

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.

SECRET

PAGE NO. ONE

DETAIL OF WORK CARRIED OUT
BY NO. 100 (R.A.C.A.F.) SQUADRON, LONDON

FOR THE MONTH OF JULY 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 2/3/743	HALIFAX II JD 164 "K"	Sgt. BROWN, R. Sgt. PITTEN, G. A. Sgt. HALLIDAY, T. Sgt. PHILLIPS, G. A. Sgt. PRYME, A. M. Sgt. COOPER, R. J. Sgt. MORSEY, L. A.	GARDENING RESCUE	23.31	03.33 COLOMBIA	This aircraft found visibility fair with 1/10 Strato Cumulus clouds with base at 1200 feet. Headed on 085° fix, and 1 burst fix was at 5330° north 0330° east. Parachutes of four mines were seen to open by rear gunner. Release of these mines was made at 0120 hours from 1000 feet on a heading of 030° deg N. Load carried - 4 X 1000 lbs R200 Mk.V. This aircraft was diverted at RAF Station, GRIMSBY due to unfavorable local weather conditions.	A.1791
NIGHT 2/3/743	HALIFAX II JD 276 "P"	P/O G. BURDET P/O E. BURG Sgt. DAVIDSON, M. G. Sgt. HEDDERSON, A. Sgt. JONES, W. V. Sgt. PRYME, J. M. Sgt. THOMAS, T.	- do -	23.31	04.32 RESCUE	This crew found 9/10 Cumulus clouds with base at 1000 feet. Headed to garden on 085° with last fix at 5330° north and 0300° east at 0045 hours. Release of four mines was made at 0120 hours from 2000 feet on a heading of 065° deg N. Mission was failed, but not used. Results of our gardening were not observed. This aircraft was diverted at RAF Station, GRIMSBY due to unfavorable local weather conditions. Load carried - 4 X 1000 lbs R200 Mk. V.	A.1792
NIGHT 2/3/743	HALIFAX II JD 967 "Q"	Sgt. LAING, L. A. Sgt. PROUDHORN, J. G. Sgt. THOMAS, M. Sgt. WILSON, G. A. Sgt. LEWIS, G. A. Sgt. HEDDERSON, A. Sgt. JONES, W. V.	- do -	23.32	04.35	This crew found 9/10 Strato Cumulus clouds with base at 1200 feet, visibility fair. Headed to garden on 085° fix at 5330° north and 0330° east. Four parachutes were seen to open after release was made at 0125 hours on a heading of 060° deg N. from 600 feet. Mission not used. Successful trip and landed at GRIMSBY DAB 30 due to unfavorable weather condition over home base. load carried - 4 X 1000 lbs R200 Mk. V.	A.1793
NIGHT 2/3/743	HALIFAX II JD 853 "U"	P/O A. J. BURDET Sgt. BROWN, R. H. P/O KIRKMAN, R. Sgt. THOMAS, M. Sgt. HEDDERSON, A. Sgt. JONES, W. V. Sgt. MORSEY, L. A.	- do -	23.33	03.22	This crew found 10/10 Strato Cumulus clouds with fair visibility. Base of clouds hung at 1500 feet. Headed to garden on 085° fix at 5330° north and 0330° east. Four parachutes were seen to open. Vegetables planted successfully. Considered a good trip - received diversion orders, but did not know location of RAF Station, "RESCUE", so decided to land at home base. load carried - 4 X 1000 lbs R200 Mk. V.	A.1794
NIGHT 2/3/743	HALIFAX II JD 271 "R"	P/O L. W. HAIN P/O L. A. LEITCH P/O J. D. DODD Sgt. BROWN, R. H. Sgt. HEDDERSON, A. Sgt. MORSEY, L. A.	BOMBING COLOGNE	23.00	05.35	This crew found very good visibility and no cloud over the primary targets. 129 Flares and incendiaries were means of approach on the aiming point. Red Markers were seen cascading at 0137 hours and Red Tail Markers were in base eight at instant of release. Bombing was carried out at 0139 hours from 20000 feet on a heading of 015° deg N. Seven or eight large re. fires along with very small ones were seen. Fall of smoke from these fires rose to about 1000 feet. Two large explosions were seen at 0145 and 0148 hours around the aiming point. One X 1000 lb GP. T.O. was jettisoned safe at 0140 hours at 53070° north and 0350° east. Incendiary and marker were not used. PTF techniques were well concentrated and accurate. Glare free flares were still visible 100 miles away. Load carried - 1 X 1000 lb GP. T.O., 1 X 1000 lb GP. T.O., 30 X 50 lbs, 200 X 4 lbs. and 30 X 4 lbs. incendiary.	A.1795

www.bombercommander.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 3/6/743	MULPIAX II JB 176 "A"	P/L R.T. MEL-S., D.F.C. P/O J. MARKER P/O D. YOUNG SFC HUGHES, P.M. SFC HENDERSON, C.C. SFC MCKEEVER, P.M. SFC GRAYSON, H.A.	BOSSING COLOMBIA	23.07	04.56	Good visibility, but low haze and smoke hindered identification of ground detail. was found by this crew over the primary target. Red Markers with Green stars, Green Flares, on track, and visual identification of bomb in river to S.E. of town were seen as aircraft made run in on the bombing point. Centre-of-patterns of Green T.I. were in bomb site at moment of release, and release was made at 0140 hours from 19000 feet over mouth of the Maga R. Results of own bombing were not observed. A rectangle of fires 5 - 6 miles long and 1 - 2 miles wide were seen burning abreast side of river bank. Three second mail established and a huge pall of smoke was seen rising to about 3 to 4000 feet in height. London was used, but showed no results. One hole in starboard wing tip caused by fragment of FLAMMED over target area at 0140 hours from 19000 feet was encountered. Considered very good attack. Sky Markers were numerous and concentrated just miles away targets. Route proved good. Load carried - 1 X 1000 lb. G.L.D., 1 X 1000 lb. M.G.B., 50 X 50 lb., 10 X 4 lb. and 50 X 4 lb. "X" type bombs.	A.1796
NIGHT 3/6/743	MULPIAX II JB 922 "B"	P/O G.R. MEL-S. P/O HASTINGS, P.M. P/O HEDLEY, P.M. P/O R. COOPER SFC HENDERSON, C.C. SFC MCKEEVER, P.M. SFC GRAYSON, H.A.	- do -	22.57	05.07	Good visibility apart from smoke was found by this crew over the primary target. Visually by the MULPIAX II bridge over the Maga river and by 102 Red and Green T.I. Markers, the approach on the landing point was made. Mean centre of Red Fair Markers were in bomb site at moment of release, and release was made at 0135 hours from 20000 ft. on a heading of 030-deg. On arrival, the target area was well alight and fires were a solid mass. At 0145 hrs. a big explosion was seen, just north of the landing point and close to the river. Another explosion occurred at 0136 hours which was yellow in colour and lasted for a few seconds. Mines were visible at least 50 or 60 miles away. London was fitted and responded on 4 occasions. Sky Markers were being shot out by light flak almost as soon as they appeared, this has been noticed on previous occasions. Tosses were used on and off times. T.I. Markers were well placed and concentrated. Load carried - 2 X 1000 lb. M.G.B., 50 X 50 lb., 50 X 4 lb. and 50 X 4 lb. "X" type bombs.	A.1797
NIGHT 3/6/743	MULPIAX II JB 769 "C"	P/O GRAYSON, H.A. P/O COOPER, P.M. SFC HENDERSON, C.C. SFC MCKEEVER, P.M. SFC LIL. HEDLEY, P.M. SFC HUGHES, P.M.	- do -	23.07	05.30	Good visibility with no clouds was reported by this crew. Red and Green T.I. Markers were visible as aircraft made approach or landing point. Centre of Green T.I. Markers were in bomb sight at time of release, and release was made at 0145 hours from 19000 feet on a heading of 032 degs N. Concentration of long rectangle fires of all colours were seen in and about the target area. London was not used. Searchlights were heavy. First moderate attack considered very good and well concentrated. Load carried - 2 X 1000 lb. M.G.B., 50 X 50 lb., 50 X 4 lb. and 50 X 4 lb. "X" type bombs.	A.1798

www.bombercommander.com

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.DETAIL OF WORK CARRIED OUT
BY NO. 408 (R.C.A.F.) SQUADRON, LEBONZ

SECRET

PAGE NO. TWO

WEIGHTS AND LOADS, VAT T.S. 700

WEIGHTS AND LOADS, VAT T.S. 700

FOR THE MONTH OF JULY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
3/4/43 NIGHT	HALIFAX II JD 164 "X"	Sgt BURGESS, R. Sgt PATTEN, L.B. Sgt HAINES, H. Sgt MILLARD, G.A. Sgt PATTON, A.A. Sgt MCQUEEN, H.J. Sgt JONES, L.K.	BOMBING COLOMBIA	23.03	01.37	This aircraft and crew were forced to return to base early due to port inner radiator flap hydraulic going u/s. Full load of 2 X 1000 lb GP bombs, 30 X 30 lbs., 300 X 4 lbs. and 30 X 4 lbs "X" type incendiary was brought back to base. This sortie was reported as unsuccessful.	A-1799
3/4/43 NIGHT	HALIFAX II JD 749 "O"	Sgt R.H. HAYNES Sgt G.M. REED Sgt T.G. HARRIS Sgt GULDRETH, W.H. Sgt DODSON, T.W. Sgt WILKINSON, G.H. P/O R.G. PRIDMORE	- do -	22.35	05.27	This crew found good visibility and no clouds, but slight haze over the target area. Red and Green T.I. Markers were visible when aircraft made run in on the primary target. River below was also seen, but uncertain as to what part of the river it was. Bombed centre of Green T.I.'s which were seen connecting at approximately 0137 hours. Bombing was carried out at 0140 hours at an altitude of 15000 feet and on a heading of 000 degrees N. Results of own bombing was not observed, but concentration of reddish-orange fires burning on east bank, with some scattered flares on west bank were observed. Large explosions were also observed at 0135 and 0145 hours. Smoke from fires rose to approximately 8000 feet, and glow could be seen over 300 miles away. Headwind was used, but gave few indications of other aircraft. Bomb sight was defective, but best-aimed mark allowances as far as possible. Camera too was also defective. Raid was considered a good effort, and results were well and on time. Load carried- 1 X 1000 lb GP bomb, 1 X 1000 lb GP bomb, 30 X 300 X 4 lbs. and 30 X 4 lbs. "X" type incendiary.	A-1800
3/4/43 NIGHT	HALIFAX II JD 246 "P"	P/O H.L. LUMSDEN Sgt SPENCER, J.J. Sgt REED, G.V. Sgt LEATH, R.C. Sgt MCQUEEN, J.H.G. Sgt PATTON, A.A. Sgt BRYANT, W.H.	- do -	22.35	01.39	Good visibility, no clouds, but slight smoke haze was found over the target area by this crew. P.P.E., Ground and Sky Markers were means of approach on the aiming point. One Red T.I. Marker was in bush sight at moment of release. Ground markers were also visible. Release was made at 0141 hours from 20000 feet on a heading of 012 degrees. On arrival over the target, there was a mass of fires burning with a column of smoke rising to about 8000 feet. Immediately after bombing, there were several explosions under the smoke pall. Two minutes after leaving the primary target, another explosion with a red flash was seen. Reflection from the fires could be seen about 60 to 90 miles away. Monica was used and functioned four times. P.P.E., T.I. Markers and flares were accurately placed and concentrated. Route was good. Throughout the journey there were no episodes, except just before reaching position 5030° north and 0601° east, a Halifax crossed ahead of us and fired a two second burst at us just as it climbed. Load carried- 1 X 1000 lb GP bomb, 30 Pistols, 1 X 1000 lb GP bomb, 30 X 30 lbs., 300 X 4 lbs. and 30 X 4 lbs. "X" type incendiary.	A-1801

www.bombercommander.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 3/4/7-43	HALIFAX II JD 274 "Q"	S/F C. BENNETT P/O E. BAKER SOT DAVIES, P.G. SOT RIDDERSON, A. SOT JOSE, W.T. SOT FRASER, J.H. SOT HENDERSON, T.	BOMBING COLOMBIA	22.36	08.54	Good visibility with clouds over the target area was reported by this crew. Approach on the aiming point was made by means of P.W. Markers and also visually by the rivers. Based on visual identification of the target by Shire river and bridges across the rivers. Many bombs were seen bursting on aiming point. The primary target seems to be covered with a carpet of fires which were turning into a red glow. Bombing was used. Considered a successful trip. P.W. technique was well concentrated and accurate. Glow from flares were visible 100 miles away from the target area. Load carried - 1 X 1000 lb. G.P.LD., 37 Pistols, 1 X 1000 lb. G.P.LD., 56 X 50 lbs., 510 X 4 lbs. and 30 X 4 lbs. "X" type incendiary.	A.1202
NIGHT 3/4/7-43	HALIFAX II JD 268 "V"	P/O A.J. MURRAY SOT HODGSON, R.P. SOT KIRKLAND, W. SOT SHREVE, R. SOT MARSH, T.N. SOT JAMESON, R.P. SOT BROWN, A.P.	- 36 -	23.13	08.57	Fair visibility with scattered patches of low cirrus clouds was encountered by this crew over the target area. Ground Markers, and Red and Green T.I. Markers were visible as aircraft made run in on the primary targets. Green T.I.s and Ground Markers were in boomerangs at moment of release, and release was made at 03.67 hours from 10000 feet on a heading of 031 deg N. Deep red fires were seen, from which smoke rose to a rate 10000 feet. These fires seemed to be well concentrated and burning heavily. Incendiaries were used, but not required. Incendiaries of 8 X 30 lbs. were brought back due to hang up. Considered a very good and successful effort. Load carried - 2 X 1000 lb. G.P.LD., 56 X 30 lbs., 510 X 4 lbs. and 30 X 4 lbs. incendiary.	A.1203
NIGHT 3/4/7-43	HALIFAX II JB 967 "X"	SOT LAIRD, W.R.W. SOT BROWNSON, J.G. SOT BRAKKE, R.O. SOT BELCHET, R.D. SOT LOWE, W.M.M. SOT HESKETH, R.A. SOT JONES, A.M.	- 36 -	22.60	08.58	Good visibility with fairly heavy smoke was found by this crew over the primary target. The approach on the primary target was made by means of Red and Green Markers and also visually by river Shire below. Green T.I. Markers were in boomerangs at moment of release, which was carried out at 03.68 hours from 10000 feet on a heading of 030 deg N. A very concentrated effort with very heavy (Red) fires, and smoke front which rose to approximately 67000 feet. Thirty by four pounds incendiaries hung up on number 12 station. Incendiaries appeared to be working satisfactorily. Route considered good. Fires could be seen for 36 to 60 miles. Load carried - 2 X 1000 lb. G.P.LD., 56 X 30 lbs., 510 X 4 lbs. and 30 X 4 lbs. "X" type incendiary.	A.1204

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

SECRET

PAGE NO. **SECRET**

DETAIL OF WORK CARRIED OUT
BY NO. 403 (R.G.A.F.) SQUADRON, FLYING
FOR THE MONTH OF **JULY** 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 3/6/7-43	HALIFAX II JD 796 "C"	S/L J.C.M. TAYLOR P/O A.B. PORTER S/Sgt HODGE, R.M. S/Sgt DUNN, R. S/Sgt COOK, P.M. S/Sgt KENNEDY, W.H. S/Sgt MACKENZIE, A.R.	BOMBING COLOMBIA	23.09	—	This aircraft took-off from this base at 23.09 hours for bombing operations over COLOGNE, Germany, but no word has been received from this crew since its departure. The approximate time of return for this aircraft was at 04.30 hours. It is therefore unfortunately presumed missing from operations. Herewith are the names of the missing crew together with their operational trips and losses.	A.1205
NIGHT 3/6/7-43	HALIFAX II JD 913 "F"	S/Sgt MACKENZIE, R.H. P/O V.W.G. PORTER P/O A.B. PORTER S/Sgt HODGE, R. S/Sgt COOK, P.M. S/Sgt KENNEDY, W.H. S/Sgt MACKENZIE, A.R.	— do —	22.59	—	R.W. 900003 P/O TAYLOR, Jeffrey Charles May (Pilot) 12 6543 C/Sgt J29793 P/O Arthur Hugo COOK (Do.) 10 6543 C/Sgt R12926 S/Sgt HODGE, Ronald McLeod (Do.) 17 6543 R.W. 1082154 S/Sgt HODGE, Charles (Do.) 18 6543 C/Sgt R12709 S/Sgt COOK, Paul Leslie (Do.) 11 6543 C/Sgt 1080831 S/Sgt KENNEDY, Albert Edward (Do.) 22 6543 C/Sgt 109257 S/Sgt MACKENZIE, Arthur Raymond (Do.) 11 6543	A.1206
NIGHT 9/10/7-43	HALIFAX II JD 176 "A"	P/O D.T. BAIN S/Sgt HODGE, R.H. P/O W.J. MACKENZIE S/Sgt COOK, J.W. S/Sgt DUNN, R. S/Sgt MACKENZIE, A.R. S/Sgt KENNEDY, J.J.	BOMBING COLOMBIA	22.43	05.33	This crew found 10/10 clouds with tops at 19000 feet poor visibility over the target area. Red, green and white flares were cast as aircraft's main approach on the primary targets bombed on R.D.A. at 0130 hours from 20500 feet on a heading of 205 degrees N. No flares were seen burning at time of bombing. Bombs not seen to explode but considered to have fallen on the targets. Glow of fires could be seen through clouds. Broadside (20) 1/3 H.D. & 1/2 Do. which were hung up. Mission was fitted and used. Oxygen supply in mid upper turret went 1/2. The belly blister was lost at 0130 hours at 20000 feet north of target due to flak. Bombing seemed to be scattered and flak over the target area was moderate to intense and very accurate. Results were quite good and free from flak. No were shot at by English coast defenses. Load carried: 1 X 1000 lb M.R.D. 37 mortars, 1 X 1000 lb 100 mm, 48 x 30 lb., 120 x 4 lbs and 30 x 1 lbs. incendiary.	A.1207

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWNTIME		
NIGHT 9/10/74-43	HALIFAX II JD 27A "B"	S/L-A.C. MAIR P/O W.R.H. FURTH P/O A.W. DOUGLASS P/O S.A.H. GLASPOOL P/O L.L.H. HALLIDAY Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A.	BOMBING CHARDENBERG	22.37	04.45	This crew found 10/10 Stratocumulus clouds with tops at 15000 feet, and fair visibility over the target area. Track-flares, Red and Green flares and stars were visible as aircraft made run-in on the primary targets. Bombs on R.T. as Red flares and Green stars disappeared just before reaching aiming point. One X-1000 lbs M.G.B. hung up over the target and was jettisoned live at 500' north and 0540' east. Bombs were carried and used. Mechanical defect in both port engines developed over return area on return journey. R.P.M. controls stuck. S.G.C. was bent at 0400 hours 400' North and 01A East, but landed aircraft safely at RAF Station, RAF MILDENHALL at 0430 hours. Load carried - 2 X 1000 M.G.B., 1 X 30 lb., 500 X 4 lb., and 30 X 4 lb. Type incendiary.	A.1008
do							
NIGHT 9/10/74-43	HALIFAX II JD 97A "C"	P/O G.W. DICK P/O J.A.S. KELLY P/O A.W. HEDDERUP Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A.	- do -	22.35	05.31	This crew reported that 10/10 clouds were found over the target area. Red flares with green stars were seen on run-in to the aiming point. Red flares with green stars were in back-light at moment of release, and release was made at 0120 hours from 20000 feet on a heading of 205 degs N. Results of own bombing were not seen. Bomber went W/S. Unable to make comment on raid due to poor visibility. Load carried - 2 X 1000 lb M.G.B., 1 X 30 lb., 500 X 4 lb., and 30 X 4 lb. Type incendiary.	A.1009
do							
NIGHT 9/10/74-43	HALIFAX II JD 124 "X"	Sgt. HEDDERUP, R.A. Sgt. PRESTON, R.A. Sgt. MAHER, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A.	- do -	22.35	05.23	This crew encountered 10/10 clouds with good visibility above clouds, but nil vertically. Aircraft made approach on the primary target by means of track-flare (red and green) flares which were visible. Bombs on red flares with green stars which were correctly placed in sight at moment of release. Release was made at 0120 hours from 20000 feet on a heading of 105 degs N. Results of own bombing not observed, but glow of flares could be seen reflecting on the clouds. Bomber was in use, but found to be useless over enemy territory. Load carried - 1 X 1000 lb M.G.B., 1 X 1000 lb M.G.B., 40 X 30 lb., 500 X 4 lb., and 30 X 4 lb. Type incendiary.	A.1010
do							
NIGHT 9/10/74-43	HALIFAX II JD 939 "L"	P/C GIBERTI, A.R. P/O C.J. CARRIGAN Sgt. HEDDERUP, R.A. P/O W.D. PULIN Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A. Sgt. HEDDERUP, R.A.	- do -	22.44	—	This aircraft failed to take-off due to technical failure which resulted in crash at end of runway. The technical failure was that air-speed indicators failed to register accurately.	A.1011
do							

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.SECRET

PAGE NO. FOUR

NOTE: We send—We receive via T.A. 700
Transmitter. We receive—We send via T.A. 700DETAIL OF WORK CARRIED OUT
BY NO. 408 (R.C.A.F.) SQUADRON, LESTERSON
FOR THE MONTH OF JULY 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 9/10/743	HALIFAX II JD 276 "F"	F/O G. BENNETT P/O E. RAKER Sgt DAVIES, F.O. Sgt BORGESS, A. Sgt JOLY, V.V. Sgt FRANCIS, J.H. Sgt THOMAS, H.	BOMBING GUNNERY NAVIGATION	22.56	01.05 ESTD WEATHER	This crew found 10/10 clouds with tops at 19000 feet and good visibility above these clouds, over the target area. Red flares were seen on track, and green stars and white stars were visible over release point. Bombs on centre of concentration of released flares which were visible in the bomb-sights. Release was carried out at 0132 hours from 19500 feet on a heading of 106 degs N. Norden was used and effective. At 0132 hours immediately after bombing the aiming point, this aircraft was hit by incendiaries which entered the fuselage and started a fire in the "nose" position. Others landed on the Navigator's table. Some landed on the port wing and others on the starboard side of the aircraft, and remained there. The Wireless Operator, Flight Engineer and Bomb-Aimer managed to get the fire inside the aircraft under control in approximately twelve minutes. In the meantime, the captain of the aircraft dived from 19500 feet to 14000 feet which extinguished the external fires. Aircraft was brought back with electrical system completely w/k, with nose heat and both doors open. This aircraft landed at RCAF Station, NAV MASTON. Load carried—1 X 2000 LB. MC.L., 1 X 1000 LB H.F.P., 48 X 30 LB X 4 LB, and 30 X 4 LB. "X" type incde.	A.1012
NIGHT 9/10/743	HALIFAX II JB 093 "F"	Sgt H.A. HOBBS, H.D. F/O J. RAKER P/O A. BORGESS Sgt HENRY, P.M. Sgt COOPER, H.M. Sgt BURTON, H.O. Sgt FRANCIS, J.H. Sgt THOMAS, H.	- do -	22.56	01.50	This crew encountered poor visibility with 9/10 clouds over the target area. This aircraft made its approach on the primary target by means of Red-and-Green tracking flares and by Red "X" flares w/k Green Stars. My flares were rather scattered, no sights were lined up on one red flare and buried on that. Bombing was carried out at 0130 hours from 20000 feet on a heading of 106 degs N. Results were not observed. At 0139 hours there was a large explosion whose reflection lit up the aircraft through the clouds. There were faint reflections of scattered flares seen in the clouds. Eighty 30 lb incde were jettisoned over the sea on return. Norden was used, but failed to function. F.L.s (Red and Green) were scattered and igniting well above 17000 feet. Load carried—2 X 2000 LB MC.L., 48 X 30 LB, 30 X 4 LB, and 30 X 4 LB "X" type incde.	A.1013
NIGHT 9/10/743	HALIFAX II JD 368 "F"	F/O H.A. HOBBS P/O H.H. HORNADY Sgt HOGG, J.C. Sgt BORGESS, H.M. Sgt LAFONTAINE, P.M. Sgt BURTON, H.O. Sgt JOLY, V.V.	- do -	22.57	01.50	This crew found visibility good above 9/10 cloud clouds which hung about 17000 feet over the targets. Red and Green flares-on-track and Red with Green Stars and White flares over the target were visible as aircraft made run in. Bombed on estimated centre of all release point flares, at 0130 hours from 20000 feet on a heading of 106 degs N. An explosion with orange flash was seen at 0130 hours. This orange flash seemed to remain there for at least 30 seconds. Several bomb bursts were observed through clouds and believed to be incendiaries burning on ground. Incendiaries of 4 X 30 lb hung up and brought back to base. FFL flares were easy to pick out and there was a reasonable concentration over aiming point. Load carried— same as sortie A.1013.	A.1013

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOW		
NIGHT 9/20/74	HALIFAX II JB 967 "X"	Sgt LADDE, S.R.W. Sgt BOARD, J.G. Sgt BRUNEAU, R.A. Sgt CULBERT, D.L. P/O GUTHRIE, R.R. Sgt HOGG, R.A. Sgt JONES, R.H.	BOMBING CRASHED DOWN	22.57	04.05	This crew reports that 10/10 clouds with tops at 19000 feet with clear visibility above that, was encountered. The primary target was identified by Red and Green Starry flares on track and Red with Green Stars and white flares. Flares went out just as bombing was to be carried out, so bombs were released where flares had been, and which also corresponded with N.T.A. No results were observed owing to 10/10 clouds. Release was made at 0129 hours from 19000 feet on a heading of 196 degs M. Encountered fuel holes in port tanks and center starboard engine at 0130 hours and at 19000 feet. Starboard engine went up on return journey and whilst crossing the English Channel. This aircraft was diverted at RAF Waddington, near Lincoln. Assistance from search-lights which had aircraft to West Walling was invaluable. Load carried: 2 x 1000 lb LD Mk. 4B X 30 lbs. 500 X 3 lb., and 30 X 4 lb. "X" type incendiary.	A.1515
NIGHT 9/20/74	HALIFAX II JB 922 "T"	P/O T.R. BURKE Sgt CARMAN, R.H. Sgt COOK, R.C. Sgt FERGUSON, A.M. Sgt HOPKINS, R.R. Sgt VILLETT, J.W. Sgt WILKINSON, J.W.	- Do -	22.53	-	This aircraft took-off from this base at 22.53 hours for bombing operations over GERMANY, Germany, but no word has been received from this crew since their departure. The approximate time of return for this aircraft was at 05.35 hours. It is therefore unfortunately presumed missing from operations. Hereunder are the names of the missing crew together with their Operational Trips and Hours.	A.1516
NIGHT 9/20/74	HALIFAX II JB 216 "P"	P/O H.B. LINDGREN Sgt JASCHINSKY, J.J. Sgt KELD, C.V. Sgt MCNAUL, R.M. Sgt MCNEIL, J.H.D. Sgt MCNEIL, J.V. Sgt MCNEIL, R.E. Sgt MCNEIL, R.E.	- Do -	22.56	C/N. J.11306 W/O Thomas Valdemar JOHNSON (Pilot) 6 11.39 C/N. R13784, SGT Michael William Howard (Nav) 6 22.56 RAF. 13906 P/O Eric CRUNCH (Eng) 6 22.56 C/N. R13851 SGT ARTHUR, Ian Nelson (Eng) 6 22.56 C/N. R.01390 SGT MURPHY, William Ronald (Eng) 6 22.56 C/N. R13850 SGT WILSON, Alfred George (Eng) 6 22.56 RAF. 13650 SGT MCNEIL, John Stanners (W/Off) 6 22.56	A.1517	
					This aircraft took-off from this base at 22.56 hours for bombing operations over GERMANY, Germany, but no word has been received from this crew since their departure. The approximate time of return for this aircraft was at 05.31 hours. It is therefore, unfortunately presumed missing from operations. Hereunder are the names of the missing crew together with their Operational Trips and Hours.		
					C/N. J.11306 S/A Hector Martin LARSEN (Pilot) 6 11.39 C/N. R.01397 SGT STEPHENSON, John James (Nav) 6 22.56 C/N. R.02045 SGT HEDD, George Vincent (Eng) 6 22.56 RAF. 1139020 SGT MCNEIL, Joseph Maxim (Eng) 6 22.56 C/N. R.02046 SGT MCNEIL, John Henry Coddin (Eng) 6 22.56 RAF. 1367151 SGT SPENCER, James William (Eng) 6 22.56 RAF. 1063520 SGT MCNEIL, William Robert (W/Off) 6 22.56 C/N. C.02045 W/O John William MCNEIL (Co Pilot) 6 22.56		

www.bombercommander.com

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

SECRET

PAGE NO. FIVE

DETAIL OF WORK CARRIED OUT
BY NO. 408 (R.C.A.F.) SQUADRON, LEMMING.

FOR THE MONTH OF JULY 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 13/14/7443	HALIFAX II JB 174 "A"	F/O D.T. BAIN Sgt. WOOD, R.H. F/O P.J. KENNEDY Sgt. ACOH, J.W. Sgt. LABON, J.L. Sgt. HANSON, H.H. Sgt. CONNOLLY, J.J.	BOMBING AACHEN	00.09	05.45 BALLED OUT	This aircraft was attacked by enemy fighter five minutes before reaching the primary target, but proceeded on towards the target. From this attack, the hydraulics and bomb doors were put out of action, and bombs could not be released. At this moment the captain set course for home base. At approximately 05.30 hours the captain of the aircraft gave instructions to the crew to abandon the ship. All members of the aircraft made a successful parachute descent except the captain of the aircraft who had the misfortune of breaking his leg at the lower part of the ribula. The aircraft crashed into side of hill approximately 12 miles from this airfield and exploded. Load carried and brought back: - 1 X 2000 lb. Rd., 56 X 30 lb., 510 X 4 lb., 30 X 4 lb. "X" type incda.	A.1518
NIGHT 13/14/7443	HALIFAX II JB 971 "B"	S/LI. GUNNISON, A.H. F/O G.M. REED Sgt. MCKEECHAN, W.H. F/O H.D. POLKIN Sgt. MCKEECHAN, R.O. Sgt. HANSON, P.H. Sgt. HANSON, J.G.	- do -	00.15	05.52	This crew encountered 8/10th clouds (Ultimate Cumulus) with tops at 10/12000 feet, also good visibility with moonlight over the target area. Red and Red and Green T.I. Markers were visible as aircraft made run in on the aiming point. Centre of Green Tires were in both sights at moment of release, and release was made at 0005 hours from 10000 feet on a heading of 225 degs N. Red glow was seen reflecting on clouds around aiming-point. Horizon was used. Tires appeared to be scattered in target area. Track Markers (Yellow) were seen on track both on run in and on return journey. Glow from fires in the target area could be seen 75 miles away. Load carried: - 1 X 2000 lb. Rd. None Dnt., 56 X 30 lb., 510 X 4 lb. and 30 X 4 lbs. "X" type incda.	A.1509
NIGHT 13/14/7443	HOLIDAY II JB 317 "C"	S/LI. H.W. WILSH, R.C. F/O J. MARLER F/O D. YOUNG Sgt. HANSON, P.H. Sgt. MCKEECHAN, J.G. Sgt. HANSON, P.H. Sgt. GRADON, H.H.	- do -	00.10	05.14	This crew found 10/10 clouds with tops at about 5000 feet and moderate visibility over the primary target. Red T.I. Markers and glow from fires were visible as aircraft made run in on the aiming point. Reflection from fires just where T.I. Markers had been were in sight at release moment and bombs were released at 0003 hours from 10000 feet on a heading of 230 degs N. Results of one bombing were not observed owing to clouds. Fires could however be seen burning underneath clouds. These fires appeared to be well concentrated and seemed to have a good hold. Horizon was used, but no results were obtained. Load carried: - 1 X 2000 lb. Rd. None Dnt., 56 X 30 lb., 510 X 4 lb., 30 X 4 lb. "X" type incda.	A.1520

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 13/14/74-3	HALIFAX II JD 164 "X"	Sgt BURKE, R. Sgt PRESTON, S.D. Sgt HALLIDAY, H. Sgt PHILLIPS, G.A. Sgt PATTON, A.J. Sgt SCOFIELD, H.J. Sgt MUNALLY, L.W.	BOMBING ATTACK	00.06	05.27	This crew found 6/10 clouds with poor visibility over the target area. Red T.A.s and Ground markers were means of approach on the aiming point. Red T.A.s and Ground markers were in bomb sights at time of release, and release was made at 0159 hours from 20000 feet on a heading of 226 degs N. Flares were seen through clouds, and one explosion was seen at 0154 hours as aircraft made approach on the primary target. Markings were good. Good concentration of fires so far as clouds would permit us to see. Markings were good. Load carried - 1 x 2000 lb. HE. Nose Inst., 50 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type incda.	A-1821
NIGHT 13/14/74-3	HALIFAX II JD 749 "O"	Sgt LARSON, J.R.M. Sgt BRODOWICZ, V.G. Sgt BRADLEY, D.E. Sgt CLINTON, D.L. Sgt COOPERMAN, R.H. Sgt JACKAI, R.A. Sgt JONES, R.E.	- do -	00.07	06.14	Clouds (2/10th) at about 0 to 10000 feet with good visibility. This crew found by this crew over the target area. Red and Green T.A.s and Ground markers were visible as sun is on the aiming point was made. Red Marker was in sight at time of release, and release was made at 0004 hours from 19000 feet on a heading of 226 degs N. One bomb was not seen to explode. Considerable glow could be seen on clouds. Intercepted one flak hole in nose of aircraft. Trip seemed doubtful as only the glow of flares and markers were seen through clouds. Route was very good. Load carried - 1 x 2000 lb. HE. Nose Inst., 50 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type incda.	A-1822
NIGHT 13/14/74-3	HALIFAX II JD 274 "C"	F/O BRENT, C. F/O J. M. WILKINSON Sgt DAVIDE, P.C. Sgt HALLIDAY, A. Sgt JOHN, H.V. Sgt PLATT, J.M. Sgt WOODBURN, R.	- do -	00.11	05.55	This crew reported good visibility except for clouds over the primary target. Green and Red and Ground markers were seen as aircraft made run in on the aiming point. Ground markers went out just as bombing was to be carried out, as release was made where Ground markers had been. Bombs were released at 0557 hours from 19000 feet on a heading of 226 degs N. Well concentrated and scattered fires were seen about the aiming point and smaller ones were seen North of the primary target, but in the target area. Mission was used and found satisfactory. Fairly good effort, and fires were burning well. PAF appeared very good. Load carried - 1 x 2000 lb. HE. Nose Inst., 50 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type incda.	A-1823
NIGHT 13/14/74-3	HALIFAX II JD 968 "R"	Sgt HARRIS, J.B. Sgt LEAD, L.J. F/O H.W. REPPEN Sgt SHERRIS, R. Sgt COOPERMAN, R.H. Sgt DAVIDE, P.C. Sgt BRADLEY, H.J.	- do -	00.12	06.36	This aircraft was unable to climb to operational height and reached target on T.O.T. The captain then decided to make an early return at 0120 hours. Load of 1 x 2000 lb. Nose Inst., 50 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type incda was jettisoned safe. This sortie was unsuccessful.	A-1824

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT
By No. 400 (R.C.A.F.) SQUADRON, Leamington.

SECRET

PAGE NO. **SIX**

Printed W.L. 1940-41. Vol. 1. T.S. 700
Copied - W.L. 1940-41. Vol. 1. T.S. 700

FOR THE MONTH OF **JULY** 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 13/14/743	HALIFAX II JD 325 "B"	Sgt. YOUNG, R.A. Sgt. HEDLUND, T.W. P/O H.G. ODEH P/O J.R. SAUVE Sgt. HOLLOWAY, G.J.P. Sgt. McLELLAN, G.M. Sgt. GILBERT, R.G.	BOMBING ACTION	00.43	05.47	Strato Cumulus Clouds (3/10th) with tops at 10000 feet also good visibility and bright sunlight was encountered by this crew over the target area. PFF's and Red-and-Green Markers were means of approach on the primary target. Red T.I. surfaces were in brightness at moment of release, and release was made at 0206 hours from 19000 feet on a heading of 230 degs N. Incendiaries seemed scattered around the aiming point. Four 50 pound incads. bombs hung N/S. Mortar was used. PFF's seemed to be scattered in the target area. Glow from fires in the target was visible 100 miles away. Load carried - 1 X 2000 lb IC. Nose Inst., 56 X 30 lbs., 560 X 4 lbs. and 36 X 4 lbs. "X" type incads.	A.1225
NIGHT 13/14/743	HALIFAX II JD 323 "W"	Sgt. BRAIN, K.Y. P/O G.H. HALLIGAN Sgt. COOPER, T.D. Sgt. LESTER, H. Sgt. McLELLAN, G.M. Sgt. MCNAUL, R.W. Sgt. GILBERT, R.G.	- do -	00.45	05.41	CLOUDS (6/10th) with tops at 6 to 7000 feet also fairly good visibility above clouds was found by this crew in the target area. By Yellow Tracking Flares and by Red and Green T.I. markers this aircraft made its approach on the primary target. Run up was started on Green T.I. Markers and landed Red T.I. Markers which were in sight at moment of release. Bombing was carried out at 0203 hours from 21000 feet on a heading of 200 degs N. Results of own bombing were not observed. On arrival there were several scattered fires burning which could be seen reflecting off clouds. Some were also seen to the north west of the target. Glow from these fires could be seen 120 miles away. Mortar was used and created considerable noise which eventually had to switch off. A gash one and a half feet long by half an inch wide was encountered on the starboard wing, and a small hole in the port wing. Load carried - 1 X 2000 lb IC. Nose Inst., 56 X 30 lbs., 560 X 4 lbs. and 36 X 4 lbs. "X" type incads.	A.1226
NIGHT 13/14/743	HALIFAX II JD 205 "F"	P/O A.J. HENRY P/O H.E. HOWARD Sgt. HEDLUND, T.W. Sgt. HOLLOWAY, G.J.P. Sgt. McLELLAN, G.M. Sgt. LESTER, H. Sgt. GILBERT, R.G.	- do -	00.43	05.32	This crew encountered 3/10 clouds at 3/9000 feet with good visibility over the target area. Red and Green Markers were means of approach on the target area. Bombs were set to pattern of Red and Green T.I. Markers which seemed to be very scattered. Bombing was carried out at 0201 hours from 20000 feet on a heading of 220 degs N. Own bombs were seen to explode on aiming point, providing PFF-markers were correct. Fires about 10 miles long and 5 miles wide were seen running across the aiming point. Mortar was used and seemed effective. Bombing and PFF markers seemed very scattered. Navigation aids seemed to have disappeared in clouds very shortly after release. Route well chosen and free from flak. Glow from fires were seen from 100 miles on homeward journey. Load carried - 1 X 2000 lb IC. Nose Inst., 56 X 30 lbs., 560 X 4 lbs., 36 X 4 lbs. "X" type incads.	A.1227

www.bombercommander.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 13/14/74-3	HALIFAX II DT 709 "U"	P/O A.O. SHACK P/O J.J. KELLY Sgt. DORRIS, P.M. Sgt. BURGESS, R. Sgt. HOGUE, D.G. Sgt. HORN, D.L.C. Sgt. WOOD, J.	BOMBING ARMED	00.08	—	This aircraft took-off from this base at 00.08 hours for bombing operations over MACHE, Germany, but no word has been received from this crew since their departure. The approximate time of return for this aircraft was at 05.30 hours. It is therefore unfortunately presumed missing from operations. Hereunder are the names of the missing crew together with their Operational Trips and Hours.	A.1828
						OPERATIONAL TIME HOURS C.W. J.19677 P/O Alan Osborne SHACK (Vice) 17 112.35 R.A.F. 1842387 SGT DORRIS, Royce 3.1 14 86.35 R.A.F. 187961 P/O John James KELLY Wave 25 97.50 R.A.F. 1332114 SGT BURGESS, Robert. (OB/G) 14 86.35 C.W. 1123347 SGT HOGUE, Douglas George. 1.15 15 97.50 C.W. 1809630 SGT HORN, David Lloyd George 1.15 15 97.50 R.A.F. 577724 SGT WOOD, John (Vice) 15 97.50	
NIGHT 24/25/74-3 JD 272 "B"	HALIFAX II JD 272 "B"	S/L A.O. HAIR P/O W.R.L. NORMAN P/O A.H. DOUGLASS P/O G.J.H. GUTHRIE P/O L.L. McLEOD Sgt. MILLROY, W.G. Sgt. SPENCE, T.H. Co. P/O R.H. CLARK	BOMBING ARMED	22.46	04.10	Good visibility with some smoke haze or clouds was found by this crew over the target area. Red and Green flares. Markers were visible as aircraft made run in on the primary targets. Red flares were in both flights at moment of release, and release was made at 01.30 hours from 19000 feet and on a heading of 167 degs N. A column of smoke which rose to about 22000 feet and above our aircraft could be seen at southern extremity near the dock area. Red fires could also be seen dispersed around the aiming point, and also to the east of it. Searchlights were uncontrolled while en route. Disengaged cameras once whilst off track, believed due to window. PFF's over the target area were dispersed. Raid on the whole was considered good. Load carried - 1 X 2000 lb HE Nose Bomb, 50 X 30 lb., 400 X 4 lb. and 60 X 4 lb "X" type incendiary.	A.1829
NIGHT 24/25/74-3 JD 317 "C"	HALIFAX II JD 317 "C"	P/L R.T. MILLS REC P/O J. HARRIS P/O D. YOUNG Sgt. FREEMAN, P.M. Sgt. GUTHRIE, G.C. Sgt. HOGUE, D.G. Sgt. GRANTON, H.E. Co. Sgt. HORN, D.L.C.	- do -	22.56	03.58	Visibility good with smoke haze which obscured ground details, also 1/10th low clouds with tops at 3000 feet, was encountered by this crew over the primary target. Aiming point was identified by means of Yellow tail markers on the track, Red and Green P.L. and White flares over the aiming point. No Red flares were visible at time of bombing, but bursted centre of cluster of Green P.L.s which were cascading at time of release. Release was made at 01.05 hours from 19000 feet on a heading of 160 degs N. Own bombs were not seen to explode, but considered to have fallen in centre of Green P.L. markers. Fires were seen burning within a radius of five to seven miles of the aiming point, but mostly concentrated around the aiming point. A large cloud of smoke was seen rising to 18000 feet. Under this smoke cloud was also seen a large sheet of flame. Explosions in the target area were seen at 0105 hours and from a distance of 50 miles from the target. Fires were visible 120 miles away on return journey. Considered a very good raid. Window was used as instructed. Load carried - same as above sortie (A.1829).	A.1830

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.

SECRET

PAGE NO. 541

NOTICE: WILL NOT BE USED AFTER MAY 1, 1943. T.S. 700

NOTICE: WILL NOT BE USED AFTER MAY 1, 1943. T.S. 700

DETAIL OF WORK CARRIED OUT

BY NO. 468 (Revised) - 541

FOR THE MONTH OF JUNE 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
RIGHT 24/25/7-43	HALIFAX II JD 332 "E"	Sgt YOUNG, R.A. Sgt HEDDER, T.W. Sgt COOPER, G.C. Sgt MCKEEAN, G.M. Sgt MCGRATH, A.J. Sgt SMITH, L.C.	BOMBING HARBOR	22.45	04.58	Fairly good visibility with a mixture of low Stratus clouds and smoke was encountered by this crew over the target area. Yellow T.A.s markers were seen on truck and Red and Green T.A.s were seen on target when aircraft made run in on the aiming point. Jam, believed to be Lake Ammen Harbor, was also identified visually on run in. Red T.A.s were in bomb sight at time of release, and had been cascading some time before release. Release was made at 0400 hours from 10000 feet and on a heading of 105 deg N. Fires which stretched for 7 miles across the aiming point were soon burning. Smoke from these fires rose to approximately 10000 feet. These fires seemed to be well established in the doc area, and were visible at least 60 miles away. Indigo and Ronica were used. Considered a successful raid. Load carried - 2 x 2000-lb HE Nose Bomb, 50 x 50-lb. "X" & "Y" & "Z" Day, and 60 x 4 lb. "X" Type Incendiary.	A.1631
RIGHT 24/25/7-43	HALIFAX II JD 332 "E"	Sgt COOPER, G.C. Sgt MCKEEAN, G.M. Sgt COOPER, G.C. Sgt MCGRATH, A.J. Sgt SMITH, L.C. Co.	- do -	22.50	02.48	This aircraft was forced to return at 0031 hours due to port after engine failing w/o resultant heat caused high temperature. Full load of 1 x 2000-lb HE Nose Bomb, 50 x 50-lb, 100 x 4-lb and 60 x 4-lb "X" Type Incendiary was jettisoned live at 0031 hours at 10000 feet and 07000 east from 17000 feet. This sortie was unsatisfactory.	A.1632
RIGHT 24/25/7-43	HALIFAX II JD 332 "E"	Sgt COOPER, G.C. Sgt MCKEEAN, G.M. Sgt COOPER, G.C. Sgt MCGRATH, A.J. Sgt SMITH, L.C. Co.	- do -	22.52	04.55	This crew found low scattered clouds (4/10th to 5/10th), and visibility obscured by smoke over the target area. Green T.A.s markers were seen on approach on the aiming point. Patterns of Green T.A.s markers were in bomb sight at the time of release, and release was made at 0400 hours from 10000 feet on a heading of 105 deg N. Bombs were seen to explode on aiming point. Scattered fires were well under way, and smoke from these fires rose to 10000 feet. A large explosion was seen at 0400 hours when approaching the target. Indigo was used. Return east 8/10. Load carried - 1 x 2000-lb HE Nose Bomb, 50 x 50-lb, 100 x 4-lb, and 60 x 4-lb. "X" Type Incendiary.	A.1633
RIGHT 24/25/7-43	HALIFAX II JD 164 "C"	Sgt TIGER, E.L. Sgt COOPER, G.C. Sgt MCGRATH, A.J. Sgt MCGRATH, A.J. Sgt SMITH, L.C.	- do -	22.40	04.50	This aircraft found smoke or cloud, well below own altitude, with fair visibility over the target area. Approach on the aiming point was made by means of Yellow T.A.s. Markers on truck and Green T.A.s, and other markers on target were visual identification of the river 1000 feet and port of doc. Bombs were released when centre of Green T.A.s were visible in bomb sight. Release was made at 0400 hours from 10000 feet on a heading of 100 deg N. Results of own bombing not observed. Big fires were soon blazing around the aiming point, with smaller ones scattered up to 6-7 miles out. A large column of smoke rose to 10000 feet and rose from the south end of town. Smoke from fires were visible 60-80 miles away from the target. Indigo and Ronica were used, the latter being effective. Considered a good raid. Result same as above.	A.1634

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWNS		
NIGHT 24/25/7-A3	HALIFAX II JD 276 "Q"	Sgt HATCHET, L.D.H. Sgt SPENCER, G.C.V. Sgt HOGG, J.A. Sgt DAWSON, S. Sgt CARMICHAEL, J.H. Sgt McLAUGHLIN, R. Sgt COOPER, R.G.	BOMBING HAMMERING	22.53	04.51	This crew found excellent visibility over the target area. The aiding point was identified by Green T.I. Markers, which were also in the bomb sights at time of release. Release was made at 04.04 hours from 18500 feet on a heading of 180 degrees N. Tremendous number of small red flares could be seen, and heavy black smoke was soon rising to 18000 feet and was obscuring targets as we left the target. Incendiaries of 30 x 4 lbs. were being used. Shrapnel and incendiary were used. Target appeared to be well pushed, and fires were well concentrated. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 50 lbs., 480 x 4 lbs. and 60 x 4 lbs "X" Type Incabs.	A1835
NIGHT 24/25/7-A3	HALIFAX II JD 363 "P"	Sgt G.V. BROWN P/O L.W. SHAW P/O J. TAYLOR P/O J. KIRK Sgt SPENCER, G.C.V. Sgt COOPER, R.G. Sgt HOGG, J.A.	- do -	22.32	04.38	This crew found heavy oily pall of smoke up to 17000 feet drifting south from target area. Proprietary clouds over the primary target. The aiding point was identified by Green T.I. Markers and the same were in bomb sights at moment of release. Bombing took place at 03.53 hours from 18000 feet on a heading of 190 degrees N. Red tail was seen under the above mentioned smoke. Smoke was over the target area partially obscured vision. An explosion was seen at 03.57 hours, nose being yellowish red in color. Window and hatch was used. Considerable tail and attack. Ground defences seemed disorganized and search lights visible around target area. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 50 lbs., 480 x 4 lbs. and 60 x 4 lbs "X" Type Incabs.	A1836
NIGHT 24/25/7-A3	HALIFAX II JD 343 "S"	Sgt HOWE, J.T. Sgt HOGG, J.A. Sgt SPENCER, G.C.V. Sgt COOPER, R.G. Sgt HATCHET, L.D.H. Sgt DAWSON, S.	- do -	22.42	04.48	Very small amount of low clouds (blue at 5000 feet) and good visibility was encountered over the target area by this crew. Yellow Tails in truck and red and green T.I.s over the target. Also a portion of the river side were seen as this crew made its pass on the primary target. Aided observer of Green T.I.s which were considered at about 04.07 hours. Red T.I.s were not visible at time of return. Release was made at 03.59 hours from 18000 feet on a heading of 180 degrees N. Very poor concentrated fires were burning out and in a case around the all fire point with other fires scattered over a very large area, possibly up to 10 miles radius from aiding point. Columns of smoke rose from said area south of the target. These columns were still visible 15 miles away on return. Shrapnel and incendiary was used- described as concentrated route. The course aligned very accurately. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 50 lbs., 480 x 4 lbs. and 60 x 4 lbs "X" Type Incabs.	A1837

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

SECRET

PAGE NO. **SECRET**

Serial: WL 920-48. Serial No. T.A. 700

Serial: WL 920-48. Serial No. T.A. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
24/25/743	HALIFAX II JB 893 "U"	S/P O. A.J. WILTON SOT MCGRATH, R.E. SOT KENNEDY, T. SOT THOMAS, R.H. SOT HARRIS, W.D. SOT JAMES, G.L. R.P. SOT COOKES, A.P. Co. SOT KIRK, E.V.	BOMBING HAULING	22.38	04.30	Fairly good visibility with 3/10th clouds (Top below 5000 feet), but smoke obscured ground details was the report made by this crew on return from this operation. The primary target was identified by Yellow T.I. Markers on the track, Red and Green T.I. Markers over the target, also visual identification of the river Elbe. Bombed centre of pattern of Green T.I. Markers which were cascading at 012 hours. Bombs were released at 013 hours from 20000 feet on a heading of 150 degrees N. Results of own bombing not seen, but believed the best result between the green T.I. Markers well established red fires were seen burning within a radius of 5 miles of the aiming point. A large column of smoke from these fires rose to 20000 feet and came from the look area south-east of the aiming-point. An explosion was seen on the target at 015 hours from 50 miles away. Glow from fires were visible 60 miles away on return journey. Bombs 4 x 50 lbs were brought back due to hung up. Window was dropped. Bomber was equiped. Considered a very successful attack. Load carried: 1 x 2000 lb HE Nose Bomb, 56 x 30 lbs, 400 x 4 lbs, and 60 x 4 lb "X" Type Incine.	A.1338
24/25/743	HALIFAX II JD 265 "V"	S/P O. A.J. WILTON S/P O. A.J. WILSON SOT MCGRATH, R.E. SOT THOMAS, R.H. SOT HARRIS, W.D. SOT JAMES, G.L. R.P. SOT COOKES, A.P. Co. SOT KIRK, E.V.	- do -	22.40	04.46	This crew found heavy smoke in own column up to 16-17000 feet south of aiming-point otherwise aiming-point was reasonably clear, over the target area. Green T.I. Markers (Green) were visible as aircraft made run on the primary targets. Bombed centre of pattern of ground markers at 013 hours from 20000 feet from 150 degrees N. A large explosion was seen at 015 hours which appeared to be at target area. Window, Hauler and Nonine was used. Bombing very well concentrated. P.W.s were very good. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lbs, 400 x 4 lbs, and 60 x 4 lb "X" Type Incine.	A.1339
24/25/743	HALIFAX II JB 972 "U"	S/P O. C.G. BROWNE, R.W. P/S O. J.M. BREWER P/A C.H. MCDOUGAL P/A C.H.J. BREWER SOT PARSONS, R.P. SOT H.E. MCNAUL SOT BODIAN, J.H. Co. S/P O. DENT, R.H.	- do -	22.36	05.05	This crew encountered 2/10 clouds at 5000 feet; good visibility apart from haze and smoke over the target area. The approach was made by means of Red and Green T.I. Markers also fires and column of smoke in the target area. Red T.I. Markers which were concentrated were in both sights at time of release, and release was made at 0150 hours from 19000 feet on a heading of 176 degrees N. Fires were seen all around the aiming point and this was the best concentration of fires ever seen by this crew. Thick black column of smoke rose to 19000 feet. Nonine was not in use. YELLOW T.I. Markers on truck both in and out of target were accurate and on time. Excellent results with P.W.s. Window was used as directed and believed to have been most effective. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lbs, 400 x 4 lbs, and 60 x 4 lb "X" Type Incine.	A.1340

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.**SECRET**PAGE NO. **None**(Formerly W.M. Serial No. 1000, Rev. T.S. 700
Formerly W.M. Serial No. 1000, Rev. T.S. 700)DETAIL OF WORK CARRIED OUT
BY NO. 408 (R.C.A.F.) SQUADRON

FOR THE MONTH OF JULY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 25/26/7-43	MALTA JD 527 "H"	Sgt CHALK, R.A. Sgt DIBBLE, R.A. Sgt DAYES, R.A. Sgt HALL, J. Sgt MCGRATH, R.C. Sgt MITCHELL, R.C. Sgt O'GRADY, J.	BOMBING RESCUE	22.42	03.38	This crew found over the target area, much smoke and haze with very thin layer of 1/10th clouds at 8000 feet, and good visibility. Yellow T.I. markers on the track and Red and Green Tails markers on the target were means of approach on the aiming-podite. No Red T.I. markers were left at time of release, no broken centre of Green Tails. Bombing was carried out at 0105 hours from 19000 feet on a heading of 159 degrees N. Bombs thought to have fallen adjacent to large fires which were already burning. Many large fires with scattered ones were seen about the primary target. Smoke from these fires rose to approximately 19000 feet. These fires were still visible 70 miles away on return journey. Window was used as instructed. Morita and Hanwell was also used. Raid considered successful and defences were contacted. P.W.M. did a good job. On a whole it was a good trip. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 50 lb., 500 x 4 lb and 50 x 4 lb "X" type bombs.	A.1544
NIGHT 25/26/7-43	MALTA JD 527 "H"	Sgt CHALK, R.A. 1/O G.P. HODGES Sgt HALL, J. Sgt MCGRATH, R.C. Sgt MITCHELL, R.C. Sgt O'GRADY, J. Sgt O'ROURKE, R.	- do -	22.43	03.38	This crew found considerable ground haze with poor visibility vertically over the target area. Red and Green Tails markers were means of approach on the aiming-podite. Broken centre of concentration of Green Tails. Markers which were in centre of bomb sight at moment of release, arrived over the target, there were fires which were concentrated in a small area. At 0055 hours a big explosion and a mass of smoke was seen. This smoke was seen to rise as high as 20000 feet. Glow from fires could be seen 50 miles away, but the smoke and haze prevented fires from being seen any further away. Window was used at rate "D". Morita was u/s. Considered a very successful raid with good concentration of fires. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 50 lb., 500 x 4 lbs and 50 x 4 lbs "X" type bombs.	A.1545
NIGHT 25/26/7-43	MALTA JD 528 "H"	Sgt TAYLOR, R.A. Sgt MELLALY, T.A. P/W.O. GIBB (USA) P/O J.D. SAUNDERS Sgt MILLER, G.P. Sgt MCGRATH, R.C. Sgt MITCHELL, R.C.	- do -	22.47	03.38	This crew found small patches of smoke with visibility badly obscured by smoke over the target area. Red and Green Tails markers were seen on aircraft made run in on the aiming-podite. Red Tails markers were in both sights at time of release, and release was made at 0105 hours from 19000 feet on a heading of 159 degrees N. Our bombs were not seen to explode but if P.W.M. were accurate, then our mission was not in vain. Many large fires which were well concentrated were seen. A large column of smoke rising to over 20000 feet was also seen. These fires seemed to have gotten a good hold and were visible as far back as the Dutch Coast. The window was used at rate "D". Bomb of 1 x 2000 lb HE Nose Inst. was jettisoned due to the Merlin 62 following hang up over the target. This hang up was due to mechanical failure in both engines. "Window" was fitted, but not used. A successful trip. P.W.M. markers were well concentrated and seemed to be accurate. Route well chosen and free from trouble. Load carried 1 x 2000 lb HE Nose Inst., 50 x 50 lb., 500 x 4 lb and 50 x 4 lb "X" type bombs.	A.1546

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 25/26/74.3	HALIFAX II JD 318 "P"	P/B GRU, R.E., A.R. P/O C.J. GUTHRIE Sgt HODGSON, W.A. A/C M.D. KELLY A/C D.G. LINDEN, L.O. A/C HOGG, P.M. Sgt IRVING, J.C.	BOMBING MISSN	22.57	04.10	This crew encountered 2/10th clouds (Tops at 5000 feet) also fair visibility with smoke haze over the target area. Tracking Markers (Yellow) and Red and Green T.I.s. Markers were used as a means of approach on the primary targets. Release was made about 20 seconds after Red T.I.s. Markers had gone out but position was centralized in the sights. Release was made at 0107 hours from 10000 feet on a heading of 150 deg N. On arrival over the target, there were several fires which had already had a good hold and were fairly well concentrated. A few strikes of incendiaries were noticed burning in the targets. A huge column of smoke which rose to 20000 feet was also seen. On leaving the target, the fires seemed to have gotten a good hold and were visible 10 minutes before reaching the Hatch Count on our return journey. "Window" was used at rate "H". Nothing seems to add except that "Window" seemed to be used in full and search lights gave no trouble at all. Load carried - 1 x 2000 lb HE Nose Crate, 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type Incids.	A.1367
NIGHT 25/26/74.3	HALIFAX II JD 164 "K" 2504 H. SELLER (PA)	Sgt IRVING, R.T. P/O COOPER, C.D. A/C KELLY, R. Sgt HOGG, L.O. A/C HOGG, P.M. Sgt IRVING, J.C.	- do -	22.43	04.02	Very good visibility with much smoke over the target area was reported by this crew. Red and Green T.I.s. Markers were visible as aircraft's made run in on the primary targets. Red T.I.s. Markers and also Green Markers were in both sights at instant of release, and release was made at 0105 hours from 10000 feet on a heading of 170 deg N. Heavy fires around the aiming point were seen, and a good concentration of fires was also seen at the aiming point. One column of black thick smoke was also seen and which rose to the height of approximately 15000 feet. "Window" was used. "Window" was also used and found satisfactory, and appeared to be very good. PFF technique was also good. The route was well chosen in that very little flak was encountered at any stage. Whole effort much easier, and trouble free than was expected in that area. Load carried - 1 x 2000 lb HE Nose Crate, 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type Incids.	A.1368
NIGHT 25/26/74.3	HALIFAX II JD 326 "P"	Sgt KIRK, R.H. P/O PALEY, J.P.D. A/C HOGG, R. Sgt ADAMS, J. Sgt HOGG, L.O. A/C HOGG, P.M. Sgt IRVING, J.C.	- do -	22.44	04.32	Smoke and haze with 2/10 Stratocumulus clouds and 5 miles visibility was encountered by this crew over the target area. Approach on the aiming point was made by means of Green and Red T.I.s. Markers, both of which were in both sights at time of release. Release was made at 0103 hours from 20000 feet and on a heading of 153 deg N. Heavy fires around aiming point and many scattered ones north east of aiming point, were observed. Another fire (Red in colour) was also seen due west of aiming point. Heavy smoke which rose to approximately 25000 feet was also observed. "Window" was used. "Window" was also used and apparently O.K. Camera went u/s. A good effort, and PFF seemed to be quite good. Load carried - 1 x 2000 lb HE Nose Crate, 56 x 30 lb., 510 x 4 lb., and 30 x 4 lb. "X" type Incids.	A.1369

www.bombercommander.com

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

SECRET

PAGE NO. 221

(Note: We submit this Report via T.R. 700
Please note: We shall not have time to do T.A. 700)

DETAIL OF WORK CARRIED OUT
BY NO. 406 (R.G.A.F.) SQUADRON

FOR THE MONTH OF **JULY** 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 25/26/7-43	HALIFAX II JD 274 "Q"	Sgt HOBSON, L.L.H. Sgt SPENCER, G.C.V. Sgt HALL, D.J. Sgt BARKER, R. Sgt CAMPBELL, J.H. Sgt MACKENZIE, H. Sgt GALT, V.G.	BOMBING MISSION	2245	0143	This crew found over the target area, smoke or haze with very small amount of low clouds with good visibility. The primary target was approached by means of Yellow Tails on the track, and Red and Green Tails over the target and which coincided with "TIGER" Flares up to the target. Red T.I. Markers were in high sights at time of release and these markers were cascading at approximately 0100 hours. Bombs were released at 0103 hours from 10000 feet on a heading of 190 degs N. Fires were spread around the aiming point and were merging together. A large column of grey smoke was seen to rise to 20000 feet. Glow from fires were still visible over the Dutch Coast on return journey. One bomb 1 x 2000 lb HE Nose Inst., was hung up and was jettisoned safe in the sea at 0200 hours at 5520' North and 0230' East. "Window" was used as instructed. "Sonicia" was equipped. Considered a very good and concentrated raid. Load carried - 1 x 2000 lb HE Nose Inst., 56 x 30 lbs., 510 x 6 lbs., and 30 x 6 lbs. "X" type loads.	A.1B50
NIGHT 25/26/7-43	HALIFAX II JD 968 "R"	Sgt G.W. TAYLOR P/O D.M. SIMON P/O J. TERRY P/O G. ELLIOT Sgt PLANT, G.W. Sgt SPENCER, G.C.V. Sgt DITTRICH, A.H.	- do -	2245	0145	This crew reported, hazy visibility and ground details obscured by smoke, over the target area. Red and Green T.I. Markers were seen on approach on the aiming point. Red T.I. Markers were in high sights at time of release, and release was made at 0102 hours from 10000 feet on a heading of 160 degs N. One bombs were not seen to explode, but thought to have already overshot the aiming point. A pillar of black smoke up to 12000 feet was seen, along with many fires which were well concentrated in the area marked by P.M.S. "Window" was used at rate "U". "Sonicia" gave a continual signal. Bomb release delayed about 5 seconds. Photo flash failed to go on. Considered a successful raid, and bombing was well concentrated. "Window" seemed very effective on search lights which were wandering aimlessly in the issues. Smoke was well chosen and free from flicks. Load carried - 1 x 2000 lb. HE Nose Inst., 56 x 30 lb., 510 x 6 lb., and 30 x 6 lbs. "X" type loads.	A.1B50
NIGHT 25/26/7-43	HALIFAX II JD 323 "S"	Sgt HOBSON, J.H. Sgt HALL, R.J. P/O H.W. SPENCER Sgt SPENCER, R. Sgt CAMPBELL, J.H. Sgt DAUBEN, F.J. Sgt BURTON, H.J.	- do -	2245	0243	Smoke and 1/10th low clouds with tops at 8000 feet, good visibility otherwise, was reported by this crew. Yellow T.I. Markers on the track and Red and Green T.I. Markers on the target and which coincided with "TIGER" Flares, were seen as aircraft made its approach on the primary target. Based on Red Flare, which were seen to cascade at approximately 0052 hours. Many Green Tails were also in the sights. Bombing was carried out at 0053 hours from 10000 feet on a heading of 160 degs N. Fires were closely concentrated round the aiming point and over a radius of 3 miles. These fires were beginning to link up with each other. "Window" was used as instructed. "Sonicia" was equipped. Considered a unsuccessful raid, more concentrated than the previous night. Load carried as on previous sorties Nov 41052.	A.1B50

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 25/26/743	MALTA II JB 893 "U"	P/O A.J. MCDONNELL SOF MCGOWAN, R.E. SOF MCKEEVEY, W. SOF MARTIN, R.A. SOF MCKEEVEY, R.B. SOF MCQUADE, A.P.	BOMBING RECON	22.29	03.10	Haze and 5/10th clouds, much smoke and poor visibility was encountered by this crew over the target area. Red and Green T.I. Markers were in the bomb sights at the time of release, and release was made at 0059 hours from 10500 feet on a heading of 158 degs N. Bombs were not seen to explode, but if PFF's were accurate, then own bombs made a direct hit. Numerous fires were well concentrated and well under way and were also spreading. A huge column of black smoke was seen up to 15000 feet. "Window" was used according to instructions. "London" was fitted, but not used. A very successful trip. The route was very well chosen. No flak or search lights on the track. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 510 x 4 lb., and 30 x 4 lb "U" type incendiary.	A.1853
NIGHT 25/26/743	MALTA II JB 972 "U"	P/O W.L. MURRAY SOF MCNAUL, J.C. SOF HODGE, J.C. SOF BARBER, W.L. SOF LINDNER, W.H. SOF MCNAUL, J.C. SOF JAMES, J.K.	- do -	22.47	03.04	Moderate visibility with considerable ground haze was found by this crew over the target area. Yellow T.I. Markers and Red and Green T.I. Markers were noticeable as aircraft made its approach on the primary target. Red Green T.I. Markers were in bomb sights at moment of release, and release was made at 0100 hours from 10500 feet and on a heading of 145 degs N. On arrival over the aiming point a huge column of white black smoke up to 10000 feet was seen, also several scattered fires which were beginning to get a hold. An explosion was also seen at about 0120 hours. As we left the target area, the fires were becoming more intense and concentrated, but visibility was affected by heavy smoke clouds. "Window" was used at rate "U". "London" was used. This raid seemed fairly concentrated and V/T Markers were well positioned. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 510 x 4 lb., and 30 x 4 lb "U" type incendiary.	A.1854
NIGHT 25/26/743	MALTA II JB 907 "U"	AVG ANDREW, A.M. P/O L.G. TILL AVG G. BURKE, A.M. SOF WATKIN, D.D. AVG HODGE, C.R. AVG MCNAUL, J.C. AVG JAMES, J.K.	- do -	22.15	03.08	Smoke and haze with good visibility horizontally was encountered by this crew. Yellow T.I. Markers on track, and Red and Green T.I. Markers over the target, which coincided with "CEN" fix which was obtained 30 miles from the target, was the means of approach on the aiming point. Red T.I. Markers were in the sights at the time of release. Green T.I.'s were also seen around the Red T.I.'s. Release was made at 0103 hours from 10000 feet and on a heading of 170 degs N. Results of own bombing was not observed. Fires were seen to get a good hold and were joining up with each other. Smoke from these fires rose to 15000 feet and the glow from same could still be seen from the Dutch coast. "Window" was used as instructed. "London" was also used. This raid was considered very unsuccessful. PFF's did a good job. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 510 x 4 lb., and 30 x 4 lb "U" type incendiary.	

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.**SECRET**

PAGE NO. 12.2.31

1944 WL 900-50 6000 YRS T.A. 700

1944-1945 WL 900-50 6000 YRS T.A. 700

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 25/26/74.3	HALIFAX II JD 361 "T"	S/L R.H. HARROD P/O G.M. REED Sgt. BELLAMY, J. M. P/O D.V. GREEN Sgt. HODGKIN, T.W. Sgt. WELCH, G.L. P/O R.J. MCLEOD Sgt. G. MCKEEHAN, H.G.	BOMBING REFRESH	22.35	03.05	No cloud was found by this crew over the target area. Yellow track and Red and Green T.I. Markers were used to make approach on the bombing points. A concentration of four T.I. Markers (Green) were in bomb sights at moment of release. Release was made at 0102 hours from 17000 feet and on a heading of 165 degs N. On arrival over the target, there were numerous fires burning over an area covered by Green T.I. Markers. At 0201 hours a terrific explosion and a solid column of greyish white smoke was seen rising to 16000 feet. Fires by this time had got a good hold and were burning with a deep orange red glow, and which could be seen as far back as the Dutch Coast. "Window" was used at rate "C". "Monica" was not fitted. Load carried - 1 x 2000 lb HE Nose Inst., 56 x 30 lbs., 510 x 4 lbs. and 30 x 4 lbs "X" Type Incendiary Inst., 56 x 30 lbs., 510 x 4 lbs. and 30 x 4 lbs "X" Type Incendiary Inst.	A.1856
NIGHT 26/26/74.3	HALIFAX II JD 353 "Q"	P/L M.T. KELLY, F.C. P/O J. MARTIN P/O D. YOUNG Sgt. HARRISON, P.W. Sgt. McLEOD, J.C. Sgt. BELLAMY, J.M. Sgt. GREENHORN, H.R.	- do -	22.45	04.19	This crew found 3/10th Clouds with tops at 3000 feet also fair but hazy visibility over the target area. Yellow T.I. and Red and Green T.I. Markers were observed as aircraft made its run-in on the attack points. One Red flare, almost at ground level was in centre of the bomb sight at the moment of release, and release was carried out at 0010 hours from 19000 feet on a heading of 160 degs N. On arrival over the target area, there was a huge pall of smoke up to 30000 feet. Fires were fairly concentrated in an area of over 3 square miles. At 0206, there was a violent explosion which illuminated the smoke cloud and low clouds over the target. It also lit up the aircraft. Deep orange flames were also seen and lasted for several seconds. Glow from these fires could still be seen from 40000 ft. "Window" was used at rate "C". "Monica" was also used on return journey, but had no results. The attack seemed to be well concentrated and a success. I would like to suggest that Red and Green T.I. Markers, especially the former be dropped more frequently as they are often out several minutes before the next lot are dropped. 510's were very good, but Yellow tracking markers seemed a bit scattered. Load carried - 1 x 2000 lb HE Nose Inst., 56 x 30 lbs., 510 x 4 lbs. and 30 x 4 lbs. "X" Type Incendiary Inst.	A.1857
NIGHT 27/28/74.3	HALIFAX II JD 271 "B"	Sgt. BELLAMY, J.M. P/O C.P. McLEOD Sgt. HARRISON, P.W. Sgt. HODGKIN, T.W. Sgt. MCLEOD, H.C. Sgt. PENTLAND, R. Sgt. GREENHORN, H.R.	BOMBING HAMBURG	22.48	02.45	This aircraft was forced to return to base at 0200 hours due to "X" fix going w/a. Five loop bearings were attempted, but was unable to establish position accurately enough to satisfy. Load of 1 x 2000 lb HE Nose Inst., 56 x 30 lbs., 510 x 4 lbs. and 30 x 4 lbs. "X" Type incendiary were brought back to base. This sortie considered as unsuccessful.	A.1858

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 27/28/74-45	HALIFAX II JD 969 "D"	P/B MORRISON, L.G. Sgt WILSON, A. Sgt McLAUGHLIN, G.D. Sgt JEFFREY, J.G. Sgt HATTON, R.W. Sgt SAWYER, R.W. Sgt MCNAUL, V.J.	BOMBING HARBORING	22.33	04.06	Black smoke, but no low clouds and very good visibility was found by this crew over the target area. Yellow T.I. Markers on the track both on way in and out and Green T.I. Markers on the target were used to identify the aiming points. These markers coincided with "Red Flares". Green T.I. Markers were in high sights at moment of release, and release was made at 0129 hours from 17000 feet and on a heading of 236 degs N. Result of own bombing not observed, but believed bombs fell near the Green T.I. Markers. Fires were seen burning in a radius of 2 to 3 miles about the aiming point, and mostly concentrated in the centre. These fires were still visible at least 30 miles away on our return journey. A column of smoke which rose to 20000 feet was also seen whilst over the primary target. "Winkor" was used as directed. "Monion" was not equipped. High sight was defective as air speed indicator was not working adequately. Considered a good raid. Load carried - 1 x 2000 lb. H.E. Bomb, 50 x 30 lb., 500 x 4 lb., and 50 x 4 lb. "X" type bombs.	A.1559
NIGHT 27/28/74-45	HALIFAX II JD 352 "B"	Sgt BRAGG, K.L. Sgt M. WILLIAMS Sgt D. COOPER Sgt KENT, R. Sgt MCNAUL, G.D. Sgt COTTER, J.G. Sgt MCNAUL, R.	- do -	22.23	04.17	This crew found over the target area, a lot of clouds with tops at 10000 feet, smoke heavy to about 20000 feet. Ground T.I. Markers (Green) were visible at 15000 feet and ran in on the primary target. Ground T.I. Markers (Green) were in the sights at the time of release, and this took place at 0135 hours from 20000 feet and on a heading of 240 degs N. A huge column of greyish black smoke which rose to about 20000 feet could be seen, also a huge concentration of fires. These fires could be seen 100 miles away. "Winkor" was used. "Monion" was fitted, but some interference was caused through the intercom. Minor fuel holes in main pylon near port inner engine van enclosures at 0147 hours at 20000 feet. Consider this raid to be more concentrated and more effective than the one of 26/27 July, 1945. Raids were very satisfactory. Load carried - 1 x 2000 lb. H.E. Bomb, 50 x 30 lb., 500 x 4 lb., and 50 x 4 lb. "X" type bombs.	A.1860
NIGHT 27/28/74-45	HALIFAX II JD 352 "F"	Sgt GRIMSHAW, A.R. A/C G.J. CARLSON Sgt MCNAUL, V.A. Sgt J. COOPER Sgt KENT, R.G. Sgt MCNAUL, J.G. Sgt MCNAUL, R.	- do -	22.23	04.08	This crew was forced to land at 0100hrs., against the technical defect in aircraft. Load of 1 x 2000 lb. H.E. Bomb, 50 x 30 lb., 500 x 4 lb., 50 x 4 lb. "X" type bombs, was jettisoned live at 0050 North and 0047 East and at 0121 hours live 500 feet. Port undercarriage would not go fully up and height could not be gained. Instructions were received to land at RAF Station, JETTERIDGE. Log of undercarriage collapsed on landing. This sortie was considered unsuccessful.	A.1861

www.bombercommander.com

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

BY NO. 408 (A.C.A.F.) SQUADRON

FOR THE MONTH OF JULY 1943

SECRET

PAGE NO. TWELVE.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 27/28/7 A.M.	HALIFAX II JD 333 "G"	Sgt YOUNG, R.A. Sgt HEDLAND, T.W. Sgt D.L. OLDFIELD (USA) P/O J.D. LAWRENCE Sgt HEDLAND, C.M. Sgt MacLELLAN, C.M. Sgt SMITH, R.G.	AC. TIC C HARRIER	22.25	03.30	Little high clouds; smoke up to 20000 feet or higher in one large billow was found by this crew over the target areas. Ground and Green T.I. Markers were seen as aircraft made its run in on the primary target. These markers were also in the sights at the time of release, and release was made at 0121 hours from 20000 feet on a heading of 242 degs N. Centre of the target seemed to be burning well. One large fire, pink in colour, was seen from 150 miles after leaving the target area. Incendiaries of 60 x 4 lbs were hung up. "Window" was used. "Bomber" apparently satisfactory. Targets appeared O.K. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lbs, 510 x 4 lbs, and 30 x 4 lb "X" type bombs.	A.1562
NIGHT 27/28/7 A.M.	HALIFAX II JD 365 "G"	Sgt GROVE, R.A. Sgt HEDLAND, R.A. Sgt DAVIDSON, R.C. Sgt DAY, J. Sgt HEDLAND, C.M. Sgt SMITH, R.G. Sgt TRAILL, J.	- do -	22.30	04.30	Clouds of clouds at 20000 feet, but clear directly over the target area. Identification of the target was made by means of Yellow cascading T.I. Markers and fires in the distance. Bombs of Yellow T.I. Markers which were in sight at time of release. Release was made at 0337 hours from 20000 feet and on a heading of 242 degs N. Results of our bombing was unobserved but believed to have dropped load amidst conflagration. At 0335 hours an enormous orange coloured explosion which lit up the whole sky and aircraft was seen. Thick smoke was all around the aircraft. "Window" was used as directed. "Bomber" acted on by "Window" every time it went out. Yellow T.I.s were used on coming out from the target. Two sets were seen on going in to the target. Considered a real good raid. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lbs, 510 x 4 lbs, and 30 x 4 lb "X" type bombs.	A.1563
NIGHT 27/28/7 A.M.	HALIFAX II JD 364 "F"	Sgt YOUNG, R.A. Sgt HEDLAND, R.A. Sgt HEDLAND, C.M. Sgt HEDLAND, C.M. Sgt HEDLAND, C.M. Sgt HEDLAND, C.M.	- do -	22.30	04.30	Good visibility with 2/10 low strato cumulus clouds with tops at 6000 feet was found by this crew over the primary target. Yellow T.I. Markers on the track and green flares over the target and "X" type flares into the target area were the means of approach to the striking point. Release was made when the Green T.I. Markers were in both sights, and this took place at 0122 hours from 15000 feet and on a heading of 241 degs N. Results of our bombing was not observed. Large and well concentrated fires were seen burning around the T.I. Markers and smoke from these fires rose to 15000 feet. Glow from the fires was still visible 140 miles away. "Window" was used as directed. "Bomber" was equipped. Considered more successful raid than previous one. Search lights were more active, but otherwise defences not strong. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lbs, 510 x 4 lbs, and 30 x 4 lb "X" type bombs.	A.1564

www.bombercommander.com

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 27/28/74+3	HALIFAX II JD 526 "P"	Sgt KNARL, R.E. Sgt PATERSON, J.P.D. Sgt SMITH, A. Sgt ADAMSON, J. Sgt MOLANAN, J.A. Sgt LOHMAN, J.P. Sgt BROWN, A.G.	BOMBING HAMMERS	22-43	04-57	This crew found 8 to 10 miles visibility with 6/10th clouds over the primary target. Green T.I. Markers and Dools were means of identifying the aiming point. Green T.I. Markers were in the sights at the time of release, and release was made at 0130 hours from 20000 feet and on a heading of 245 degs N. Own bombs were not seen to explode, but considered to have fallen west of the aiming point. One large fire a little south of the aiming point was seen and a few scattered ones, were seen about the large one. "Window" was used. "Monica" used effectively. Search form fires rose to approximately 20000 feet. Raid did not seem as effective as previous one. Route was free of trouble. Load carried - 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 50 x 4 lb and 30 x 4 lb "X" type Incads.	A.1865
NIGHT 27/28/74+3	HALIFAX II JD 274 "C"	Sgt KIVENS, L.H.M. Sgt SMITH, C.G.A. Sgt BROWN, A.G. Sgt DALE, A. Sgt GARDNER, J.H. Sgt HANFORD, W. Sgt CALKE, V.G.	- do -	22-30	04-06	Good visibility with smoke haze was encountered by this crew over the target. Ground and Green T.I. Markers were means of identifying the aiming point and those markers were also in the sights at the time of release. Release was made at 0113 hours from 19000 feet on a heading of 245 degs N. Fires were well concentrated around the Hamborg flares. "Window" was used. "Monica" apparently an ineffective. Search lights appeared much more numerous particularly to the south west. Three large ones of 50/60 in each. PPI technique was reasonably good. Load carried - 1 x 2000 lb HE Nose Inst., 56 x 30 lbs, 50 x 4 lbs and 30 x 4 lb "X" type Incads.	A.1866
NIGHT 27/28/74+3	HALIFAX II JB 968 "R"	F/O C.W. KELLY F/O D.J. HEDD F/O J. GREEN F/O L. KELLY Sgt SMITH, C.G. Sgt HANFORD, W. Sgt CALKE, V.G.	- do -	22-37	04-06	Small amount of thin Stratus clouds with moderate visibility was encountered by this crew over the target area. Yellow T.I. Markers on track and Green T.I. Markers on the target were means of identifying the primary target. These Markers corresponded with the "X" flares. Centre of Green T.I.s which were in sight at the time was bombed at 0130 hours - from 19500 feet and on a heading of 200 degs N. Results of own bombing was not observed. Scattered incendiaries were seen burning on the outskirts of the town with large concentrated fires burning within a two mile radius of the T.I. Markers. A column of smoke rising to 20000 feet was also seen. An explosion followed by a big red fire was seen at 0131 hours. "Window" was used as directed. "Monica" was also used. Raid seemed very successful and concentrated. Load carried - 1 x 2000 lb HE nose Inst., 56 x 30 lbs, 50 x 4 lb, and 30 x 4 lb "X" type Incads.	A.1867

www.bombercommand.co.uk

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.DETAIL OF WORK CARRIED OUT
BY NO. 400 (R.C.A.F.) SQUADRON

SECRET

PAGE NO. THREE

(1941) WL 9200-50. Bomber Nos. T.A. 700

(1941) WL 9200-51. Bomber Nos. T.A. 700

FOR THE MONTH OF JULY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 27/28/7-43	HALIFAX II JD 327 "H"	Sgt HARVEY, J.D. Sgt HURD, R.J. P/O G.W. THOMPSON Sgt SHIRE, R. P/O GUTHRIE, J.H. A/C. DAYTON, K.L. Sgt BRANTON, R.J.	BOMBING LAUNCHING	22.41	03.50	Poor visibility vertically with 5/10th clouds at approximately 12,000 feet, was encountered by this crew over the target area. Green T.A. Markers were means of identifying the primary targets, and these were also in the bomb sights at the time of release. Release was made at 0113 hours from 10,000 feet on a heading of 260 degrees. No bombs were seen to explode, but considered to have hit the aiming point. One large fire was seen and smoke from same was seen to rise to 20,000 feet. "Blinder" was used. "Blinder" was fitted, but not used. A very successful trip and fires were much better concentrated than on previous raids. Load carried - 1 x 2000 lb TD Nose Bomb, 50 x 30 lbs., 500 x 4 lbs., and 30 x 15 "X" type bombs.	A.1663
NIGHT 27/28/7-43	HALIFAX II JD 323 "W"	P/O A.J. BROWN Sgt HODGE, R.E. Sgt KIRKLAND, W. Sgt MCINTOSH, R.A. Sgt HARRIS, P.R. Sgt JACKSON, R.R. Sgt JOHNSON, L.P.	- do -	22.35	01.48	This aircraft was forced to return early due to Pilot's escape hatch opening just after take-off. Load of 1 x 2000 lb TD Nose Bomb, 50 x 30 lbs., 500 x 4 lbs. and 30 x 15 "X" type bombs, was brought back. This sortie was unsuccessful.	A.1669
NIGHT 27/28/7-43	HALIFAX II JD 267 "X"	P/O W.A. MURSELL P/O H.E. HOWARD Sgt HODGE, J.C. Sgt KIRKLAND, W. Sgt MCINTOSH, P. Sgt JACKSON, L.W.	- do -	22.35	03.55	Patches of Strato Cirrus clouds and haze possibly smoke was encountered by this crew over the target area. Green and Yellow T.A. Markers served as a means of identifying the primary targets. Green T.A. Markers were bombed when they were seen in sights at 0120 hours from 20,000 feet and on a heading of 260 degrees. On arrival over the target area, the fires had got a good hold and were fairly concentrated. After bombing, the fires appeared still more concentrated and over a larger area. Smoke from these fires was seen rising to the height of 20,000 feet and the glow from the fires could be seen over 100 miles. "Blinder" was used at rate 20°. "Blinder" was in use, but "Blinder" was off. Raid appeared to be a very successful and concentrated effort. 1000 Markers were well concentrated and easily seen. Load carried - 1 x 2000 lb TD Nose Bomb, 50 x 30 lbs., 500 x 4 lbs. and 30 x 15 "X" type bombs.	A.1670
NIGHT 27/28/7-43	HALIFAX II JD 327 "A"	Sgt BRANTON, R.R. P/O A.G. REIL Sgt MCINTOSH, R.A. Sgt BAXTER, D.B. Sgt HODGE, R.E. Sgt KIRKLAND, W.R. Sgt JOHNSON, L.	- do -	22.31	01.08	Much smoke with thin layer at about 10,000 feet also good visibility horizontally was found by this crew over the target area. Yellow Markers on the track and Green and Yellow T.A. Markers on the target were means of identifying the target. These markers coincided with "Blinder" fires. Bombed Yellow T.A. Markers on the target, and were in the bomb sights at 0120 hours at 10,000 feet and on a heading of 260 degrees. Results of own bombing was not observed. Large fires around the aiming point were well established. Other fires were scattered about the aiming point. Smoke from these fires rose to 20,000 feet. Fire glow was still visible 100 miles away. "Blinder" was off. "Blinder" was not used effectively. Markers were visible when released, but with very intermittent light glow on our side to. A.1671	A.1671

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 27/6/7-43	HALIFAX II DF 749 "O"	P/L G.C. STOWE, FFC P/O J.H. BREWER P/L G.H. MCGREGOR S/L W.G.J. RICHARDSON SOT PAYTON, R.F. P/O H.W. MCDONALD SOT BORLEY, J.H. Co... SOT LEITCH, J.R.A.	BOMBING HACKING	22.30	—	This aircraft took-off from this base for bombing operations over HAMBURG, Germany, but nothing has been heard from this crew since time of take-off which was at 22.30 hours. This aircraft was due to return to this base at 06.08 hours, therefore it must be presumed missing from operations. Hereunder are the names of the missing crew together with their Operational Trips and Hours.	A.3872
						CORRECTIONAL OPERATIONAL TYPICAL HOURS	
		CAN. J16835 P/B (1/4%) Clifford Campbell Stowe, FFC (P-38) 200.41 CAN. J17735 P/O John Richard BREWER (Nav.) 27 275.15 CAN. 243982 P/T (1/4%) George Horace McGREGOR (Nav.) 24 96.36 CAN. J17693 P/O Gordon James RICHARDSON (Nav.) 24 260.43 CAN. N77203 SOT PAYTON, Albert Frank (Nav.) 16 96.32 CAN. J12389 P/O Howard William MCDONALD (Nav.) 24 147.06 CAN. RT71193 SOT BORLEY, John Henry (Nav.) 22 137.08 CAN. RT11674 SOT LEITCH, Joseph Romeo Alexio (Co. P.) 24 11.1					
NIGHT 29/6/7-43	HALIFAX II JD 327 "H"	SOT BRAGG, R.L. SOT HILLIER, H.M. SOT COXHEAD, T.D. SOT HARRIS, H. SOT HO UPTON, L.A. SOT COOPER, R.W. SOT SMITH, R.	BOMBING HACKING	22.45	04.07	This crew encountered heavy smoke haze, but no clouds over the primary target. 122 Markers were seen as the run in on the target was made. Centre of concentration of Green Markers were in the sights at the time of release, and release was made at 0122 hours from 20000 feet and on a heading of 180 degrees N. Fires seemed well concentrated around the aiming point and were burning intensely with flashes shooting up to 2/3000 feet. "Window" was used at rate 40". "Windex" was also used. HPGs were good and well concentrated around the aiming point. This raid seemed very good. Many fires were observed in the dock areas. Glow from fires were still visible 75 to 100 miles away. Load carried - 1 x 2000 lb. 10 nose frags, 56 x 30 lb., 50 x 4 lb. and 30 x 4 lb. "X" type bombs.	A.3873
NIGHT 29/6/7-43	HALIFAX II JD 317 "O"	P/L H.E. KIDAR, FFC P/O J. HAIDER S/L D. YOUNG SOT HUNTER, P.M. SOT SHEDDEN, A.C. SOT BENTIN, R.D. SOT CRUDDEN, R.H. Co... SOT LEITCH, R.V.	- do -	22.35	04.27	No clouds, but considerable haze and smoke with poor visibility was encountered by this crew over the target area. Well concentrated and good T.I. Markers (Yellow and Green) were seen as aircraft made its run in on the primary target. Green T.I. Markers which were in the sights, was bombed at 0113 hours from 18000 feet and on a heading of 180 degrees N. On arrival over the target, fires were well concentrated and burning well. about 50 fires were counted and smoke was rising to 18000 feet with a few red glow at its base. There was another pillar of smoke to the south west merging into the other smoke clouds. An explosion was seen at 0057 hours. Incendiaries of 4 x 30 lb. was hung up. "Windex" was used at rate 40". "Window" was used, but no results obtained. Load carried - 1 x 2000 lb 10 nose frags, 56 x 30 lbs, 50 X 4 lb. and 30 x 4 lb. "X" type bombs.	A.3874

www.bombercommander.com

OPERATIONS RECORD BOOK

APPENDIX

A.F.

FORM 541.

SECRET

PAGE NO. FOURTEEN

(Peggy) Wt 9035-95 60,mm 544 T.S. 780
(Peggy) Wt 9033-945 1050 12/42 T.S. 780

• 1000 • 1000 • 1000 • 1000 • 1000 • 1000 • 1000 • 1000

DETAIL OF WORK CARRIED OUT

By Mr. A. G. (Dr. A. G.) MURRAY

FOR THE MONTH OF JULY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 25/30/7-43	HALIFAX II JD 333 "G"	Sgt YOUNG, R.A. Sgt HILLARD, T.W. P/O H.S. CLEW (USA) P/O J.H. SAUVE Sgt HILLARD, G.R. Sgt MCGOWAN, G.M. Sgt SMITH, R.G.	BOMBING HAMMERED	22.22	04.12	Good visibility, but considerable smoke was encountered by this crew over the target area. Red Trailing Flares and Green Tails. Markers were visible on the approach or the prime day target was made. Green Tails were in the sights at the time of release, and release was made at 0115 hours from 10000 feet and on a heading of 170 degrees N. Results of own bombing was not observed. Inaccuracy of 4 x 30 lb was hung up due to nose. Unknown reason. "Window" was used, and "Monica" was 0%. A few flak holes was encountered and some by a four engined aircraft just as they were leaving the "X". One tire was punctured, but no damage on landing. Fires were well concentrated. PPI's appeared to be very accurate and kept the target well marked. Throughout the trip the defences seemed to have definitely increased. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type bombs.	A1875
NIGHT 25/30/7-43	HALIFAX II JD 365 "W"	Sgt CHAPIN, R.A. Sgt DENTON, R.A. Sgt DAVIES, R.C. Sgt DEBRO, W.J. Sgt EDWARDS, R.G. Sgt ETTI, F. Sgt GRAMBO, J.	- do -	22.29	04.31	Good visibility, but much haze was encountered by this crew over the target area. Red Trailing Flares and Green and Yellow Tails were seen as the approach was made on the prime day target. Centre of Green Tails were in the sights at the time of release, and release was made at 0119 hours from 10000 feet and on a heading of 165 degrees N. Our results were not observed. Fires weren't as good as on the last raid but they were well concentrated. PPI's were very accurate and on time. Defences have been greatly extended. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type bombs.	A1876
NIGHT 25/30/7-43	HALIFAX II JD 164 "X"	Sgt BROWN, R. Sgt BURGESS, G.D. Sgt HANLON, R. Sgt HEDDERLEY, G.H. Sgt PAYTON, L.A. Sgt SOUTHERN, R.G. Sgt WOOD, G.	- do -	22.38	05.47	Good visibility apart from haze was encountered by this crew over the target. Red Tails were on the track both in end out and Green Tails over the target were means of approach on the advertising points. Bombed centre of cluster of about six Green Tails which were in the sights. Bombing was carried out at 0123 hours from 10000 feet and on a heading of 170 degrees N. Large concentrated fires were burning well in the target area and were considered as good as the size of two nights ago. Smoke from the fires rose to 10000 feet. "Window" was used as instructed. "Monica" was 1% used. Raid considered as good as the last time. Load carried: 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type bombs.	A1877

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 29/30/74 A.M.	HALIFAX II JD 526 "P"	Sgt KIRK, R.E. Sgt PARISH, J.P.D. Sgt DUNN, A. Sgt ADAMSON, J. Sgt HOLMAN, J.A. Sgt MCNAUL, J.P. Sgt BROWN, A.C.	BOMBING HARBONING	22.24	04.47	This crew found good visibility, but smoke over the target area. Red and Green T.I. Markers and flares were seen as the approach on the target was made. Centre of Green T.I. Markers were in the sights at the moment of release. Own results were not observed. Flares were well concentrated on the aiming point with several scattered ones around it. PFFs were O.K., but they dropped three or four green markers out to sea on the way home. Defences have been increased, especially in the case of search lights. "Window" was used, and "Miction" found O.K. Load carried- 1 x 2000 lb HE Bombs Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type Inc.	A.1076
NIGHT 29/30/74 A.M.	HALIFAX II JD 276 "Q"	Sgt HANSEN, L.J.H. Sgt BREWER, G.C.Y. Sgt EATON, J.A. Sgt DAWSON, R. Sgt MCNAUL, J. Sgt CAPRE, R.G.	- do -	22.21	04.56	This crew found hazy but good visibility with much smoke over the target area. Green T.I. Markers were seen as the approach on the target was made and these markers were in the sights at the time of release. Release was made at 01.2 hours from 2000 feet and on a heading of 074 degs N. Flares were seen burning intermittently to the east and west of the aiming point. An explosion from which shot red flares and which lasted about a minute was seen at 01.0 hours from 2000 feet. "Window" was used at route "Q". "Miction" was also used. PFF technique was good. Red Markers on the track and Green Markers on the target were well concentrated. Raid considered as good as previous one. Glow from fires could be seen from 50 miles away. Load carried- 1 x 2000 lb HE Bombs Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type Inc.	A.1079
NIGHT 29/30/74 A.M.	HALIFAX II JD 268 "R"	S/L C.W. BROWN P/O D.M. HILL P/O J. CRANE P/O G. MCNAUL Sgt HOLMAN, G.W. Sgt MCNAUL, G. Sgt DUNN, A.R.	- do -	22.20	03.49	This crew reported that scattered clouds with good visibility was found over the target area. The approach on the primary target was made by means of Yellow and Green T.I. Markers and by "X" type flares. Centre of pattern of fallow T.I. Markers which were in the bomb sights was bombed at 01.12 hours from 1900 feet and on a heading of 100 degs N. Our bombs were not seen to explode, but expect they have fallen slightly short of marked aiming point. Hazy and well concentrated flares were seen. "Window" was used. "Miction" was also used effectively. Raid did not seem as effective as the last one. Defences have been greatly increased. Route was better than on previous raids. Load carried- 1 x 2000 lb HE Bombs Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type Inc.	A.1080

www.bombercommander.com

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.

SECRET

PAGE NO. FIFTEEN

(Approved 16 May 1943. Replaces AF 1000 7-43 T.O. 700)

(Approved 16 May 1943. Replaces AF 1000 7-43 T.O. 700)

DETAIL OF WORK CARRIED OUT
By No. 403 (R.C.A.F.) SQUADRON

FOR THE MONTH OF JULY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 29/30/7-43	HALIFAX II JD 325 "B"	Sgt HAWKES, J.B. Sgt HEDD, R.W. P/O GALT, D.G. Sgt SHIRE, R. Sgt CAZIERE, J.E. Sgt DAVIDSON, K.L. Sgt HOPPIN, H.M.	BOMBING HARBORING	22.23	03.45	2/10th Strato Cumulus clouds with tops at 3000 feet, and good horizontal visibility was encountered by this crew over the primary targets. Yellow and Green Markers were used as means of approach on the primary target. The centre of the Yellow and Green Markers were in the sights at the time of release, and release was made at 0107 hours from 19000 feet and on a heading of 175 degs N. Many bombs were seen exploding around the aiming points. There was a more scattered than on the previous raids. "Window" was used at rate "C". "Divine" was not used. Second to secondary raids - 179 technique was good. Searchlights and defences were heavier and more accurate than on previous raids. Load carried - 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 310 x 4 lb., and 30 x 4 lb. "X" type bombs.	A.1681
NIGHT 29/30/7-43	HALIFAX II JD 266 "V"	P/O W.A. MORSELL P/O J.H. REEDER Sgt HEDD, R.W. Sgt DAVIDSON, K.L. Sgt LIPSON, V.B. Sgt HOPPIN, H.M. Sgt JAMESON, I.K.	- do -	22.27	04.03	Heavy ground and smoke haze, but no clouds was encountered by this crew over the target areas. Yellow and Green Markers were seen as the approach on the target was made. These markers were also in the sights at the time of release and release was made at 0111 hours from 19000 feet and on a heading of 169 degs N. Many fires and explosions were seen about the aiming points. The target seemed covered with a carpet of fires. "Window" was used at rate "C". "Moron" and "Conical" were also used. P/T Markers were accurate and concentrated. At 0415 hours an explosion which shot orange flames in the sky to approximately 47000 feet was seen. Load of 1 x 2000 lb. HE Nose Inst., 56 x 30 lb., 310 x 4 lb., and 30 x 4 lb. "X" type bombs was carried.	A.1682
NIGHT 29/30/7-43	HALIFAX II JD 266 "T"	P/W MERRIN, L.C. Sgt HEDD, R.W. Sgt HOPPIN, H.M. Sgt DAVIDSON, K.L. Sgt HOPPIN, H.M. Sgt HEDD, R.W. Sgt HEDD, R.W.	- do -	22.35	04.23	This crew reported that no clouds lit ground and haze and smoke obscured vertical visibility over the target areas. The approach on the target was made by means of Yellow and Green P/T Markers - located between two green T-1 Markers which were in the centre of the sights at the time of release. The release was made at 0120 hours from 19000 feet and on a heading of 175 degs N. On approaching the target, a number of concentrated fires were seen just to the north and around the Green T-1 Markers. Several bombs could be seen bursting and there was a column of smoke up to 16000 feet. Glow from fires could be seen at least 30 miles away. "Window" was used at rate "C". "Moron" was used and was effective on three occasions. Load carried - 1 x 2000-lb. HE Nose Inst., 56 x 30 lb., 310 x 4 lb., and 30 x 4 lb. "X" type bombs.	A.1683

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 29/30/74	HALIFAX III JD 361 "T"	Sgt HUNTERSON, M.R. P/O A.G. BELL Sgt MC GOWAN, T.D. Sgt BROWN, D.B. Sgt BROOK, N.H.N. Sgt LAUREL, M.R. Sgt JOHNSON, A.	BOMBING HAZARDS	22.26	03.58	Good visibility, but a great deal of smoke was found by this crew over the target area. Tracking Flares and Yellow and Green T.A.I. Markers were seen as the approach was made on the aiming point. Believed to have very slightly overshoot the T.A.I. Flares due to evasive action being taken when coined to search lights. The release was made at 0107 hours from 18,000 feet and on a heading of 175 degrees N. At approximately 0017 hours a very large explosion was seen in the target area and at 0149 hours another large one was seen. The target area well pranged and fires seemed to be well concentrated. The were very good. The fires could still be seen glowing when 230 miles away. Reaction were greatly increased. This trip was considered educational by the captain of the aircraft, due to the fact that he was coined by searchlights and attacked by a fighter. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" type Inc.	A.1284
NIGHT 30/31/74	HALIFAX III JD 352 "T"	Sgt TAYLOR, R.A. Sgt HILLIS, R.W. P/C/O K.G. ODEK (RMA) P/O J.P. ANDERSON Sgt HEDDER, C.J. Sgt MC GOWAN, T.D. Sgt JOHNSON, A.	BOMBING HAZARDS	22.06	03.57	No clouds with good visibility was encountered by this crew over the target area. Ground and Green T.A.I. Markers were visible as the approach on the target was made. Centre of Green Ground T.A.I. Markers were in the sights at the time of release and release was made at 0116 hours from 20000 feet and on a heading of 301 degrees N. Concentrated fires in small areas were seen and two good sized columns of black smoke were seen to rise up to 2000 feet at 0116 hours. "Window" was used. A very well concentrated effort. Piffs appeared satisfactory. Load carried- 1 x 2000 lb HE Nose Inst., 510 x 4 lb, 30 x 4 lb "X" type and 56 x 30 lb L.R.B.	A.1285
NIGHT 30/31/74	HALIFAX III JD 327 "T"	Sgt BRIGGS, K.L. LAC/MC M. HEDDER (RMA) Sgt MC GOWAN, T.D. Sgt JOHNSON, A. Sgt MC GOWAN, T.D. Sgt JOHNSON, A.	- Do -	22.03	03.59	No clouds with good, but slightly hazy visibility was found by this crew over the primary target. The target area was reached by means of Red and Green T.A.I. Markers which were seen on the run in. These had T.A.I. Markers were in the sights at the time of release, and bombs were released at 0119 hours from 20000 feet and on a heading of 345 degrees N. Several large and very concentrated fires also several others which were just getting laid were seen. All these fires were concentrated around the Markers. Glow from these fires could be seen 170 miles away. "Window" used as directed. "Window" was also used, but no reaction received. A very concentrated and effective raid with many fires. Piffs were dropping right over the target. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb and 30 x 4 lb. "X" type Inc.	A.1286

OPERATIONS RECORD BOOK

APPENDIX

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT
BY NO. 408 (R.C.A.F.) SQUADRON

SECRET

PAGE NO. SIXTY-SEVEN

FOR THE MONTH OF JULY 1945							
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWNS		
NIGHT 30/31/7-45	HALIFAX II JD 347 "O"	SGT BURNS, H. SGT PATERSON, G.D. SGT MURRAY, H. SGT PHILLIPS, G.A. SGT BURTON, A.M. SGT COOPERMAN, R.J. SGT WOOD, G.	BOMBING RESCUEMED	22.00	05.32	This crew reported that no clouds with good visibility was found over the primary target. The run in on the primary target was made by means of Red and Green T.I.L. Markers which were clearly visible. Red Markers were in the sights at the time of release, and release took place at 0212 hours from 19000 feet and on a heading of 305 degs N. Results of own bombing were not observed. Six large, but fairly well scattered flares were seen. "Window" was used as directed. The "Horizon" was too noisy. A very good trip. Route was well chosen. Missed accuracy and load concentrated. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 500 x 4 lb and 30 x 4 lb. "X" type bombs.	A.1387
NIGHT 30/31/7-45	HALIFAX II JD 376 "H"	- do -	-	22.15	06.38	This crew reported that no clouds but visibility was obscured by ground haze over the target areas. The target was reached with the help of Red and Green T.I.L. Markers and which corresponded with R.T.A.s. Red Markers were in the sights at the time of release, and release was made at 0218 hours from 19000 feet and on a heading of 320 degs N. No result of own bombing was observed. Large scattered flares which were short of T.I.L. Markers were seen. "Window" was used. The "Horizon" was not fitted. R.T.L. compass was u/s. Considered a good raid even though the T.I.L. Markers seemed quite scattered. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 500 x 4 lb., 30 x 4 lb. and 30 x 4 lb. "X" type bombs.	A.1386
NIGHT 30/31/7-45	HALIFAX II JD 366 "E"	SGT KIRK, H.E. SGT PARTRIDGE, J.R.P. SGT STONE, A. SGT ANDREW, J. SGT HOLLOWAY, J.A. SGT MCNAUL, J.W. SGT BROWN, A.H.	- do -	22.40	06.45	This crew reported that no clouds but good visibility horizontally, slightly haze vertically, was found over the target areas. Red and Green T.I.L. Markers were seen as the approach on the target was made. Red and Green T.I.L. Markers and flares were in the bomb sights at the time of release. Bombs were released at 0117 hours from 19000 feet and on a heading of 260 degs N. Red burning flares were well concentrated round the T.I.L. Markers especially in the south west part of the target area. Other four flares were still visible 150 miles away on the return journey. "Window" was used as instructed. "Horizon" used and thought effective. Raid seemed very successful. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 500 x 4 lb. and 30 x 4 lb. "X" type bombs.	A.1389
NIGHT 30/31/7-45	HALIFAX II JD 276 "O"	SGT ROBINSON, J.L.H. SGT SPENCER, G.C.V. SGT HALE, J.A. SGT BURTON, S. SGT COOPERMAN, R.D. SGT MCNAUL, H. SGT CAMPBELL, R.G.	- do -	22.49	06.45	This crew reported that no clouds, fair visibility and some ground haze was found over the target areas. Red and Green T.I.L. Markers were visible when run in on the target was made. These Markers went out just as the aiming point was reached as the flares which were burning below were sighted in the sights. The release was made at 0115 hours from 20000 foot on a heading of 300 degs N. Considered a well concentrated effort in bombing. Nothing outstanding in fires or smoke. "Window" was used. No "Horizon" equipped. Abort took good. Load carried - 1 x 2000 lb HE Nose Inst., 50 x 30 lb., 500 x 4 lb. and 30 x 4 lb. "X" type bombs.	A.1390

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 30/31/74	HALIFAX II JD 968 "R"	P/L G.W. SMITH P/O D.M. SHIN P/O J. TEECH P/O G. KLEIN SGT FRASER, C.W. ACF HENDRY, C.J. SGT DUNLOP, A.M.	BOMBING RESCUED	22.02	04.08	This crew reported that visibility was very good over the primary target. Red Ground T.L. Markers were a great help in reaching the aiming point. These markers were also in the sights at the time of release. Bombs were released at 0120 hours from 20000 feet and on a heading of 315 degs N. A large orange coloured explosion was seen at 0120 hours from which billowed only black smoke. Many incendiaries landed near the target. "Winder" was used. "Mention" was very satisfactory. Fires at aiming point were well concentrated. PFF technique was apparently good. Considered defences at COLOGNE, HAMBURG, too strong to permit use of this as route. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 50 lb, 50 x 50 lb, 50 x 4 lb, and 30 x 4 lb "X" Type Incids.	A.1891
NIGHT 30/31/74	HALIFAX II JD 323 "R"	Sgt HUMPHREY, J.D. SGT HEDGES, M.J. P/A S.W. HEDGES SGT HEDGES, R. SGT GIBSON, C.W. SGT EAGLEN, R.L. SGT HEDGES, M.J.	- do -	22.06	05.43	This crew encountered over the target area, no clouds, slight A.1892 ht haze with good visibility. Red and Green T.L. Markers were helpful in obtaining the aiming point. Red Ground T.L. Markers as no Red T.L.s were visible at time of bombing. The release was made at 0115 hours from 19000 feet and on a heading of 290 degs N. Results of own bombing was not observed. Good fires were burning all around the "A" markers and appeared to be blinding well. The glow was still visible for more than 100 miles away. "Winder" was used as instructed until chute Javelin "Mention" equipped, but not effective. Considered a very good raid. Route was also good. Load carried- 1 x 2000 lb HE Nose Inst., 56 x 50 lb, 50 x 50 lb, and 30 x 4 lb "X" Type Incids.	
NIGHT 30/31/74	HALIFAX II JD 268 "V"	P/O W.A. BREWER P/O M.R. HOWARD SGT HEDGES, J.G. SGT BALOGH, L.J. SGT EAGLEN, R. SGT LIPPLINGER, P.J. SGT JONES, T.W.	- do -	22.13	04.00	No clouds with fair visibility was found by this crew over the target area. Both Red and Green T.L. Markers were helpful in reaching the aiming point. Pattern of Green T.L. Markers were in the sights at the time of release, and these were bombed at 0100 hours from 20000 feet and on a heading of 307 degs N. Bombs were seen to fall and explode just short of the Green T.L. pattern. Long wide strip of concentrated fires were seen. Also four definite strings of incendiaries. "Winder" was used. "Mention" was also used. "Incids" went a/h on homeward journey. A good concentrated raid although bombing missed short of aiming point. Load carried- 1x 2000 lb HE Nose Inst., 56 x 50 lb, 50 x 4 lb and 30 x 4 lb "X" Type Incids.	A.1893

www.bombercommandmuseum.com

OPERATIONS RECORD BOOK

APPENDIX.....

A.F.
Form 541.

DETAIL OF WORK CARRIED OUT
By NO. 400 (R.C.A.F.) SQUADRON

SECRET

PAGE NO. SEVEN

NOTICE: We performed Bomber War T.O. FORM
PROGRESSIVE WEIGHT-TEST FORM 700 IN 700

FOR THE MONTH OF JULY 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 30/31/7-43	HURFAX II JD 367 "X"	F/O HEDDERSON, L.G. S/Sgt BRENT, A. S/Sgt McNAUL, G.D. S/Sgt DODD, R.G. S/Sgt BRANNON, R.W. S/Sgt GALTIER, R.A. S/Sgt RUMBLE, W.J.	BOMBED RESCUED	22.05	03.55	No clouds, some haze and good visibility was found by this crew over the target area. Red and Green T.I. Markers were visible when approach on the target was made. No markers were visible at the time of bombing, so bombed on fires which were already burning. The release was made at 0126 hours from 10000 feet and on a heading of 300 degrees. The fires which were seen burning, were apparently well established and were burning all around the T.I. Marker, mostly to the south east side of the aiming point. The smoke by this time was beginning to build up, these fires were visible for 160 miles. A big explosion in the target area was observed just after bombing at 0127 hours. "Window" was used as instructed. A straight forward trip with nothing special to report although a small target. Concentration of fires was good. Load carried - 1 x 2000 lb HE Nose Insta, 56 x 50 lb., 50 x 4 lb. and 50 x 4 lb. "X" type bombs.	A.1094
NIGHT 30/31/7-43	HURFAX II JD 361 "Y"	F/O HEDDERSON, L.G. S/Sgt MCNAUL, A. S/Sgt BANNER, G.D. S/Sgt BROWN, R.W. S/Sgt LAMBERT, R.H. S/Sgt JONES, A.	- 30 -	22.01	03.30	This crew found over the target area, no clouds, slight haze and good visibility. Red and Green T.I. Markers were seen on the target when the crew was approaching. Bombed on Red T.I. Markers which were surrounded by green ones. Bombing was carried out at 0116 hours from 20000 feet and on a heading of 300 degrees. Results of our bombing was not observed. Some fires were seen burning around the T.I. Markers and also to the south and west of them. Very incendiary fires were starting up especially south east of the markers. Smoke from fires were still visible 170 miles away. "Window" was used as directed. "Tonka" was not equipped. Considered an easy trip. Results of raid not obvious at time of bombing as fires were only starting, but smoke was visible from a long distance. Load carried - 1 x 2000 lb HE Nose Insta, 56 x 50 lb., 50 x 4 lb. and 50 x 4 lb. "X" type bombs.	A.1095
NIGHT 30/31/7-43	HURFAX II JD 365 "Y"	S/Sgt CHAPMAN, R.E. S/Sgt BRENT, A. S/Sgt DAVIDSON, R.G. S/Sgt REED, R.H. S/Sgt ADAMSON, R.G. S/Sgt BROWN, R. S/Sgt CRISTOFORI, J.	- 30 -	22.02	-	This aircraft took-off from this base at 22.12 hours for bombing operations over BREMEN, Germany, but no word has been received from this crew since take-off time. This aircraft was due to return to this base at 01.00 hours. It must therefore be presumed missing over operations. Herewith are the names of the missing crew together with their Operational Trips and Hours.	A.1096
		R.A.F. 1322049 S/Sgt CRAKE, Albert Edward (Pilot) 3 17.05					
		R.A.F. 1331054 S/Sgt DEAN, Reginald Albert (Nav) 3 17.05					
		R.A.F. 1373100 S/Sgt DAVIES, Ronald Charles (E.E.) 3 17.05					
		R.A.F. 1330193 S/Sgt REED, William Louis (E.E./G) 1 6.02					
		R.A.F. 1312515 S/Sgt REED, Robert George (E.E.) 3 17.05					
		R.A.F. 1601310 S/Sgt REED, Frank (E.E.) 3 17.05					
		R.A.F. 1675330 S/Sgt CRAVEN, John (P/Gunner) 3 17.05					

James A.C.
(W.L. Fonda)
Wing Commander Commanding