,000 ft. At the target area a few flares and an occasional burst of flak was seen but there were no gaps in the cloud to enable a pinpoint to be found. After searching the area for forty-five minutes it was therefore decided to bring the bombs back to base which was accordingly done. This sortie took off and returned to WASHINGTON as STRENGTH was not operating this night.	A. 148.
Night 29-30 Hamden, FW. 4169.	P/O. GALLWEIL. Sgt. MARSHALL. Sgt. HAINES. Sgt. STAFFORD.	Night Operations, SCHIPOL aerodrome.	22.00	03.25	Route - SCHIPOL direct. Very bumpy conditions with snow and icing were experienced all the way to the target area. More than half an hour was spent looking for the target but 10/10 cloud at 1,000 ft making identification impossible. Finally, OOSTVOORT aerodrome was seen to put on its lights so the whole load - 4 x 500 lbs; 2 x 250 lbs was dropped from 10,000 ft. Bursts were seen along the flare path and all lights were put out. Return was made to base uneventfully.	A. 149.
Night 29-30 Hamden, A.B. 286.	P/O. HOUGHTON. P/O. MONKHOUSE. Sgt. WILLIAMS, W.R. Sgt. GALLAN.	Night Operations, SCHIPOL aerodrome.	22.11	02.40	Bad conditions to the Dutch coast, were unable to pinpoint over the HAGUE and set course for the target but ran into cloud down to below 1,000 ft. Circled but unable to identify aerodrome so decided to return with bomb load. Ten miles West of KATLIX on return jettisoned 2 x 250 lbs wing bombs safe to enable aircraft to clear cloud. Apart from very bad weather conditions return was uneventful.	A. 150.
Night 29-30 Hamden, A.B. 297.	Sgt. KSA. Sgt. HURRY. Sgt. YOUNG. Sgt. GREGG.	Night Operations, SCHIPOL aerodrome.	22.10	02.45	Weather bad but above cloud visibility very good in moonlight. Impossible to identify target owing to 10/10 cloud, and flare paths that were seen all appeared to be dummies, so it was decided to bring bombs back. A slight amount of searchlight activity was seen and a little light flak. Return was made without incident.	A. 151.
Night 29-30 Hamden, A.B. 363.	P/O. CONSTANCE. P/O. HARRINGTON. P/O. VAN DER NOE. Sgt. NEVILLE.	Night Operations, SCHIPOL aerodrome.	22.07	22.56	Abortive sortie, turned back 20 minutes out owing to trouble with constant speed unit on starboard engine, and also I.P.P. and engine-driven generator, both of which refused to function properly.	A. 152.
	/continued on page No. Night					

OPERATIONS RECORD BOOK.

For the month of OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT.

Page No. Eight.

From 1st to 31st October 1941.

By 30. 408 (REAR) SQUADRON.

No. of pages used for day.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 29-30. Hampden, A.E. 267.	SGT. BROW. SGT. FRASER. SGT. WILKINSON. SGT. APPELBY.	Night Operations, SCHIPHOL aerodrome.	22.04	02.13	Bad weather for whole trip, turned on D.R. and on E.T.A. saw flare path so did a run up but decided that it was a dummy only - 2 x 250 lbs bombs were dropped from 3,000 ft. Bursts were seen alongside the flare path. Search was made for the target but 2 - 10/10 cloud made success impossible and the 500 lbs bombs were brought back to base without incident.	A. 153.
Night 29-30. Hampden, A.E. 190.	P/O. CAMPBELL. P/O. HENCH. SGT. RUSSELL. P/LT. VERHOYLE.	Night Operations, SCHIPHOL aerodrome.	21.53	02.55	Experienced bad weather all the way to the Dutch coast, then search was made unsuccessfully for an hour for LAMMEREN inlet from which to make a timed run to target. Then an aerodrome was seen believed ALMAAR - it was circled eight times at 1,000 ft and cartridge fired off without response. The whole load of 4 x 500 lbs; 2 x 250 lbs was then dropped along flare path from 1,000 ft with great effect and a large plume of white smoke was seen to rise. The bursts at this low height also had a most disconcerting effect in the aircraft which seemed to be about to disintegrate. Return was made without incident, no flak or fighter being met with.	A. 154.
Night 29-30. Hampden, A.E. 157.	P/O. FEN. P/O. MILWARD. SGT. CURTIS. SGT. WILLIAMS, D.T.	Night Operations, SCHIPHOL aerodrome.	21.55	03.10	Extremely bad weather was experienced on reaching Dutch coast. A search was made for the target for over an hour but owing to the clouds it was impossible to identify it or any other legitimate target, so bomb load of 4 x 500 lbs; 2 x 250 lbs was brought back to base without incident.	A. 155.
Night 29-30. Hampden, A.E. 782.	SGT. FARNOW. SGT. MAY. P/O. MATHIAS. SGT. HORTON.	Night Operations, SCHIPHOL aerodrome.	21.58	03.30	Encountering similar conditions to the other aircraft it was found impossible, once the Dutch coast was reached, to identify the target though several runs were made from definite points which were clear. Cloud down to 1,500 ft always obscured the ground before the target was reached. It was therefore decided to return and the bomb load 4 x 500 lbs; 2 x 250 lbs was brought back to base.	A. 156.
Night 29-30. Hampden, A.E. 150.	SGT. FRAYER. SGT. MCLEAN. SGT. WARD. SGT. HERTLEY.	Night Operations, SCHIPHOL aerodrome.	-	-	Owing to engine trouble it was impossible to take-off and as the reserve aircraft had already been taken to replace a damaged aircraft, this sortie was cancelled.	A. 157.
/continued overleaf.						

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					<u>continued from overleaf</u>	
Night 22-30, Hamden, A.R. 433.	W/Cdr. TIMMESMAN, DKO, Sgt. WOOD, Sgt. LANGCASTER, Sgt. WILLIAMS, C.J.	Night Operations, SHEPHERD aerodrome.	22.02	02.09	Weather conditions were very bad with 10/10 cloud down to below 1,000 ft and tops to 8,000 ft. Ten minutes after 23.15 came down through gap in cloud to 1,000 ft. Squally easterly showers made it impossible to pick up position. Seventy five minutes were spent trying to find a pinpoint on the coast. Then after climbing up to 5,000 ft and finding it impossible to get a W/T fix we were obliged to alight, it was decided to abandon task and return to base with bombload.	A. 158.
Night 31-1/11, Hamden, A.R. 433.	Sgt. BROOK, Sgt. PRASER, Sgt. WILKINSON, Sgt. APPELBY.	Night Operations, HUGH & VOSS Shipyards, HAMBURG.	17.41	00.45	Route: - All aircraft - SCHMIDT-HUBER-THURST, return same route. Immediately on leaving the English coast climbed to 7,000 ft to clear cloud which extended all the way to the enemy coast. There, it was possible to pinpoint all the way to the target though that was unlikely covered by cloud. It was possible positively to identify the town however, and the whole load, 1 x 1000 lbs; 2 x 500 lbs was released from 11,000 ft. Bursts being seen. A considerable number of obvious flames were seen scattered round the target area. Return uneventful.	A. 159.
Night 31-1/11, Hamden, A.R. 437.	P/O. CONSTANCE, P/O. HARDINGHAM, P/O. VAN DER BEEK, Sgt. NEWVILLE.	Night Operations, HUGH & VOSS Shipyards, HAMBURG.	17.44	00.28	Journey was uneventful to the enemy coast which was clearly seen in the moonlight and it was possible to pinpoint all the way to the target. Finding it impossible to identify the primary, bombs were released on the town, 2 x 500 lbs; 2 x 250 lbs; 120 x 1 lb incendiaries from 13,000 ft. Fires were observed in town as the aircraft turned off. Return was made without incident.	A. 160.
Night 31-1/11, Hamden, A.R. 972.	P/O. CALDWELL, Sgt. MARSHALL, Sgt. MATTHEWS, Sgt. STAFFORD.	Night Operations, HUGH & VOSS Shipyards, HAMBURG.	17.35	01.15	Just before reaching the enemy coast the inter-conn ceased to function so it was decided to track over SELT and drop bombs there. However, the wireless operator managed to get the interconn going again and course was again set for HAMBURG which was reached much later than the other aircraft and it was possible to identify the docks. Bombs were dropped from 11,000 ft - 1 x 1000 lbs; 2 x 500 lbs and bursts were seen. Return was uneventful apart from inconvenience caused by continuing intermittent failure of inter-conn.	A. 161.
Night 31-1/11 Hamden, A.R. 762.	Sgt. FARROW, Sgt. MAY, Sgt. MATTIAND, Sgt. HENRY.	Night Operations, HUGH & VOSS Shipyards, HAMBURG.	17.54	23.35	Just after enemy coast was reached it was found that the generator on starboard motor was W/S and loop aerial also W/S. It was decided to bomb the first target available and return to base. The river ELBE was pinpointed and a run on HAMBURG town made and bombs - 1 x 1000 lbs; 2 x 500 lbs dropped from 12,500 ft into the centre of the town causing a quiet district to turn into one of concentrated flak. Return was made without incident.	A. 162.
					<u>continued on Page No. 111</u>	

OPERATIONS RECORD BOOK.

For the month of OCTOBER, 1941.

DETAIL OF WORK CARRIED OUT.

Page No. Nine.

From the 1st of the month to the 1st of the month.

By NO. 108 (RCAP) SQUADRON.

Not of pages used for day xx.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 31-1/11 Hamden, P. 5521.	SGT. BRAYER. SGT. McLEAY. SGT. BENTLEY. SGT. WRIGHT.	Night Operations, ELDM & VOSS Shipyard, BAUGUR.	18.27	01.10	Difficulty was experienced before take-off finally having to resort to the reserve machine and leave an hour late. The inter-conn proved intermittent and failed at the target area so that owing to a misunderstanding the bombs were released on ELDM & VOSS - 2 x 1000 lbs; 2 x 500 lbs from 15,000 ft bursts being seen but no results. A fighter was seen a few minutes before bombs were dropped proceeding proceeding on reciprocal course but did not attack. Return was made safely with some inconvenience owing to the inter-conn failure.	A. 163.
Night 31-1/11 Hamden, A. 190.	P/O. CAMPBELL. P/O. DENCH. SGT. RUSSELL. SGT. FRANK.	Night Operations, ELDM & VOSS Shipyard, BAUGUR.	17.40	00.55	Target area was reached without incident and owing to a gap in the clouds it was possible to pinpoint the ELDM & VOSS but finding it impossible to see the dock area owing to cloud bomb load was aimed on the centre of the town from 14,000 ft - 1 x 1000 lbs; 2 x 500 lbs. Bursts were not seen owing to violent evasive tactics and searchlights and flak activity. Return was made without incident.	A. 164.
Night 31-1/11 Hamden, A. 197.	P/O. FILL. P/O. WILKINSON. SGT. CURTIS. SGT. BURN.	Night Operations, ELDM & VOSS Shipyard, BAUGUR.	17.48	00.52	Target area was reached without incident but actual target was obscured by cloud so a timed run was made from a pinpoint on the river ELDM and bomb load - 1 x 1000 lbs; 2 x 500 lbs. released from 14,500 ft on the centre of the town. Bursts were seen but no fires, but an uncomfortable amount of flak burst very close holding the aircraft in several places. Return was unsuccessful except for considerable flak from ELDM .	A. 165.
Night 31-1/11 Hamden, A. 198.	P/O. BRUCHON. P/O. MCKENNA. SGT. WILLIAMS, W.R. SGT. GALLAN.	Night Operations, ELDM & VOSS Shipyard, BAUGUR.	17.39	00.40	Unsuccessful trip to target area and half an hour was spent in trying to identify target through cloud, finally, a timed run was made from ELDM and bombs released when dock area was seen through a gap in the clouds - height 14,500 ft - bomb load 1 x 1000 lbs; 2 x 500 lbs - two bursts were seen. Return was made without incident.	A. 166.
continued overleaf						

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
	<u>continued from overleaf</u>					
Night 31-1/11 Hamden, A.E. 267.	P.O. BROWN, SPT. KIMMART, SPT. LITTLEWOOD, SPT. WILLIAMS, J. I.	Night Operations, ELLEN & VOSS Shipyards, HAMBURG.	17.38	00.02	Fine weather was experienced to enemy coast which was pinpointed all the way to HAMBURG, ground could be clearly seen. Luckily a gap opened up in the cloud over the town and the aircraft ran in over the town, and bombs were released over dock area. 1 x 1000 lbs; 2 x 500 lbs from 15,000 ft. - bursts were seen but no results. Return was made without incident.	A. 167.
Night 31-1/11 Hamden, A.E. 267.	SPT. JEA, SPT. HUNTER, SPT. JONES, SPT. JONES.	Night Operations, ELLEN & VOSS, Shipyards, HAMBURG.	17.36	00.15	Target area was reached without incident and it was possible to pinpoint to HAMBURG town, the target area however was obscured by cloud, so bomb load of 1 x 1000 lbs; 2 x 500 lbs was released from 15,000 ft on the town. Fires were seen to result. Return was uneventful except for a little heavy flak. Immediately after bombs were dropped.	A. 168.
Night 31-1/11 Hamden, A.E. 262.	SPT. DADSON, SPT. PALASTANZA, SPT. ORANLEY, SPT. MONTON.	Mining off DOCKING.	18.16	23.45	Route - SCHWES-Target, PRISTIAN Islands were reached without incident, pinpoint being picked up at SCHWES-Target and then run was made and mine successfully laid from 500 ft. On return difficulty was experienced with inter-com and starboard generator broke down. But apart from slight flak from some of the islands there was nothing further to report.	A. 169.
3rd NOVEMBER, 1941.					Wing Commander, Commanding, No. 60 (B.C.A.F.) Squadron, R.A.F. Station, SHERBORN, Wilt.	