

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

JANUARY

PAGE 1.

From hrs / / to hrs / /

By 408 (P.C.A.P.) SQUADRON

No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 2/3 AB296	P/Lt. Priest Sgt. Jenkins Sgt. Churcher Sgt. Cordery	Gardening off ST. NAZAIRE	16:50	22:46	Flying in good visibility over intermittent low cloud over France the two 250 lb. wing bombs were released on an aerodrome, believed to be VANDRES-NEUDON from a height of 9000' at 1930 hrs. The bursts were seen at the intersection of the runways. The Pte du CROISIC was identified through a break in the cloud and a timed run was made to the target area and the vegetable was dropped at 47 degrees 10'N 02 degrees 19'W from 600' at 1955 hrs. No further incident was reported on the return journey which was made successfully.	A322
Night 2/3 AB439	P/Lt. Constance P/O Edwards P/O Van den Bok Sgt. Partington	-DO-	17:04	20:15	Taking off in very poor visibility the pilot set course for UPPER HEYFORD and on ETA no beacon or aerial lighthouse was seen and the navigator was unable to give even approximate position since the only beacons which were later seen were not on the rice paper. The pilot called up "Darky" without success several times while circling beacons and was unable to get any assistance from searchlights. After two and half hours, after systematic flying Upper Heyford was identified and by that time it was deemed too late to carry on with the mission and so the load of one ordinary vegetable and two 250 lb bombs were brought back to base.	A323
Night 2/3 AB442	AB442 Sgt. Farrow Sgt. May Sgt. Millward Sgt. Baker	Gardening off BORDEAUX	17:01	18:22	The pilot was unable to close the hood of his cockpit despite efforts of both himself and his navigator. He returned to base to have the defect rectified but was unable to land there owing to poor visibility and was diverted to NORTH LUFFENHAM bringing back his bombs and vegetable.	A324
Night 2/3 AB139	P/Sgt. Sanderson Sgt. Dillon Sgt. Haines Sgt. Fairbanks	Gardening at LA ROCHELLE.	16:53	23:58	On reaching ETA the navigator was unable to pinpoint himself in order to identify his position. The pilot flew around the supposed area for 30 minutes without success and as petrol was getting low it was decided to jettison the vegetable. The vegetable was jettisoned live from 4000' at 20:50 hrs. in position 46 degrees 27'N 01 degrees 45'W. The two 250 lb wing bombs were brought back as no suitable target was found. 2 bundles of E.H. (PZ 50/36 were dropped haphazardly along the route near possible towns from 8000'. On the return journey the crew were diverted to ANINGDON, where they landed.	A325

www.bombercommand.com

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 2/3 AT154	Sgt. Rea Sgt. Hunter Sgt. Young Sgt. Bursay	Gardening at LA ROCHELLE	17:38	00:08	Flying in very poor visibility and over 10/10 cloud over France the navigator was unable to identify the target position after searching for 50 minutes after ETA. The vegetable and two 2x250 wing bombs were eventually jettisoned safe in a position estimated to be 5-10 miles West of the coast and in the neighbourhood of the target area. 2 bundles of E.H. (P) 50/36 were released in the neighbourhood of LORIENT. On the return journey, naval activity of some sort was observed close to GUERNEY. A vessel was seen making white wash and bow waves, moving fast about 200 degrees M and firing guns. Other guns nearby replied, the source of the latter being invisible. The action lasted from 2-3 minutes. The crew were diverted to BOSQUET DOWN where they landed safely.	A326
Night 2/3 AK360	Sgt. Fraser Sgt. Wood Sgt. Trewford Sgt. Bird	Gardening at BOSQUET	17:02	21:25	The crew returned to base owing to failure of intercomm. shortly after crossing the French coast. The vegetable and the 2 wing bombs were brought back to ABINGDON where they were diverted.	A327
Night 2/3 AK264	Sgt. Beck Sgt. Fraser Sgt. Raine Sgt. Wilkinson	Gardening at LA ROCHELLE	17:10	23:28	This crew encountered 10/10th cloud until reaching the French Coast but from there the cloud broke up and visibility was excellent with practically no cloud. On reaching the target area there was 7/10th cloud at 2000 ft. but as on descending through this, the navigator was able to pinpoint his position, and a timed run was made from the northern point of the ILE D'OLERON. Marine buoys were seen in the harbour entrance. The two wing bombs were jettisoned fused 6 miles north of BREST at 9000' due to possible shortage of petrol. Little opposition was encountered throughout the entire trip and the pilot landed at the diversion aerodrome, BOSQUET DOWN. 2 bundles of E.H. (P) 50/36 were dropped in the vicinity of PONTIVY.	A328
Night 2/3 AK150	Sgt. Beaver Sgt. Ball Sgt. Bentley Sgt. Beale	Gardening at Mouth of GIRONDE	17:05	01:00	The vegetable was dropped live from 2000' at 20.53 hrs. in approximate position 45 degrees 40' N. 01 degree 23' W. and the two wing bombs were also jettisoned live shortly afterwards. The reason for this was severe engine trouble and the pilot decided it was unwise to descend through clouds or spend further time, and returned to England and after considerable trouble with the engine, managed to land safely at HERTON in the MARSH.	A329
Night 5/6 AT120	S/Ldr. Price P/O Hodgson Sgt. Robins Sgt. Ronson	Bombing docks at CHERBOURG	05:15	09:35	Flying to the English Coast in perfect visibility, course was set for the target from PORTLAND BILL. About half way across the Channel 8/10 cloud was encountered and the Coast was only visible through very small patches. Light flak and fighter flares in large quantities were seen in the target area but as the target could not be identified, no bombs were dropped. The rear gunner and the W/CP saw two enemy fighters, one ME110 and 1 ME109, but they did not open fire. 4 bundles of E.H. (P) 50/36 were dropped over CHERBOURG and the load of 8x250 bombs were brought back to base.	A330

OPERATIONS RECORD BOOK.

JANUARY

PAGE 2.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 408 (R.G.A.F.) SQUADRON

No. of pages used for day.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 5/6 AT120	S/L Price P/O Hodgson Sgt. Robins Sgt. Ronson	Bombing docks at CHERBOURG	0545	0935	The visibility on the part of the trip was perfect with very little cloud until about 50 miles from the target when 8/10 cloud was experienced. On reaching the target area light flak was observed and also a considerable number of what were believed to be fighter flares were seen bursting just above the cloud. Lights were observed through breaks in the cloud but it was impossible to identify the docks and the load of 8 x 250 G.P. bombs were brought back to base. Nickels were dropped in the target area at 06:55 hours from 14,000'. The rear gunner and the W/O saw an M.E. 110 dead astern flying at 11,000 in the CHERBOURG area. The enemy aircraft had a white headlight in its nose flashing intermittently. The Hampden altered course 60° to port and the enemy aircraft overshot. Four minutes later from the same height an ME 109 was seen slightly below at 400 yards range and this was evaded in the same manner.	A. 331
Night 6/7 AB244	Sgt. Beck Sgt. Fraser Sgt. Wilkinson Sgt. Alderdice	Scuttle A	0341	0918	The weather was cloudy for practically the whole trip until arrival at the FRISIAN islands where breaks in the cloud enabled the navigator to pinpoint on BALTERN island. On the run in the the navigator thought he saw some ships and turned back to investigate. On the second run in a timed run was made from BALTERN and although the target was obscured by cloud it is almost certain that the bombs fell on the town as the run was only 4 minutes. The 1900 lb G.P. bomb was dropped from 13,000' at 06:23 hrs on a heading of 174°. Nickels were also dropped (Ref G) 531 from the same height at the same time.	A. 332
Night 6/7 AB263	P/Sgt. Sanderson Sgt. Dillon Sgt. Haines Sgt. Fairbanks	do	0346	1055	10/10 cloud was experienced over the complete journey and the pilot taking the last report flew on a course from a D.R. position into Germany for 30 minutes and dropped his load of 1900 lb and 250 G.P. A large 1900 lb flash was seen through the cloud. 2 bundles of B.H. (G) 531 were dropped in the same area from 13,800 ft at 06:37. Flying on a reciprocal course the islands, identified as NEVENS and SCHANGHORN. On the return journey this machine was diverted to DRIFFIELD.	A. 333
Night 6/7 AB218	Sgt. Beaver Sgt. McLean Sgt. Bentley Sgt. Deale	do	0350	0945	On reaching the target area 8/10 to 10/10 cloud was experienced and it was impossible to identify any built up area in N.W. Germany. On the return journey the island of HOGHERNEY was pinpointed through gaps in the cloud and the load of 1 x 1900 G.P. and 250 were dropped on the aerodrome. One large burst was observed on the S.E. side of the aerodrome. continued overleaf.....	A. 334

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Continued from overleaf						
Night 6/7 AD782	Sgt. Farrow Sgt. May Sgt. Milward Sgt. Baker	Scuttle A	0330	0910	<p>Minikels were dropped on the island at 06:35 from 13,000'. On the return journey the pilot received a diversion to HINCHBROOK where he landed without incident.</p> <p>On arriving at HMA no definite target could be identified and it was impossible to pinpoint owing to 10/10 cloud. The pilot then flew S.W. and bombed a large concentration of flick which was believed to be HINCHBROOK. 1 x 1500 G.P. and 2 x 250 and 6 bundles of EH(P)50/38 were dropped from 13,000' at 0616 hrs. The pilot received a diversion signal to DRIFFIELD where he landed without incident.</p>	A.334 A.335
Night 8/9 AT120	S/L Price P/O Hodgson Sgt. Robins Sgt. Rossen	Bombing CHERBOURG docks	0411	0645	<p>After leaving the English Coast there was 10/10 cloud at 8000' over the channel and over the target area. Oil temperature on both engines exceeded 10000 when maintaining height which prohibited remaining in the target area for any length of time. The return journey was made without incident, and the bomb load of 8 x 250 was brought back to base. 8 bundles of EH (P) 50/38 were dropped in the CHERBOURG area.</p>	A.336
Night 8/9 AM219	P/O Davis Sgt. McDowell Sgt. Elliott Sgt. Pearson	Bombing Battle cruisers HEST	0347	1009	<p>Flying most of the way after leaving England over 10/10 cloud it was impossible to identify the target and the load of 4 x 500 and 2 x 250 G.P. bombs were brought back to base. 8 bundles of EH(P)50/38 were released N of HEST at 0550 hrs from 10,000'.</p>	A.337
Night 8/9 AE418	Sgt. Deaver Sgt. McLean Sgt. Bentley Sgt. Beale	Do	0344	0959	<p>After flying most of the route over 10/10 cloud the pilot circled the area for 55 minutes but was at first unable to see through the gaps though many flares were being dropped. Flares were also being shot up. The navigator eventually saw a fire and the coast line silhouetted and dropped his load of 4 x 500 and 2 x 250 GP bombs into the dock area. The rear gunner saw two bursts. 8 bundles of EH(f)50/38 were released at 0535 hrs from 14,000'. On the return journey faulty QM's were received which led the pilot into the vicinity of BIRMINGHAM balloon barrage.</p>	A.338
Night 8/9 AD643	Sgt. Fraser Sgt. Henderson Sgt. Crawford Sgt. Bird	Do	0349	0949	<p>Flying the whole way over 9/10 to 10/10 cloud it was impossible to identify the docks at HEST and the load of 4 x 500 and 2 x 250 SBF bombs were brought back to base. 8 bundles of EH(P)50/38 were dropped North of HEST at 0610 hrs from 8,000'. The return journey was made without incident.</p>	A.339
Night 8/9 AT154	P/L Constance P/O Edwards P/O Van Den Bok Sgt. Connell	Do	0340	0932	<p>Conditions were described as quite murky to the South Coast with low cloud to 1,000'. The cloud over the sea was 9/10 and also over Northern France. In the target area there were occasional large breaks in the cloud and the docks area and Northern shore of the RAIK DU HEST were identified and bombed with 4 x 500 lb and 2 x 250lb SBF bombs. A light was seen on the North Coast of France and an immediate report of it was given. 8 bundles of EH (P) 50/38 were dropped from 11,000' at 06:00 hrs.</p>	A.340

OPERATIONS RECORD BOOK.

Appendix

R.A.F. Form 541.

JANUARY

PAGE 3.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 408 (R.G.A.F.) SQUADRON.

No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 8/9 AD642	P/O. Brown P/O. Donoh Sgt. Howell. Sgt. Birch.	Bombing battle cruisers at HEST	0415	0954	On reaching the target area 9/10 to 10/10 cloud was experienced and the load of 4 x 500 and 2 x 250 SAP bombs were brought back to base. No further incident was reported.	A.341
Night 8/9 AD782	Sgt. Farrow P/Sgt. Watts. Sgt. Millward Sgt. Greene	do	0341	0855	On reaching the target area the pilot flew around for 20 minutes in an attempt to identify the docks through occasional gaps in the cloud which was 9/10. As this appeared to be impossible the 8 bundles of RH (F) 50/38 were dropped north of HEST and the bomb load of 4 x 500 and 2 x 250 SAP bombs were brought back to base.	A.342
Night 8/9 AD754	Sgt. Beck Sgt. Fraser Sgt. Raine Sgt. Alderdice	do	0354	0945	On arriving at the target it was found to be obscured by 9/10 cloud and even through the gaps the crew were unable to discern the target as there appeared to be a thick haze or smoke below. 8 bundles of RH(F)50/38 were released 15 miles north of HEST at 0618 hours. The 2 x 250 lb bombs were jettisoned safe in the dease on the return journey, 30 miles north of HEST to lighten the aircraft as the starboard engine was overheating. The remaining 4x500 SAP bombs were brought back to base.	A.343
Night 8/9 AE206	P/Lt. Priest Sgt. Jenkins Sgt. Churcher Sgt. Cordery	do	0343	0932	9/10 cloud was experienced in the target area and it was impossible to identify the docks and after 15 minutes searching the pilot dropped 8 bundles of RH(F)50/38 in the target area and set course for base bringing with him the bomb load of 4x500 SAP and 2 x 250 SAP bombs.	A.344
Night 8/9 AE245	P/L Burnett P/O. P/Sgt. Bunting P/Sgt. Reynolds P/O. Sgt. Jones	do	0345	0959	There was 10/10 cloud over most of the channel and over the target area and through small apertures in vicinity it was not possible to identify the target and the bomb load of 4 x 500 and 2 x 250 SAP bombs were brought back to base. 8 bundles of RH(F)50/38 were dropped North of HEST from 11,000' at 0605 hours. On the return journey a light was seen flashing rapidly on the sea from 49° 31'N 03°11'W at 0702. A load of incendiaries were seen dropped quite a distance North of the target, approximately 2 miles.	A.345

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	Reference.
Night 10/11	P/Lt. Constanoe P/O. Edwards P/O Van Den Bok Sgt. Connell	Main Railway station at WILHELMSHAVEN	1634	2322	Turning on D.R. over 8/10 cloud it was found that the target area was clear of cloud and visibility good. The navigator pinpointed on the N.W. coast of the bay but on the run up the bomb doors would not open even with the hand pump. The pilot circled endeavouring to open the bomb doors, without success, and after sometime decided to abandon the target and set course for home. On the way home the wireless failed and the pilot came down to 1000' and jettisoned his bomb load of 1 x 1900 lb GP and 2 x 250 GP in order to conserve petrol in case he got lost. After receiving permission to land at LEBOMFELD the pilot was unable to lock the undercarriage even by pulling the bottles. Flare path was approached with horns blowing but as soon as the wheels touched the ground the horns stopped and a normal landing was made.	A.346
Night 10/11	P/O: Dowds Sgt. McDowell Sgt. Elliott Sgt. Pearce	do	1631	2214	On reaching the target area good visibility and a clear sky was experienced. The dock was definitely identified and the load of 1 x 1900 GP and 2 x 500 GP was dropped from 12,500' at 1935 hours and the rear gunner saw bursts along the coastal fringe of the town. The trip was described by the pilot as being uneventful. The flak was fairly heavy but inaccurate and the few searchlights seen gave no trouble.	A.347
Night 10/11 AT120	S/L. Price P/O: Hodgson Sgt. Wright Sgt. Ransom	do	1628	2235	No cloud and excellent visibility made pinpointing comparatively easy. Turning on ETA on a D.R. position the island in the mouth of the bay, was identified and following the coast line of the bay the docks were seen and bombed with 1 x 1000 GP and 2 x 500 GP at 1930 hours from 15,000'. No results were observed but the target was seen dead in the grapple at the point of the release of the bombs. Two bundles of EH(6) 531 were dropped on the town at 1934 hours. Diversion to any aerodrome on return track was received and the pilot landed at DOWNHAROCK.	A.348
Night 10/11 AB418	Sgt. Beaver Sgt. McLean Sgt. Bentley Sgt. Beale	do	1649	2210	Flying in excellent visibility no difficulty was experienced in pinpointing on WILHELMSHAVEN ISLAND then on JADE CANAL and followed the Canal to the target. Bombs 1 x 1000GP and 2 x 500 GP were released from 13,000' at 1945 hours and two bursts were observed on the docks near BAUHAFEN by the rear gunner. 6 Bundles of EH(6) 531 were dropped between JEWER and WILHELMSHAVEN at 1940 hours.	A.349
Night 10/11 AD754	W/G Timmerman, DCO, IFG P/Sgt Watts Sgt. Neville Sgt. Jones	do	1635	2305	On reaching the target area excellent visibility was experienced A.350 and the coast line was followed to the target which was bombed with 1 x 1900 GP and 2 x 250 GP from 12,000' at 1950 hours. Buildings were seen in sight but photographs taken about 1 (min) before and one minute after attack showed open fields and villages. One large burst was seen among the buildings. 5 bundles of EH(6) 531 were dropped North west of WILHELMSHAVEN at 1948 hours.	

OPERATIONS RECORD BOOK.

JANUARY

PAGE 4.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By 406 (R.C.A.F.) SQUADRON.

No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 10/11	Sgt. Fraser Sgt. Wood Sgt. Trawford Sgt. Bird	Main Railway Station at WILMESHAVEN	242 838	234.0	On reaching the target area the navigator was unable to identify the target areas so the coast was followed into the bay and 1x1000 GP and 2x500 GP bombs were dropped on the flak concentration North of the town. On the return journey the crew were challenged by one of our own convoys off the WASH. The pilot replied with the downward recognition light, but they were still challenged and the pilot then fired the colour of the day.	A351 A352
Night 10/11 AD782	Sgt. Farrow Sgt. May Sgt. Millward Sgt. Wallis	do	1638	2253	On reaching the target area the navigator had no difficulty in pinpointing on the coast line and identifying the dock area. The docks were in the sights when the 1x1000 GP and 2x500 GP were released from 13,000' at 1947 hours and although no bursts were observed but it is presumed that the bombs would have fallen in the dock area S.E. of the town. 5 bundles of EH-551 were released at 1947 hours, on the town of WILMESHAVEN. The pilot landed, on receiving a diversion signal, at SWANTON NOBLEY.	
Night 10/11	F/Sgt. Sanderson Sgt. Dillon Sgt. Fairbanks Sgt. Haines	do	1630	1938	The pilot had engine trouble on the way out, the starboard airscrew C.S.U. broke down, and the bomb load of 1x1900 and 2x250 GP bombs were jettisoned safe 54 degrees 20' N. 05 degrees 20'E and the pilot returned to base.	A353
Night 10/11	F/L. Priest Sgt. Henderson Sgt. Glenville Sgt. Churcher	do	1637	---	Nothing was heard of this crew after take-off and no more has been heard of their fate. CAN/88037 A/T/Lt. Priest, T.F. CAN/88037/859371 Sgt. Henderson, D.L. 1260085 Sgt. Glenville, G.A. 1172507 Sgt. Churcher, L.A.	A354
Night 10/11	P/O Brown P/O Dench Sgt. Howell Sgt. Burch	do	1653	2239	When over the target area the bomb doors failed to open and after making two runs over the target they decided to act outside the target area. The bomb doors finally opened and the island at the entrance to the bay was bombed. The port engine began to shoot out flames and finally stopped after the bombs were released. It was impossible to maintain height at 14,000' and after setting course for home guns, ammunition etc were jettisoned in an effort to maintain height. They still continued to lose height and when they were off THE SCHELLING island, their height was 5000ft. Light flak was fired from the shore and the pilot fired the 'sisters' with good effect. For the remainder of the trip they were able to gain height up to 3000 ft.	A355

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Continued from overleaf.....					The A.S.1 froze up for an hour on the way home. The artificial horizon also went U/S due to the great vibration of the aircraft but occasionally came back to normal. The wireless went U/S about 1 hour from the coast also probably due to vibration. After making a landfall at the Norfolk coast they made for the nearest beacon and called up "Darky" and asked for a floodlight. COLTISHALL's beacon refused to answer the "Darky" call and also did not reply to the letter of the period followed by "Q". The pilot then headed for the next beacon which proved to be HORSHAM ST. FAITH. They lit the flare path there and a landing was made there. The wireless operator should be given a lot of credit for the safe return as he stuck to the key and got fix after fix all the way home. The navigator also deserved a lot of credit.	A355
Night 10/11	P/O Coulter Sgt. Abbott Sgt. Watson Sgt. Holmes	Harbour & Dock installations EMDEN	1653	1850	The port engine failed about 86 miles out to sea and the 4x500 GP bombs were jettisoned safe into the sea, from 52 degrees 28'N 02 degrees 18'E, and the pilot returned to England and landed at DORSET.	A356
Night 15/16	P/Sgt Sanderson Sgt. Reinhart Sgt. Haines Sgt. Sutton	HAMBURG	1648	2330	After flying over cloud most of the way there was no cloud at all over the target area although the visibility was rather poor. During the search over the area several bomb searchlights and flak were seen so the pilot flew over and dropped a flare and noticed buildings. This town appeared to be on the river and they dropped their incendiaries and bombs. Only one bomb came off, the other being presumablyiced up. Evasive action was taken and this probably loosened the remaining bomb. The incendiaries were seen to burst and the rear gunner reported a fire. 6 bundles of EH(G)532 in the Hamburg area at 20:05 hrs from 13,500 ft.	A357
Night 15/16	P/Lt. Constance P/O Edwards Sgt. Haines Sgt. Conwell	do	1655	0101	Navigation throughout the entire trip was very successful and HELLIGOLAND and FRIEDRICHSTROOG were passed on ETA. They ran down the bank of the ELBE until just before the town, then circled East and came in onto the target from the EAST. No opposition or searchlights were encountered until after the load was dropped from 9000' at 20:10 hours and then they ran into a searchlight belt which caught them completely, and the pilot was forced down to 3000'. They were at this height with all the lights focussed on them but were not fired on. There was plenty of heavy flak in the target area, but once they were in the searchlight belt they were left alone. Home over cloud at 12,000' crossing the coast at 1500' and home on Q.D.M. cloud was.	A358
Night 15/16 AD782	Sgt. Farrow Sgt. McLean Sgt. Millward Sgt. Wallis	do			After flying over 8/10 cloud until reaching HELLIGOLAND there was no cloud over the target area, but extreme darkness and poor visibility made it impossible for the navigator to identify the town. The two wing bombs were dropped on a flak concentration from 13,000' heading east. The 4x500 of incendiaries were brought back to base. Large activity of light and heavy flak were observed at points believed to be KIEL, HAMBURG, CUXHAVEN and SCHLESWIG. Some dummy fires were seen but positions were not known. 6 bundles of EH(G)532 were dropped in the vicinity of the mouth of the ELBE.	A359

continued overleaf.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.																								
Night 17/18 AE267	P/O Clarke Sgt. Chapple Sgt. Eves Sgt. Brown	Bombing docks DUNKIRK	1803	2107	10 Owing to 10 cloud over the target area it was impossible to identify the target and the load of 8 x 250 GP bombs was brought back to base. 8 bundles F.J. were dropped in the DUNKIRK area.	A. 364																								
Night 21/22 AE 288	P/O. Dowie Sgt. McDowell Sgt. Elliot Sgt. Dudley	Marshalling yards HEMEN	1714	0007	Route for all aircraft. Base - SKORPES- Target-returning by same route. The target area was reached without any undue incident except for great searchlight activity in the HEMEN district. Finding it impossible to identify the primary target owing to haze, the bombs, 1 x 1000 lb., 2 x 500 lb were dropped on the town from 10,500 ft. Bursts not being identifiable. Return was made without incident, use being made of the visual indicator with successful results.	A. 365																								
Night 21/22 AE284	Sgt. Rea Sgt. Reinhart Sgt. Young Sgt. Burney	- do -	1727	1753	This aircraft returned early to base owing to engine trouble.	A. 366																								
Night 21/22 AE963	P/Sgt. Sanderson Sgt. Dillon Sgt. Fairbanks Sgt. Garmory	- do -	1708	1744	This aircraft returned to Base and did not take off again as the rear gunners door blew open after take off and would not close again.	A. 367																								
Night 21/22 X3051 "U"	P/O. Clarke Sgt. Chapple Sgt. Eves Sgt. Brown	- do -	1750	---	This aircraft took off late owing to slight engine trouble and failed to return from this operation. The next of kin have been informed. Their operational hours are as follows:- <table border="1"> <thead> <tr> <th colspan="4">OPERATIONAL</th> </tr> <tr> <th>QAN/RGAF/J5703</th> <th>P/O. Clarke, R.W. (Pilot)</th> <th>Trips</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>" " " " " " " "</td> <td>" " " " " " " "</td> <td>5</td> <td>23.25</td> </tr> <tr> <td>928292 RAF</td> <td>Sgt. Chapple, P. (Navigator)</td> <td>5</td> <td>23.25</td> </tr> <tr> <td>105346 RAF</td> <td>Sgt. Eves, R.O. (1st W/O/AG)</td> <td>5</td> <td>23.25</td> </tr> <tr> <td>1053806 RAF</td> <td>Sgt. Brown, R. (2nd W/O/AG)</td> <td>1</td> <td>3.35</td> </tr> </tbody> </table>	OPERATIONAL				QAN/RGAF/J5703	P/O. Clarke, R.W. (Pilot)	Trips	Hours	" " " " " " " "	" " " " " " " "	5	23.25	928292 RAF	Sgt. Chapple, P. (Navigator)	5	23.25	105346 RAF	Sgt. Eves, R.O. (1st W/O/AG)	5	23.25	1053806 RAF	Sgt. Brown, R. (2nd W/O/AG)	1	3.35	A. 368
OPERATIONAL																														
QAN/RGAF/J5703	P/O. Clarke, R.W. (Pilot)	Trips	Hours																											
" " " " " " " "	" " " " " " " "	5	23.25																											
928292 RAF	Sgt. Chapple, P. (Navigator)	5	23.25																											
105346 RAF	Sgt. Eves, R.O. (1st W/O/AG)	5	23.25																											
1053806 RAF	Sgt. Brown, R. (2nd W/O/AG)	1	3.35																											
Night 21/22 AD972	P/O. Coulter Sgt. Abbot Sgt. Read Sgt. Holmes	Docks at HEMEN	1650	1923	This aircraft took off and set course for the target, over the sea however, after reaching operational height, the port engine failed and it was decided to return to base which was accordingly done.	A. 369																								
Night 21/22 AD754 "Y"	Sgt. Farrow Sgt. May Sgt. Millward Sgt. Baker	Marshalling Yards at HEMEN	1717	2225	The enemy coast was reached without incident but at 15000' in the vicinity of HASELUNDE the aircraft was suddenly caught in a cluster of about 30 searchlights. After weaving violently the sister was used and about half the lights doused but the remainder hung on. It was decided to jettison the bombs to get away, but the power bolt was frozen solid. The pilot pumped the doors open and the whole load of 1 x 1000 and 2 x 500 lb. were dropped from 7500 ft. After the lightening of the aircraft it was possible to get away from the lights and course was set for base. The wireless operator noticed that a vapour trail was being left and the pilot climbed. At 9500 ft the W/Op reported two Hampdens flown over the tail. The pilot thought they must have been Me 110's and instructed the crew to keep a good lookout.	A. 370																								

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

JANUARY

PAGE 6.

From hrs / / to hrs / / , By No. 406 (R.C.A.F.) SQUADRON.

No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.										
continued from overleaf.....					<p>A few seconds later the W/O reported two aircraft attacking from the port quarter. The pilot turned to port and the attacking aircraft and the gunners both opened fire. The W/O claimed to have shot down one ME 110, but five bursts of cannon hit the plane. He managed to evade the attackers and at 6000 ft with the starboard engine coughing called on the crew to bail out, but got no reply from them. At 4500 feet the plane handled better and the pilot decided to try and carry on to base, continuing slightly to the south on the course given to him by the navigator before for SUCCESS in the hope of hitting EAST ANGLIA. No sign was given by the rest of the crew and arriving over England the T.R.Q. was found to be useless so the pilot circled flashing S.O.S. on the downward identification light which was responded to by the searchlights pointer organisation which directed him to WEST HALLING. There the undercarriage failed to work and the plane crash landed. All the crew were found to be on board, though wounded. Sgt. Parrow had a slight wound in the ankle, where a nut had been found under the skin. Sgt. Millward had a cannon shell wound in the leg but it is hoped it will not be necessary to amputate. Sgt. May and Sgt. Baker were so badly wounded that they died within 48 hours. In recognition of his courage and resolution the immediate award of the Distinguished Flying Medal to Sgt. Parrow was approved a few days later by His Majesty the King.</p> <p>The operational hours of the deceased are as follows:-</p> <table><thead><tr><th colspan="2">OPERATIONAL</th></tr><tr><th>Time</th><th>Hours</th></tr></thead><tbody><tr><td>DAN/NOB/NO219</td><td>Sgt. May, T.I. (Navigator) 18 1045</td></tr><tr><td>RAF 1310106</td><td>Sgt. Baker, V.R. (2nd/OP) 4 2105</td></tr><tr><td colspan="2">/AD</td></tr></tbody></table>	OPERATIONAL		Time	Hours	DAN/NOB/NO219	Sgt. May, T.I. (Navigator) 18 1045	RAF 1310106	Sgt. Baker, V.R. (2nd/OP) 4 2105	/AD		A. 370
OPERATIONAL																
Time	Hours															
DAN/NOB/NO219	Sgt. May, T.I. (Navigator) 18 1045															
RAF 1310106	Sgt. Baker, V.R. (2nd/OP) 4 2105															
/AD																
Night 25/26 AE190	P/O. Brown Sgt. Dunn Sgt. Howell Sgt. Stroud	Battleships at PORT	1540 N.L.	0020 N.L.	Route for all Aircraft, Luffenham - Ghesil Beach - Target With perfect conditions the target area was reached without difficulty but there the town and docks were found to be covered by low cloud or haze and finding it impossible to identify the target the whole load of bombs were brought back to base.	A. 371										
Night 25/26 AE148	S/Ldr. Price	do	1734 N.L.	0015 N.L.	The target area was reached successfully and though the coastline could be seen over the target haze and cloud combined made it impossible to identify the target.	A. 372										
AD762	"A" - see text -	crashed														

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.										
		continued from overleaf.....			The aircraft was hit by flak and the navigator stunned by shrapnel, thought apart from severe headache not materially hurt. It was decided to return and the extent of the flak damage being unknown the bombs 4 x 500 lb 2 x 250 lb SAP were jettisoned safe in the sea from 9000 feet in the approximate position 49°08'N., 03°50'W. Luffenham was reached without incident.	A.372										
Night 25/26 AE363	P/Sgt. Sanderson Sgt. Dillon Sgt. Holmes Sgt. J. Williams	Battleships at BESST	1540 N.L.	0020 N.L.	The target area was reached and coastline identified but it was impossible to see the docks owing to cloud and smoke screen. The aircraft was believed to have been hit by flak so the bomb load of 4 x 500 lb and 2 x 250 lb SAP were jettisoned safe from 12,000 feet in position 49°00'N., 04°15'W on the return journey. Luffenham was reached without incident and it was found that the aircraft was undamaged by A.A. fire.	A.373										
Night 25/26 AE2 AT176	Sgt. Dadsen Sgt. Maraden Sgt. Wright Sgt. Davies	do	1737 N.L.	---	This aircraft took off climbing very steeply and one wing apparently stalling, nosed over and dived straight into the ground from 1500 feet. All the crew were killed instantly. The operational hours are as follows: <table border="1"> <thead> <tr> <th>Trip</th> <th>Hours</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1055</td> </tr> <tr> <td>2</td> <td>2045</td> </tr> <tr> <td>3</td> <td>9005</td> </tr> <tr> <td>4</td> <td>1535</td> </tr> </tbody> </table>	Trip	Hours	1	1055	2	2045	3	9005	4	1535	A.376
Trip	Hours															
1	1055															
2	2045															
3	9005															
4	1535															
Night 25/26 AE244	P/O Dowle Sgt. McDaniel Sgt. Elliot Sgt. G. Brown	do	1730 N.L.	2300 N.L.	The target area was reached and identifying the coastline a run-in was made on the target. Agap in the clouds appeared over the docks and the bombs 4 x 500 lb and 2 x 250 lb SAP were dropped from 12000 ft and bursts were seen in the Dock Area in the proximity of the Torpedo boat Station. Return to Luffenham was made without incident but owing to an error in levelling the glide path indicator the plane was shot on landing and one wheel was broken off and damage caused to fuselage. The crew were unhurt.	A.375										
Night 27/28 LA204	S/Ldr. Price P/O Hodgson Sgt. Hughes Sgt. Ronson	Battleships at BESST	0031 N.L.	0127 N.L.	Route for all aircraft. Luffenham - Chesil Beach - Target. Shortly after reaching Hayford the aircraft developed excessive engine temperature. It was therefore decided to return to Luffenham which accordingly done.	A.376										
Night 27/28 AE439	P/Sgt. Sanderson Sgt. Dillon Sgt. Holmes Sgt. Williams	do	0045 N.L.	0700 N.L.	The target area was reached, but shortly after the French coast difficulty was experienced with icing, the wing bombs 2 x 250 lb SAP were jettisoned safe from 12000 ft to enable the aircraft to maintain height. The target area was found to be obscured by smoke and despite search the docks were not identified, the remainder of the load was therefore brought back to base.	A.377										
Night 27/28 AE190	P/Lt. Pin Sgt. Reinhart Sgt. Curtiss Sgt. Palmer	do	0027	0615	The target area was reached without incident but finding the battleships impossible to identify the dock area was bombed from 15000ft with 4 x 500 and 2 x 250 lb. SAP. No results being seen. The aircraft was hit by flak and 'George' put out of action, the heating failed, the oxygen failed, the W/Op and A.G.'s microphones and the electrical gun mountings froze but despite this return was made safely to H. Luffenham.	A.378										

OPERATIONS RECORD BOOK.

Appendix

R.A.F. Form 541.

JANUARY

PAGE 7.

DETAIL OF WORK CARRIED OUT.

From hrs. / / to hrs. / /

By NO 408 (R.G.A.P.) SQUADRON.

No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 27/28 AT154	Sgt. Rea Sgt. Jenkins Sgt. Young Sgt. Bursey	Battleships at BRESE	0038 N.L.	0739 N.L.	The target area was reached and pinpointing on the coastline run-in made and bombs, 4 x 500 lb SAP and 2 x 250 lb SAP were dropped from 16000 ft. Bursts being seen in the dock area. The smoke screen was observed to be in operation to N.W. of the town. Return was made without incident.	A. 379
Night 27/28 AD42	F/O Dowle Sgt. McDowell Sgt. Elliott Sgt. Pearce	- do -	0029 N.L.	0640 N.L.	The target area was reached and estimating position of the docks by the coastline a run-in was made despite the obscuring effects of the haze and smoke screen, and the bombs dropped from 12000 ft, 4 x 500 lb. & 1 x 250lb SAP. One 250 lb wing bomb was found to have hung up and was later jettisoned safe from 6000 ft. Flak was intense and accurate necessitating three runs as the first two had to be broken off short of the target, the aircraft was slightly damaged by flak. Return was made without incident.	A. 380
Night 27/28 AN150	F/O Brown Sgt. Dunn Sgt. Howell Sgt. Brown	- do -	0046 N.L.	0550 N.L.	Visibility was excellent over the French coast and though the target was partially obscured by the smoke screen a run was made from the estuary and bomb load of 4 x 500 lb 2 x 250 lb SAP dropped from 11500 ft bursts being seen in the dock area. Accurate heavy flak being experienced. Return was made without incident.	A. 381
Night 31 Jan 1st Feb. NA204	F/Lt. Pim F/Sgt. Reinhart Sgt. Curtiss Sgt. Norman	- do -	1802 N.L.	0025 Woolfox	Excellent visibility was encountered over the enemy coast but smoke drifting from N.W. prevented the battleships from being identified. However by the estuary the dock area was picked out and the bomb load of 4 x 500 lb 2 x 250 lb SAP dropped from 14000 ft two burst being seen through the haze. Two bundles of leaflets EH(P)7 were dropped near LePAOU from 14000 ft. Return was made without incident but aircraft was diverted to WOOLFAX where landing was accordingly made.	A. 382
Night 31/ AD963	F/Sgt. Sanderson Sgt. Dillon Sgt. Williams Sgt. Holmes	- do -	1754 N.L.	2315 N.L.	Reaching the enemy coast it was possible to see the whole of BRESE estuary and despite the haze or smoke screen the bombs 4 x 500 lb 2 x 250 lb SAP was dropped from 22000 ft and two burst seen near the Torpedo Boat Station. Two bundles of leaflets EH(P)7 were also dropped. Return was made without incident.	A. 383
Night 31/ AT154	Sgt. Fraser Sgt. Wood Sgt. Bird Sgt. Trafford				The French coast was reached but after flying up and down the RADE de BRESE for half an hour and being unable to identify the docks owing to the smoke screen it was decided to return with the full bomb load, the leaflets only being dropped. Luffenham reached without incident.	A. 384

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Night 31/1 AE244	P/O. Dowie Sgt. McDowell Sgt. Elliot Sgt. Pearce	Battleships at BREST	1751 N.L.	2347 N.L.	The excellent visibility enable the coast line and Rade de BREST and docks to be identified despite the smoke screen and the bomb load of 4 x 500 lb 2 x 250 lb SAP was dropped on the docks, though no results could be observed. The leaflets were dropped to the N.West of the town of BREST. What appeared to be an aircraft crashing in flames was seen near the small river which empties into Brest Harbour. Return was uneventful.	A. 385
Night 31/1 AE150	P/O Brown Sgt. Dunn Sgt. Howell Sgt. Brown	- do -	1800 N.L.	2136 N.L.	Shortly after crossing the English coast it was decided to return as the wireless ops microphone went w/a. Oxygen froze up and the Port engine was running hot. This was accordingly done.	A. 386
Night 31/1 AT176	Sgt. Rea Sgt. Jenkins Sgt. Young Sgt. Bursey	- do -	1759	2318	Finding the smoke screen in action and impossible to identify the battleships the whole load of 4 x 500 lb 2 x 250 lb SAP was dropped from 13000 ft on the dock area, no bursts were seen but fires were observed starting in the region of the PORT MILITAINE. The leaflets 8 bundles BH(P)7 were dropped near LUFFENHAM from 17500 ft. Return to N. Luffenham was made without incident.	A. 387 was drop
Night 31/1 AD982	S/Ldr. Price P/O Hodgson Sgt. Hughes Sgt. Ranson	- do -	1750 N.L.	2324 N.L.	The smoke screen had just commenced to obscure the Dock area when the target was reached, but it was possible to identify the docks and the bomb load of 4 x 500 lb 2 x 250 lb SAP was released from 12000 ft. No results were observed but fires were seen N.W. of the Port Militaine. Eight bundles of leaflets were dropped from 13000 ft N.E. of BREST. Return to Luffenham was made without incident.	A. 388

H. W. Tinserman
(H. W. TINSERMAN) WING COMMANDER,
COMMANDING NO. 408 (R.C.A.F.) SQUADRON,
R.A.F. BALEMERTON.

www.bombercommandmuseum.com