

# OPERATIONS RECORD BOOK

DETAIL OF WORK CARRIED OUT

By No. 408 (R.C.A.F.) Squadron

For the Month of NOVEMBER, 1941

APPENDIX

R.A.F.  
Form 541.

9075  
**SECRET**

Page No. One.

(7472) W/L 2422/1450. 18000. 8/40. P.L. 81-3721.

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 4-5	Bombardier A.E. 297	P/O LUNGLIP- MACKENZIE SGT. MCGHILL SGT. STAFFORD SGT. HOWELLS	Night Operations MINING off KIEL	00.03	06.15	ROUTE FOR ALL AIRCRAFT - KESWICK, KAPPALE - TARGET: Return Same Date. Climbing up to 7,000 ft. leaving the English Coast the out- ward journey was made entirely over 10/10ths cloud. On E.F.A. finding cloud still without a break below it was decided to return with the mine owing to the icing conditions prevailing in the cloud. Through a small gap an aerodrome was seen NORTH of KIEL and the 2 x 250 wing bombs were dropped from 11,000 ft. bursts being seen along the flare-path. On return a diversion signal was received to proceed to SWANTON MURLEY where aircraft accordingly landed. Taking-off in daylight for base which was reached successfully despite extremely bad fog conditions which made it impossible for the watch office even to see the air- craft landing.	A.169
Night 4-5	Bombardier A.E. 972	P/O Caldwell SGT. MARSHALL SGT. CRAWLEY SGT. HARRY	ditto	00.13	06.14	Flying over 10/10ths cloud by pure D.R. navigation with the aid of loops, the KIEL area was reached, but it was found impossible to see a gap through which to pinpoint and come down below to do the mining; so after searching for nearly an hour it was decided to return. The diversion signal was received on the return journey, but finding the tops of cloud, sea fog at 800 ft. it was decided to carry on to base which was reached without incident.	A.170
Night 4-5	Bombardier A.E. 267	P/O BIGGANS SGT. REINHART SGT. WILLIAMS, J.I. SGT. LITTLEWOOD	ditto	00.12	07.55	Flying over cloud with tops at 8,000ft. all the way to the target area E.F.A. was passed without any gaps in the cloud. Circling, a small gap was found apparently over sea. The aircraft descended to 1,000ft. to get under cloud and, as visibility was very good was able to identify its position as being off FLENSBURG FIORD. Running down the coast to the head of KIEL FIORD the aircraft was caught by a search light on the headland and had to complete its run in the beam with the risk of being sent up a heavy concentration of tracer. The mine (1500 lbs.) was dropped successfully from 600 ft. and shortly after the wing bombs (2 x 250 lbs.) were jettisoned to enable the aircraft to climb into the cloud as quickly as possible. The return was made without incident; but on land- ing at SWANTON MURLEY the aircraft was found to be badly holed and had to be left for repair, the crew returning to base in other aircraft. It was in recognition of P/O Biggans' performance on this operation that he was awarded the Dis- tinguished Flying Cross ten days later.	A.171
Night 4-5	Bombardier A.E. 288	P/O HAUGHTON P/O MCKENNA SGT. GALLAN SGT. WILLIAMS, W.R.	ditto	00.10	07.36	10/10ths cloud was experienced all the way to target area which was reached and searched for gaps without success; so owing to icing conditions said to prevail in cloud it was decided to return to base. The wing bombs were dropped from 11,000 ft. (2 x 250 lbs.) on a flak concentration in N.W. GERMANY. The mine was brought back to SWANTON MURLEY with- out incident. Conditions there were very bad, fog develop -	A. 172.

continued overleaf/.....

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
Night 4-5	Bombardier A.E. 228.	/continued from overleaf..... P/O HOUGHTON P/O MURDOCH Sgt. GALLAN Sgt. WILLIAMS, W.R.	Night Operations Mining off KIM.	00.10	07.35	ing over the aerodrome and this combined with an instrument error in the altimeter caused an overshoot on landing, the aircraft being bogged in soft ground beyond the dispersal making it impossible to take-off again with the other aircraft. The crew therefore returned to base in the other aircraft.	A.172
Night 4-5	Bombardier A.E. 437	P/O SWANSTON P/O HARRINGTON Sgt. NEWELL P/O VAN DEN BOK	ditto	00.14	06.40	After flying over cloud for some time and being shot up by a convoy through the cloud, the navigators intercom. soaked went U/S making it necessary for the navigator to sit behind the pilot, using the cockpit there to remain in communication with the crew. Owing to this and the absence of gaps in the cloud it was decided to return with full load, which was accordingly done SWANSTON MORLEY BEING REACHED without incident and return made to base in daylight.	A.173
Night 4-5	Bombardier A. E. 418	P/O FEN P/O MILBURN Sgt. CURTIS Sgt. GLANVILLE	ditto	00.08	08.50	After flying for more than 3½ hours on D.W. using met. winds and having 10/10ths clouds below, it was considered inadvisable to descend not knowing the position of the aircraft. It was accordingly decided to return. The 2 x 250 lbs. bombs were dropped from 12,000 ft. on a concentration of flak presumably a convoy from the position given by a W/F flak obtained shortly afterwards. It was found impossible to land at SWANSTON MORLEY owing to fog on return and being informed from the ground that the base was clear, course was then set for home base and was reached safely.	A.174
Night 4-5	Bombardier A.E. 432	P/O CAMPBELL P/O HENRY Sgt. WESSALL Sgt. FRANK	ditto	23.57	06.25	Outward journey was made in bright moonlight above 10/10ths cloud and finding it impossible to locate any gaps in the presumed target area, it was decided to return with the whole load. This accordingly was done and SWANSTON MORLEY was reached without incident. Base set out for in daylight but it was found impossible to land owing to the ground fog and the aircraft was directed to WASHINGTON from which it was only possible to return on 7th November. On this operation P/O Campbell completed his 200 hours Operational flying and afterwards left on leave pending posting.	A.175
Night 4-5	Bombardier A.E. 439	Sgt. HICK Sgt. FRASER Sgt. APPLEY Sgt. WILKINSON	ditto	00.06	07.00	Outward journey was made without incident; but finding no gaps in the cloud on E.T.A. target area despite search, it was decided to return to base with both load owing to the impossibility of accurately checking position before descending. The six 250 lbs. were dropped on flak concentration from 12,000 ft.; no results being observed. SWANSTON MORLEY was reached uneventfully; but endeavouring to reach base later in the morning, fog made it impossible to land there and the aircraft had to proceed to SWANSTON and return the following day to base	A.176

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# OPERATIONS RECORD BOOK

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R.A.F.  
FORM 541.

## DETAIL OF WORK CARRIED OUT

By No. 108 (R.O.A.F.) SQUADRON.

**SECRET**

PAGE No. 130

(7472) Wt. 24220/6400. 1800s. 8/40. P.E. 21-7721.

FOR THE MONTH OF NOVEMBER, 1941.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE.
				Up	Down		
Night 4-5	Hamden A.D. 782.	Sgt. PARKER. Sgt. MAY. P/O. HAYLAND. Sgt. MILLWARD.	Night Operations MINING off KILL.	00.01	07.35.	The target area was reached without incident; but finding it under 10/10ths cloud making identification of exact position impossible; it was decided to return with full load. However, on being shot at in the vicinity of WILK the wing (2 x 250 lbs) bombs were released from 10,000 ft; no results being observed. SWANSON MOLEY was reached uneventfully, but owing to fog conditions at base, return to there was not permitted till the following day (November 6th).	A. 177
Night 4-5	Hamden A.D. 965.	Sgt. SANDERSON. Sgt. NELSON. Sgt. HAINES. Sgt. HUMBER.	ditto.	00.10.	02.50	On the outward journey engine trouble was experienced and finding no improvement it was decided to return after an hour's flight to the nearest aerodrome of the Group; this being SOUTH LUFFHAM, course was set for there and the aircraft landed, returning to base on 6th November.	A. 178
Night 5-6	Hamden P. 5321	P/O BROWN. Sgt. MARGEN. Sgt. HOWELL. Sgt. CRANFORD.	Night Operations DOCKS AT CHERBOURG	03.11	04.35	ROUTE: UFFEL REVERD - ROCHOR - BURET. Aircraft did not proceed as intended. was found to be U/S, it was hoped it might come on in the air; but this was not the case, so the aircraft landed immediately.	A. 179
Night 5-6	Hamden A.D. 842	P/O WILSON. Sgt. ROBERTSON. Sgt. HOKSON. Sgt. MARKILL	ditto.	02.59	06.41	Outward journey was uneventful but target was found to be obscured by cloud. However, by coming down to 2,000 ft. the docks were identified, and going out again and climbing to 5,000 ft. before making a run on the reciprocal course the target was seen and the bomb (4 x 500 lbs.) dropped through a break in the clouds. Bursts were seen to result. Return to base was made without incident.	A. 180
Night 5-6	Hamden A.E. 448.	P/O BRACKENBURY. Sgt. THANE. Sgt. BREKLEY. Sgt. ISAAC.	ditto.	02.55	07.45	Target area was reached, but found to be covered by fairly dense cloud. However, by search a gap was discovered which enabled the target to be identified and bombed from 5,000 ft. 4 x 500 lbs. Bursts were seen but no results owing to cloud. I.F.P. was found to be effective on search lights. Returning to base the intercom. went U/S so it was decided to land at the first available aerodrome. This was accordingly done at MIDLES WALLOP and return to base made in the afternoon.	A. 181
Night 5-6	Hamden A.E. 150.	P/O HILL. Sgt. TODD. Sgt. WILLIAMS, D.T. Sgt. JAMESON.	ditto.	03.00.	08.13	The target area was reached without incident, but was found to be covered in cloud with tops at 10,000 ft. After descending to 1,000 ft. and still being unable to find a suitable gap through which to bomb, it was decided to return with the bomb load. This was accordingly done and base was reached without difficulty.	A. 182
				continued overleaf			

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DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 6-7	Bombardier P. 1165	P/O CALDWELL SGT. MARSHALL SGT. CHAWLEY SGT. HARRY.	Night Operations SHEARER Target in N.W. GERMANY	00.35	08.50	<p>ROUTE: OSNABRUCK - HAMBURG - SYLT - SEERSSNESS - BASE.</p> <p>The objective of this night's raids was to raise as much alarm and consternation in Germany with a minimum of aircraft, which were all detailed to attack any built up area they preferred in N.W. GERMANY. This aircraft planned originally to cover the area OSNABRUCK - BREMEN coming back over the NORTH SEA, but owing to extreme weather conditions encountered in crossing an unsupported front, it was found to have drifted over to HAMBURG when a pinpoint was at length obtained.</p> <p>Bombs were dropped from 14,000 ft. 2 x 500 lbs. on OSNABRUCK and 1 x 1,000 lbs. on HAMBURG; bursts were seen. Flak was experienced at various places, but no hits were made. Return was uneventful except for most unpleasant flying conditions.</p>	A. 183
Night 6-7	Bombardier A.G. 437	P/O CONSTANCE P/O HARRINGTON P/O VAN DER BEEK SGT. NEVILLE.	ditto.	00.34	08.07	<p>ROUTE: OSNABRUCK - HAMBURG - KIEL - BREMEN - SYLT - BASE.</p> <p>The intended route for this sortie was SEERSSNESS - OSNABRUCK - BREMEN - BASE; but owing to the weather it developed into a considerably longer trip - the wind proving to be of 80 m.p.h. rather instead of 40 m.p.h. as estimated by the Met. Flares were dropped at intervals and upon identifying HAMBURG docks the whole load 1 x 1,000 lbs. and 2 x 500 lbs. was dropped on this objective from 11,000 ft. Continuing North the aircraft came down low after turning across SYLT in order to get under the worst of the weather and reached base without incident apart from severe buffeting in the storm.</p>	A. 184
Night 6-7	Bombardier A.D. 972 "A"	SGT. DABSON. SGT. PALASTANGA. SGT. WILKINSON W.R. SGT. MORGAN.	ditto.	00.43	06.21	<p>ROUTE - BASE - OSNABRUCK - BASE.</p> <p>Despite the adverse weather the objective was reached and bombed from 15,000 ft. with 1 x 1,000 lbs. 2 x 500 lbs. Shortly after leaving the target the aircraft was attacked by an ME 110 which opened fire from 250 yds. The fire being returned. Putting the aircraft into a steep dive Sgt. Dabson managed to evade and lose his attacker; but molting burning which later turned out to be from the guns, he told the crew to stand by to bale out. A few seconds later, when everything was found to be all right, the pilot called up the crew only to discover that the navigator, apparently misunderstanding the instructions to stand by, had actually baled out. All the maps and flares had blown out by this time; so the aircraft homed by steering due West till clear of enemy territory and then getting a series of G.D.Ms. which brought it back safely to base. The next of kin of Sgt. Palastanga have been informed. SGT. PALASTANGA'S BIRTH AND AGE AS FOLLOWS; NO. OF TRIPS - 3. NO. OF HOURS 17.</p>	A. 185

Continued on page 3/.....



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R.A.F.  
FORM 541.

## DETAIL OF WORK CARRIED OUT

By No. 400 R.C.A.F. SQUADRON

**SECRET**

PAGE NO. THREE

(7472) W.D. 3422/5450. 1804. 6/45. P.I. 81-378.

FOR THE MONTH OF NOVEMBER, 1941

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
Night 6-7	Hampden AS 118	P/O FIN P/O KILWARD SGT. CURTIS SGT. GRANVILLE	Night Operations SEACOR Target in N.W. GERMANY	00.31	07.41	ROUTE: SWEDESS - POINT 07° 00' E. 54° 00' N. HADEN-SWEDESS The enemy coast was reached and for an hour the aircraft cruised up and down to cause alarm and identify its position; finally running in, it bombed SWEDESS TOWN from 11,000 ft. with whole load 2 x 500 lbs., 1 x 1,000 lbs. Bursts being seen and buildings to fall apart. Course was then set for HADEN and then SWEDESS and base which were reached without incident.	A. 186
Night 6-7	Hampden AS 438	SGT. BRAVER SGT. McLEAN SGT. WRIGHT SGT. BEALE	ditto	00.42	06.34	ROUTE: SWEDESS - WILHELM HAFEN - BASE. It was first intended to attack and bomb in the SWEDESS area but the weather changing radically WILHELM HAFEN was the first identifiable district. A run in was made on SWEDESS HAFEN and the bombs, 1 x 1,000 lbs., 2 x 250 lbs. dropped from 12,000 ft. Bursts being seen in the docks. Heavy and medium flak was encountered in the target area and on the return, which was made without further incident.	A. 187
Night 7-8	Hampden AS 297	P/Lt DUNLOP MACKENZIE SGT. McRAIL SGT. STAFFORD SGT. HOWELL	Night Operations COLOGNE Railway Station	18.45	00.12	ROUTE: OBERDIESS - KOIN. Return Same Route. Target was reached without incident but, it was found impossible to identify the primary owing to the haze but, by the river, which was plainly visible, the navigator was able to identify the town and the whole load, 2 x 500 lbs., 2 x 250 lbs., 120 x 4 lbs. incendiaries was released from 12,500 ft. Fires were seen to be spreading as the aircraft left the area. Return was also uneventful with little interference from searchlights or flak, and though four fighters were seen, they did not attack.	A. 188
Night 7-8	Hampden AS 438	SGT. FARROW SGT. HENDERSON P/O HAILLAND SGT. MILLWARD	ditto	19.14	00.59	There was no opposition on the way to target, but the primary could not be pinpointed and therefore, being able to see the LINE despite the haze, the whole load was dropped on the town, 1 x 1,000 lbs., 2 x 500 lbs. from 12,000 ft. Bursts were seen but no actual results. Return was made uneventfully except for accurate heavy flak turning off the target and searchlights in the LINE area. No fighters were seen.	A. 189
Night 7-8	Hampden AS 137	P/O BIGGANS SGT. EDMOND SGT. WILLIAMS, J.I. SGT. LITTLEWOOD	SEARCHLIGHT BELT IN MAASRICHT	19.12	00.01	The searchlight area being reached on E.T.A., runs were made on concentrations under conditions of some difficulty as they were continually being doused on aircrafts' approach. All 8 x 250 lbs. were dropped at intervals from 12,000 ft. with varying results. As soon as the last bomb went, the aircraft set course for base which was reached without incident.	A. 190
			continued overleaf				

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 7-8	Hampden AD 572	SGT. SANDERSON SGT. DILLON SGT. SMITH SGT. HAINES	SEARCHLIGHT BEAT IN MAASTRICHT AREA	18.10	00.08	The searchlight concentration between the MAASTRICHT and AACHEN was reached without difficulty and bombs, 8 x 250 lbs. were dropped from 10,500 to 11,000 ft. at intervals on the biggest concentrations; having satisfactory results. Flak was occasionally encountered, but not in any concentration. Fighter pointers were also seen in the form of flares and Very lights but, no planes attacked. Return was made without incident.	A. 191
Night 7-8	Hampden AS 439	SGT. BEEK SGT. FRASER SGT. ARMSTRONG SGT. WILKINSON	ditto	18.15	19.38	Owing to intercom. failure, this aircraft returned to base after proceeding about 60 miles on course to OBERKREMS and was not able to take-off again on this operation.	A. 192.
Night 7-8	Hampden F. 5321	P/O BAKER SGT. HARRISON SGT. HOWELL SGT. TRANFORD	DOCKS AT OBERKREMS	19.26	21.38	NOTE: BAKER - OBERKREMS - TARGET. Return. Target area was reached without incident but the intercom. between pilot and navigator became intermittent so that it was impossible to bomb. 15 minutes were spent trying to get the system working without success. It was then decided to return with the whole bomb load, which was according to plan. A certain amount of medium and heavy flak was encountered over the target area.	A. 193
Night 7-8	Hampden AD 542	P/O DOWIE SGT. McDOWELL SGT. MURKIN SGT. JEFFRIES	ditto	19.19	23.10	The primary target was reached and bombed successfully gliding in from 15,000 ft. down to 8,000 ft. The whole load, 4 x 500 lbs. was dropped on the docking targets being seen in the dock area though no results. Flak was fairly intense but not very accurate. The return journey was made without incident.	A. 194
Night 7-8	Hampden A.W. 438	P/O BRACKENBURY SGT. TAYLOR SGT. BENTLEY SGT. ISAAC	ditto	19.21	23.06	The objective was reached and plainly seen in the moonlight through a gap in the clouds. Bombs 4 x 500 lbs. dropped from 11,000 ft. Targets being seen in the Eastern part of the DOCKS. It was impossible to identify and fire owing to the flak flares. The I.R.P. appeared to be ineffective against searchlights. Return was made without incident.	A. 195
Night 7-8	Hampden X. 5140 "B"	SGT. FRASER SGT. WOOD SGT. HOWELL SGT. FRASER	ditto	19.30	22.40	The target area was reached uneventfully but on running in to bomb, the aircraft was hit by a flak burst and it was found to be impossible to open the bomb doors, and thus impossible to drop the load. This could not be rectified despite all efforts and the return journey was started. After a short while the starboard motor began to overheat. It was thought expedient to return and jettison the contents of the bomb doors were pumped open and the 4 x 500 lbs. bombs dropped in an unidentified position in the NORTH SEA. The starboard engine failed completely and just after the SWANSEA COAST was reached, the port side also hit. The pilot succeeded in crash landing in a field near NATHAM (near.....	A. 196



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Form 541.

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BY No. 408 (R.C.A.F.) SQUADRON.

SECRET

PAGE No. FOUR

(7472) W/L 24229(1459), 1886, 8/40, P.I. 31-7291.

FOR THE MONTH OF NOVEMBER, 1941

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES															
				Up	Down																	
		/.....Continued from Page THREE				COLTISHALL). The crew were uninjured and returned to base the following day; but the plane was a complete "write-off". On examination it was found that a flak burst had hit the starboard engine.	A. 196															
Night. 8-9	Bombardier A.D. 972.	P/O CALDWELL. SGT. MARSHALL. SGT. CRABTREE. SGT. HARTY.	Night Operations	17.20	23.07	ROUTE: OBERKUNIGSBERG - BERNHARDEN - DIRECT. Despite the presence of intruders on the searchlight belts there was an extraordinary amount of searchlight activity; in particular a new belt apparently being instituted S.E. of the EUREKA ZEE. Despite this and the extremely heavy flak concentration, it was possible to identify BARNHART ZEE and bomb the primary with the load of 2 x 500 lbs. and 1 x 1,000 lbs. from 14,000 ft. Bursts and fires being seen in the target area. The return was made without incident except for considerable accurate flak.	A. 197															
Night 8-9	Bombardier A.D. 433 "D"	P/O HOUGHTON. Lt. P/O BERNHARDEN. J.C. SGT. GALLAN. A.J. SGT. WOODWARD. J.E.	ditto.	17.49	Missing.	This aircraft failed to return from this operation; no message being received after take-off. All members of the crew have since been reported by the German wireless as Prisoners of War; though no official confirmation has been received. (21.11.41). The next of kin have been informed. OPERATIONAL HOURS OF CREW ARE AS FOLLOWS: <table><tr><th></th><th>NO. OF TRIPS</th><th>NO. OF HOURS.</th></tr><tr><td>P/O HOUGHTON.</td><td>16</td><td>96 Hrs. 45 mins.</td></tr><tr><td>P/O BERNHARDEN.</td><td>16</td><td>96 Hrs. 45 mins.</td></tr><tr><td>SGT. GALLAN.</td><td>16</td><td>97 Hrs. 22 mins.</td></tr><tr><td>SGT. WOODWARD.</td><td>1st Trip.</td><td></td></tr></table>		NO. OF TRIPS	NO. OF HOURS.	P/O HOUGHTON.	16	96 Hrs. 45 mins.	P/O BERNHARDEN.	16	96 Hrs. 45 mins.	SGT. GALLAN.	16	97 Hrs. 22 mins.	SGT. WOODWARD.	1st Trip.		A. 198
	NO. OF TRIPS	NO. OF HOURS.																				
P/O HOUGHTON.	16	96 Hrs. 45 mins.																				
P/O BERNHARDEN.	16	96 Hrs. 45 mins.																				
SGT. GALLAN.	16	97 Hrs. 22 mins.																				
SGT. WOODWARD.	1st Trip.																					
Night 8-9	Bombardier A.D. 437	P/O CONSTANCE. P/O BARNHARTMAN. P/O VAN REN BOEK. SGT. PARTINGTON.	ditto.	17.18	23.20	The target area was reached despite the heavy opposition, and identifying position on the EUREKA ZEE was made on the target and bombs 2 x 500 lbs., 1 x 1,000 lbs were dropped in a glide from 8,500 ft. Bursts were not seen owing to the heavy flak barrage. Coming back East of the EUREKA area several planes were seen to be caught in searchlight concentration - one apparently being attacked by a fighter. Return to base was made without further incident.	A. 199															
Night 8-9	Bombardier A.D. 439.	SGT. BUCK. SGT. FRASER. SGT. APPELBY. SGT. WILKINSON.	ditto.	17.17	22.35	On the way South of the EUREKA ZEE the aircraft was caught in a concentration of searchlights and firmly held, but on firing the E.A. cartridge all lights in the vicinity were extinguished. The target was reached and bombed successfully from 12,500 ft., the bombs 2 x 500 lbs., 1 x 1,000 lbs. being seen to burst in the town. Flak and searchlight concentration were found to be much more intense than normally on the return; which however was completed successfully without incident.																
Continued overleaf/.....																						

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE															
				Up	Down																	
Night 8-9	Handen A.E. 436	Continued from overleaf/..... P/O FIM. P/O MILWARD. SGT. CURTIS. SGT. GLANVILLE.	Night Operations KNIFE WORKS, ESSAY.	17.24	20.53	Over the sea the wireless set was working satisfactorily; on reaching the enemy coast however, the receiver ceased to work and despite all efforts of the wireless operator, could not be brought into use. Owing to the danger of missing recall signals, which all crews had been warned were quite likely to be sent out owing to the risk of fog, it was decided to return and course was accordingly set for base which was reached without incident.	A. 201.															
Night 9-10	Handen P. 5321	P/O BROWN. SGT. MARSHEN. SGT. HOWELL. SGT. TRAFORD.	Night operations BOMBING OSTERREICH DOCKS.	17.52	21.38	ROUTE: Base - OSTERREICH - TARGET - OSTERREICH - N. LUFFENHAM. Target area was reached successfully and despite base the objective could be identified clearly. The whole load 4 x 500 lbs., 2 x 250 lbs. was dropped from 12,500 ft. in a glide attack and bursts were seen on the docks East of the outer harbour. Return to NORTH LUFFENHAM was made without incident, but the aircraft was not able to return to base until 11th November owing to unfavourable weather.	A. 202.															
Night 9-10	Handen A.E. 190	P/O ROWLE. SGT. McDOWELL. SGT. BENTLEY. SGT. JEFFRIES.	ditto.	17.55	21.30	Despite the somewhat unfavourable weather on the first part of the flight, the target area was reached and target identified by the entrance channel. The bomb load was released from 10,500 ft., 4 x 500 lbs. 2 x 250 lbs., and one burst was seen on the dock to the West of OUTER HARBOUR. No results were observed owing to darkness from searchlights. Return was made without difficulty to NORTH LUFFENHAM, but it was not possible to return to base till 11th November owing to the weather.	A. 203.															
Night 9-10	Handen A.E. 432. "Z"	P/O HULL. SGT. TORD. SGT. WILLIAMS.D.T. SGT. JAMESON.	ditto.	17.55	22.01	The target area was reached and identified and bomb load of 4 x 500 lbs. 2 x 250 lbs. was released from 10,500 ft. Bursts being seen along the dockyards East of the outer harbour. Flak was not extreme but medium tracer was reaching up to a height of 14,000 ft. and an unidentified aircraft was seen to be caught in a cone of flak. Return to NORTH LUFFENHAM was made safely, but on landing the aircraft undershot slightly, broke its back behind the rear gunners' position. The crew were uninjured and returned to base in the other aircraft.	A. 204.															
Night 9-10	Handen A.E. 438. "A"	P/O WILSON. JC SGT. BURNSTON. E.B. SGT. BORTON. DFW SGT. MARELL. DV	ditto.	17.54	Missing	This aircraft failed to return from this operation, no signal was received after take-off. The next of kin have all been informed. Following are the OPERATIONAL HOURS of the missing airmen: <table><thead><tr><th></th><th>NO. of FLAKS</th><th>NO. of BURNS</th></tr></thead><tbody><tr><td>P/O WILSON. (DCA)</td><td>1</td><td>5.45</td></tr><tr><td>SGT. BURNSTON. (DCA)</td><td>1</td><td>5.45</td></tr><tr><td>SGT. BORTON. (RAF)</td><td>8</td><td>49.10</td></tr><tr><td>SGT. MARELL. (RAF)</td><td>1</td><td>5.45</td></tr></tbody></table>		NO. of FLAKS	NO. of BURNS	P/O WILSON. (DCA)	1	5.45	SGT. BURNSTON. (DCA)	1	5.45	SGT. BORTON. (RAF)	8	49.10	SGT. MARELL. (RAF)	1	5.45	A. 205.
	NO. of FLAKS	NO. of BURNS																				
P/O WILSON. (DCA)	1	5.45																				
SGT. BURNSTON. (DCA)	1	5.45																				
SGT. BORTON. (RAF)	8	49.10																				
SGT. MARELL. (RAF)	1	5.45																				
Continued on page 8.																						



# OPERATIONS RECORD BOOK

APPENDIX

R.A.F.  
Form 541.

## DETAIL OF WORK CARRIED OUT

By No. 408 (R.C.A.F.) SQUADRON

**SECRET**

PAGE NO. FIVE

(C472) W.D. 2422/1400. 1800. 2/40. P.I. 81-2781.

FOR THE MONTH OF NOVEMBER, 1941

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 15-16	Hampton A.E. 436 -C Per	P/O BRACKENBURY SGT. THANE SGT. WRIGHT SGT. ISAAC	Night Operations BOMB DOCKS	17.18	00.14	ROUTE: SEWENESS - POINT 51° 00' N. 7° 00' E. TARGET Adverse weather affected this operation; the Met. wind being rather far out and the first identifiable point being SEWENESS light. Setting course from there the target area was reached only to be found under 10/10ths cloud with tops at 12,000 ft. It was impossible to identify the aiming point positively, so bombs 4 x 500 lbs. were released from 13,000 ft. on the flak concentration believed SEWENESS TOWN. A red glow was seen under the clouds after the bombs went. Return was uneventful, but on landing at base this aircraft, which had the machine was badly damaged - none of the crew was injured.	A. 206
Night 15-16	Hampton A.E. 197	P/O BROWN SGT. HARRISON SGT. HOWELL SGT. THAMFORD	ditto	17.21	23.20	Despite the weather, the target area was reached, but found to be under 10/10ths cloud at 12,000 ft. Visibility above cloud was good but as no gaps could be found that was of little help. A run in was made on the flak concentration but the bomb doors failed to open through some unidentified cause, so it was impossible to let the bombs go. The load was therefore brought back to base which was reached without incident except difficulties caused by the weather - icing conditions prevailing in the cloud.	A. 207
Night 15-16	Hampton A.E. 418	P/O DOWIE SGT. MCOWELL SGT. LANCASTER SGT. JEFFRIES	ditto	17.17	23.50	On reaching the target area after the same vicissitudes as the other aircraft, winding in to the flak concentration at 9,500 ft. a gap appeared in the cloud, and by the light of a flare dropped by another aircraft, it was possible to see the dock area, and the whole load, 4 x 500 lbs. was dropped. Two bursts and a fire being seen. The aircraft was followed by an enemy aircraft with searchlight off AIRLAND but no attack was made.	A. 208
Night 15-16	Hampton A.E. 128 F. 521	P/O HILL SGT. JORD SGT. WILLIAMS, D.T. SGT. JAMESON	ditto	17.33	19.50	Owing to engine trouble, this aircraft returned to base after reaching a position 90 miles E.N.E. of SEWENESS.	
Night 23-24	Hampton A.E. 418	P/O FIM P/O MILWARD SGT. CURTIS SGT. CLAWWILL	Night Operations BOMBING TANKS LOHRETT	16.00	18.20	ROUTE FOR ALL AIRCRAFT: BASE - UPPER HERTFORD - CHESHAM - BURNLEY. Return Same Route. - Excellent conditions were experienced throughout the flight, although the Met. winds given were slightly inaccurate; but visibility was almost unlimited in the target area which was reached without difficulty and very little opposition in the way of searchlights or flak. The bomb load, 4 x 500 lbs., 2 x 250 lbs. S.A.P.s. was dropped from 14,000 ft. and bursts seen in the target area. Return was made to base without incident except for some alarm caused by the balloon squakers which could be heard well over 30 miles away. The aerodrome beacon having broken down too, made the identification of base exceedingly difficult; the night being fairly dark.	A. 210
Continued overleaf/.....							

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				UP	DOWN		
Night 23-24	Hamden A.D. 782	SGT. FARRROW SGT. MAY P/O MATTIAUD SGT. HILLWARD	Night Operations SUBMARINE YARDS LOIRENT	16.20	22.59	The flight to the target was uneventful except that, in common with all other aircraft, the English Coast was reached in good daylight and it was necessary to circle for half an hour before setting course for the target. This was found and run in made due North on the river mouth and the whole load, 4 x 500 lbs. 2 x 250 lbs. S.A.P. dropped from 12,000 ft. No bursts or results were seen but, the dock area was clearly visible. Return was made without incident.	A. 211
Night 23-24	Hamden A.E. 197	P/O BROWN SGT. MARSHALL SGT. HOWELL SGT. TOWNSEND	ditto	15.34	22.50	The outward journey was uneventful, the same difficulties being encountered as the other planes in regard to Met. winds and the light. The target was seen and clearly identifiable. The run was made in from the South West above the river and, the load of 4 x 500 lbs. 2 x 250 lbs. S.A.P. dropped from 12,000 ft. Bursts being seen along the dock area.	A. 212
Night 23-24	Hamden A.E. 219	P/O DOWLE SGT. McDONELL SGT. LAUGHER SGT. JEFFERSON	ditto	16.11	19.55	Part of a recall signal intended for another aircraft was received and due to a misunderstanding when a message was sent to base to confirm if whether this aircraft was to return, the aircraft turned back shortly after crossing the English Coast bringing its bomb load back to base.	A. 213
Night 23-24	Hamden A.W. 190	P/O HILL SGT. JONES SGT. WILLIAMS, D.T. SGT. JAMESON	ditto	16.25	22.50	The target area was reached without undue difficulty and on identifying the docks a run in a Northerly direction up the river was made and the whole load of 4 x 500 lbs. S.A.Ps. was dropped from 12,000 ft. No bursts were seen but, shortly afterwards a fire was seen in the SWIFT area. Return to base was made without incident except for difficulty in finding the aerodrome, the beacon being out of action.	A. 214
Night 23-24	Hamden A.W. 360	SGT. FRANK SGT. WOOD SGT. HUSSELL SGT. FRANK	ditto	16.26	22.10	The French Coast was reached without incident but, shortly before reaching the Coast the port engine started to overheat and, on crossing the Coast the aircraft started to lose height rapidly, the bomb load of 4 x 500 lbs. S.A.P. was then jettisoned and the aircraft turned back and with considerable difficulty managed to reach base.	A. 215
Night 23-24	Hamden A.E. 150	P/O BRACKENBURY SGT. FRANK SGT. WELCH SGT. INAG	ditto	16.12	22.43	The target was reached and plainly identified. Turning round, the aircraft ran in from GHOIX ISLAND and dropped the load of 4 x 500 lbs. S.A.P. from 11,000 ft. on the dock area. One burst was seen and for some forty minutes the wireless operator was able to see the glow of a big fire whether started by this aircraft or another could not be ascertained. Return was made to base without difficulty.	A. 216



# OPERATIONS RECORD BOOK

Appendix

R.A.F.  
Form 541.

DETAIL OF WORK CARRIED OUT

By No. 408 (Z.C.A.F.) SQUADRON.

**SECRET**

PAGE NO. SIX.

(1472) W. 342/1480. 1884. 8/16. P.L. 81-5781.

FOR THE MONTH OF NOVEMBER, 1941.

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
Night 23-24	Heapden X 2989	S/LDR. HUNNETT. D.F.C. P/SOT. BURTIN. P/SOT. REYNOLDS. D.F.M. SOT. JONES.	Night Operations. SUBMARINE YARDS LOUISIANA.	16.35	22.25	The target area was reached with little difficulty except that the engines seemed to be overheating slightly. On identifying the target running in from the South West the whole bomb load of 2 x 250 lbs 4 x 500 lbs. S.A.P.s. was dropped from 11,000 ft. Bursts were not observed but, a fair sized fire was seen in the area of the SATAL. MEDIUM and heavy flak was experienced over the target - concentration at times. The S.A. cartridge was seen to be fired over the enemy coast near BRESAT in a concentration of flak. Return to base was uneventful.	A. 217.
Night 23-24	Heapden A.E. 457	P/O CONSTANCE. P/O HARRINGTON. P/O BISHOP. SOT. NEWELL.	ditto.	16.00	20.01	Reaching the English Coast still in daylight the aircraft circled for three quarters of an hour till it got reasonably dark. Then setting course it climbed up to 10,000 ft. At that height the pilot found great difficulty with breathing and even with surplus oxygen there was no improvement, so feeling that it would be foolish to cross the enemy Coast it was decided to return to base with bomb load which was accordingly done.	A. 218.
Night 23-24	Heapden A.E. 297	P/O BIGGARE. D.F.C. SOT. KIDHART. SOT. LITTLEWOOD. SOT. WILLIAMS. A.R.	ditto.	16.02	22.21	The target area was reached and in the light of the new moon the docks stood out plainly. The bombing run was made from the North West and the bomb load of 2 x 250 lbs., 4 x 500 lbs. S.A.P.s., was released from 12,000 ft. and bursts were seen North of the FREGATE DOCK, near which was a large fire. No difficulty was experienced with searchlights and the flak, mainly medium, was very inaccurate. Return was made without incident.	A. 219.
Night 23-24	Heapden A.D. 963	SOT. BENDERSON. P/O EDWARDS. SOT. HAINES. SOT. SEEDS.	ditto.	15.57	23.00	The target area was reached without difficulty and after circling off the Coast to make certain of the position of the target the bombing run was made from the South West and the whole load of 2 x 250 lbs. 4 x 500 lbs. S.A.P.s. was dropped from 11,500 ft., three bursts being seen in the docks. There was a fair amount of heavy flak over the target but, it was inaccurate and there was very little searchlight activity. Return was made without difficulty.	A. 220.
Night 23-24	Heapden. A.D. 972.	SOT. REA. SOT. BURTIN. SOT. TOWNS. SOT. HUGHES.	ditto.	16.01	22.35	The target area was reached very early and the aircraft appeared to get the undivided attention of the flak batteries which seemed to be reasonably accurate. The docks were clearly identified and the whole load of 2 x 250 lbs., 4 x 500 lbs. S.A.P.s. was released from 14,000 ft. in a run to the North West; bursts being seen to result close to the waters' edge at THE SMITHS. On return this aircraft got off course somewhat but, eventually picking up its position by a W/T fix off LAMIS and Course was set for BRESAT and base was reached without incident.	A. 221.
Continued overleaf/.....							

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DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
Night 23-24	Bombardier A.E. 439	SGT. BECK. SGT. FRASER. SGT. AYLEY. SGT. RAINE.	Night operations SUBMARINE YARDS LOHREY.	15.58	21.50	The target area was reached and the target identified without difficulty and the bomb load of 2 x 250 lbs., 4 x 500 lbs., 2 x 1,000 lbs. released in a northerly run from 13,500 ft. No bursts were seen but, it is thought the bombs must have fallen in the DOCK area. Little flak was experienced over the target but, much light and heavy flak was seen after the aircraft left the target area.	A. 222.
Night 27-28	Bombardier A.E. 197	SGT. FARRON. SGT. MAY. SGT. MILLWARD. E/O MAITLAND.	Night Operations RUSSELDORF. MARSHALLING YARDS.	16.57	22.55	The target area was reached but, haze was found to cover the RHINE VALLEY, however, after searching for a considerable time a bend in the river was seen and identified and a run made and bomb load of 2 x 500 lbs., 1 x 1,000 lbs. was dropped from 13,000 ft. No results were observed but, the bombs were believed to have fallen in the centre of the town. Return was made with some difficulty as an unexpected front had moved up and caused the wind to veer and gave cloud down to 500 ft. but, base was eventually safely reached. The M.I. cartridge was not found to be effective when used as the aircraft was caught in searchlights.	A. 223.
Night 27-28	Bombardier A.E. 288.	SGT. SAMBERSON. SGT. MELLON. SGT. SEIDE. SGT. HAINES.	ditto.	16.46	22.30	The target area was reached and searched and the river followed to a town that appeared to be RUSSELDORF though it could not be positively identified. The bomb load of 2 x 500 lbs., 1 x 1,000 lbs. was released from 11,500 ft. on the centre of the town from 13,500 ft. two bursts were seen. Not very much opposition was experienced and return journey was uneventful except for the adverse weather conditions that were encountered.	A. 224.
Night 27-28	Bombardier A.D. 754.	SGT. DARRON. SGT. HUGHESON. SGT. WILLIAMS.W.R. SGT. HUMPHREY.	ditto.	16.44	23.30	The target area was reached without incident and following the RHINE the town of RUSSELDORF was identified and the bomb load of 1 x 1,000 lbs., 2 x 500 lbs. were dropped in the centre of the town from 13,500 ft. two bursts were seen. Not very much opposition was experienced and return journey was uneventful except for the adverse weather conditions that were encountered.	A. 225.
Night 27-28	Bombardier A.E. 439	SGT. BECK. SGT. FRASER. SGT. WILKINSON. SGT. RAINE.	ditto.	16.51	23.05	After reaching the target area a square search was carried out for forty minutes without success, owing to the low cloud and ground haze. Then running in on the west side of the RHINE the bomb load of 1 x 1,000 lbs., 2 x 500 lbs. was dropped from 13,000 ft. on the largest flak concentration that could be seen. No results were observed. On the return there was nothing noteworthy except for the extremely bad weather conditions which had to be contended with.	A. 226.
Continued on page 8/.....							



# OPERATIONS RECORD BOOK

APPENDIX

R.A.F.  
Form 541.

## DETAIL OF WORK CARRIED OUT

By No. 408 (R.C.A.F.) SQUADRON

**SECRET**

PAGE No. 35/22

(P472) W/L 2422/1450, 1906, 840, P.L. 51-3721.

FOR THE MONTH OF NOVEMBER, 1941

DATE	AIRCRAFT Type & Number	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																			
				Up	Down																					
Night 27-28	Hampton AE 150	S/Lt. CLAYTON, D.F.C. P/O FISHER P/Sgt. POSTER Sgt. BISHOP	Night Operations DUSSELDORF MARSHALLING YARDS	17.02	23.10	Reaching the target area it was found that the KINE and to the East of there was low cloud or haze covering the ground. Three times pinpointing position on the MAAS RIVER time runs were made in the direction of DUSSELDORF but, it was impossible to identify the town. The bomb load of 1 x 1,000lbs., 2 x 500 lbs. was therefore released from 17,000 ft. on the centre of KIEPOLD which could be clearly seen. No results were observed. Return was unsuccessful except for the extremely bad weather.	A. 227																			
Night 27-28	Hampton AE 418	P/O PIN P/O MILWARD Sgt. CLAWVILLE Sgt. CURTIS	ditto	16.49	22.15	The target area was reached and searched for a considerable time without success. Then through a gap in the clouds the KINE was seen and the buildings of a large town - it is not known which one - visible. The bombing run was made and the bombs, 1 x 1,000 lbs., 2 x 500 lbs. were released from 14,500 ft. Two bursts were seen among the buildings. Returning, use was made of the C.H.E. very successfully and base reached safely despite the adverse weather.	A. 228																			
Night 27-28	Hampton AD 972	Sgt. BEA Sgt. HUNTER Sgt. KIDNEY Sgt. DAVIES	ditto	16.39	24.50	The DUSSELDORF area was reached without incident but, finding it impossible to identify the town bombs were released on what appeared to be the area from 11,600 ft. (1 x 1,000 lb., 2 x 500 lbs.). No bursts or results were observed. A JU-88 was seen just as the aircraft turned off from its bombing run but, luckily it did not attack. Return to base was made without incident.	A. 229																			
Night 27-28	Hampton AE 437 "V"	P/O CALDWELL JA (RAF) Sgt. MARSHALL HE Sgt. HARRY EA (RAF) Sgt. CRAWLEY R (RAF)	ditto	16.40	Missing	This aircraft failed to return from this operation. It is presumed it reached the area of its objective and bombed. At 22.29 hours it sent a signal to BOSTON 10/DE asking for a fix; Boston was only able to give a bearing of 221° which it did, a broken acknowledgment being received from the aircraft. It is thought that the crew, taking the bearing for a Q.R.M. thought themselves over the North Sea and flew South West and then West, attempting to hit the Norfolk coast for no further message was received till 00.59 hours when "running short of petrol" signal was received and at 01.07 "coming down in the sea". The position was fixed as 40 miles radius of 47° 30' N. 13° 00' W. - 370 miles west of BREST. No. 19 Group initiated a search the following day but no traces were seen. The next of kin have been informed. The Operational hours of the crew were as follows.	Q. 230																			
				<table><tr><th></th><th>HOURS</th></tr><tr><td>P/O CALDWELL (RAF)</td><td>23</td></tr><tr><td>Sgt. MARSHALL (RAF)</td><td>15</td></tr><tr><td>Sgt. HARRY (RAF)</td><td>6</td></tr><tr><td>Sgt. CRAWLEY (R.A.F.)</td><td>10</td></tr></table>			HOURS	P/O CALDWELL (RAF)	23	Sgt. MARSHALL (RAF)	15	Sgt. HARRY (RAF)	6	Sgt. CRAWLEY (R.A.F.)	10	<table><tr><th></th><th>HOURS.</th></tr><tr><td></td><td>140.55</td></tr><tr><td></td><td>9.30</td></tr><tr><td></td><td>32.10</td></tr><tr><td></td><td>60.20</td></tr></table>		HOURS.		140.55		9.30		32.10		60.20
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