

U.S. AIR FORCE  
FORM 541

BY NO. 408 (R.C.A.F.) SQUADRON, LEEADING

**SECRET**

PAGE No. 018

\*29111: Wt 2956—25 60, mm 5.49 I.S. 700

FOR THE MONTH OF AUGUST 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 2/3/84	HALIFAX II JD 363 "A"	SGT MURPHY, R. SGT PETERSON, S.D. SGT HALL, H. SGT WILLIAMS, C.A. SGT PATTON, A.L. SGT SCOTFIELD, R.L. SGT UHARD, R. Co. S/C J.C. WHITE	BOMBING HAWKING	22.51	05.16	This crew was forced to abandon tank at 5145° north and at 1007° east at 0210 hours from 20000 feet. The following report was made by this crew: "Clouds were up to 19000 feet most of the way across the North Sea. No route Markers were seen at coast. March High clouds and lightning confronted us on approaching the target. Considered it best to turn back as it would be impossible to see FFF Markers". Load of 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" Type Ineds. was jettisoned live at 0210 hours from 20000 feet at 5145° north and 1007° east.	A.1897
NIGHT 2/3/84	HALIFAX II JD 271 "B"	SGT YONG, R.A. SGT WILLIARD, T.W. P/O H.S. OISE (USA) P/O J.E. SAUVE SGT MILLER, C.P. SGT BROWN, S.W. S/T SMITH, R.O.	- do -	22.53	06.20	This crew reported that 10/10th Clouds above and below were built up for 50 miles along the enemy coast. Going started to form and pilot was unable to climb over the clouds, so load was jettisoned and return was made immediately after. Load was dropped at 0152 hours from 19500 feet on a heading of 325 degs H. and at 5140° north 0850° east. On crossing the Coast a Red glow was seen in the clouds below and three or four miles to port. Believed to be caused by the Red or Truck Markers. "Finder" was not dropped after bombs were released. "Mandrel" and "Monica" were both O.K. A very disappointing trip, having got so far, but unable to bomb the primary target. Believed to be four or five miles north of the track. Going was very severe in clouds. Load carried:- 1 x 2000 lb. HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Ineds.	A.1898
NIGHT 2/3/84	HALIFAX II JD 372 "C"	SGT PRAGER, K.L. 1ST/Lt N. MILLER (USA) SGT CORLEAVE, T.D. SGT KENN, R. SGT DOWNSTON, L.A. SGT OGDON, R.W. SGT SMITH, R.	- do -	22.50	06.09	This crew abandoned tank at 0132 hours at 5108° north and 0734° east from 20000 feet due to technical defect. (Bear current went u/s). Load of 1 x 2000 lb HE. Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Ineds. was brought back. "Finder" was used while within prescribed area. This sortie was considered unsuccessful.	A.1899
NIGHT 2/3/84	HALIFAX II JD 374 "D"	SGT SMITH, W.E. P/O G.F. RIDGERS SGT NEER, L.S. SGT BOWLES, R.E. SGT MCKEHE, R.A. SGT PERRY, E. SGT CROFT, F.	- do -	22.57	06.10	This crew found 10/10th clouds with tops at 20000 feet and poor visibility over the target area. Tracking and Green T.I. Markers were not visible, but some Yellow T.I. Markers were seen. Bombed scattered fires which were dimly seen through the clouds. These fires corresponded with E.T.A. Release was made at 0200 hours from 19000 feet and on a heading of 345 degs H. Flash from bombs was seen, but no results were observed. "Finder" was used as directed. Load carried:- 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb. "X" Type Ineds.	A.1900

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
NIGHT 2/3/43	HALIFAX II JD 326 "P"	SGT KEARL, E.L. SGT PARISE, J.P.D. SGT SMITH, A. SGT ADAMS, J. SGT MCLAREN, J.A. SGT MCLAREN, J.P. SGT BROWN, A.C.	BOMBING HARBOR	22.54	05.21	This crew found in the target area, 10/10th Cumulus Nimbus clouds both above and below aircraft. D.R. run from Red T.I. Markers seen on enemy coast on way in was 1000 ft of approach on the primary target. No markers were seen on the target, so bombed on E.T.A. through 10/10th clouds at 0211 hours from 19000 feet and on a heading of 147 degs M. Scattered fires could be seen through clouds over a wide area. "Window" was used as instructed. "Monica" was also used and considered effective. Raid was not thought successful owing to weather conditions. Load carried:- 1 x 2000 lb HD Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Incds.	A.1901
NIGHT 2/3/43	HALIFAX II JD 274 "Q"	SGT HANSEN, L.L.H. SGT SPENCER, C.C.V. SGT EARL, J.A. SGT DUNN, S. SGT CAMERON, J.B. SGT MCLAREN, W. SGT CAMPBELL, B.C.	- do -	22.52	05.06	This crew encountered over the target area, 8/10th Cumulus Nimbus clouds above and below the aircraft. Bombed on D.R. due to "GEE" being u/s. No markers were seen until after bombing. River just west of docks which was illuminated by flash was seen just after bombing. No T.I. Markers or Places seen at time of release, so release was made on E.T.A. at 0210 hours from 19500 feet and on a heading of 060 degs M. Just after bombing, two Red T.I.s were seen to go down just east of where own bombs were released. Many scattered incendiaries and small fires were seen burning over a wide area, but later waves probably met with more success as considerable glow could be seen on clouds when leaving enemy coast. 4 x 30 lb I.B. were brought back due to hang up. "Window" was used as instructed. "Monica" was also used and effective. Not a very successful raid owing to weather condition. Load carried:- 1 x 2000 lb HD Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb Incds.	A.1902
NIGHT 2/3/43	HALIFAX II JD 278 "Q"	F/L C.V. SMITH F/O D.M. SMITH F/O J. TEECEY F/O G. KLEIN SGT FRUTTS, S.W. SGT HANSEN, G.F. SGT BUTLER, A.L.	- do -	23.01	0107	This crew was forced to turn back early due to port engine going u/s (oil leakage), and starboard outer overheating (glycol leak). Return was made at 0017 hours at 5410° north and 0100° east from 14000 feet. Full load of 1 x 2000 lb HD Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Incds. was jettisoned live at 5410° north and 0100° east at 0017 hours from 14000 feet. This sortie was considered as unsuccessful.	A.1903
NIGHT 2/3/43	HALIFAX II JD 268 "T"	F/O W.L. RUSSELL F/O M.E. HOWARD SGT MOORE, J.C. SGT BARNETT, T.L. SGT LEMMON, T.H. SGT LAFRANCE, P.J. SGT JAMES, L.K. Co...F/O W.B. STEWART	- do -	22.58	05.06	Clouds (10/10th) was encountered by this crew over the target area. Bombed on E.T.A. by D.R. as "GEE" went u/s. No T.I. Markers or Places were seen either on track or on the target. No definite results of our bombing were observed. Glow of bomb bursts were occasionally seen. Fires and a large explosion was seen at 0211 hours. "Window" was used. "Monica" and "Andrel" were also used. Raid was not considered successful. Load carried:- 1 x 2000 lb HD Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Incds.	A.1904

## APPENDIX

A.F.  
FORM 541

#### DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRON, LEEBING.

**SECRET**

PAGE No. TWO

\*1991: WL 9850-95 60,000 542 I.S. 700  
\*1992-95: WL 9851-9345 105M 12.42 I.S. 700

FOR THE MONTH OF AUGUST 19 43

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
2/3/43 NIGHT	HALIFAX II JD 323 "S"	SGT HARVEY, J.D. SGT HIRD, E.J. P/O S.W. DESPAIN SGT SHIRE, R. SGT DAVISON, K.L. SGT CAMPBELL, S.E. SGT BRANTON, H.J.	BOILING HALFBOING	22.56	04.35	This crew abandoned task and turned after jettisoned bombs over enemy territory at 5315° north and 0930° east at 0145 hours and from 19000 feet. This early return was made owing to inability to control aircraft, which was believed due to weather condition. Encountered Cumulus Nimbus clouds after crossing enemy coast. Artificial horizon went u/s after entering clouds and aircraft suddenly went into a spin. At this moment the captain of the aircraft gave the order to abandon the aircraft when at 15000 feet. The Wireless Operator was the only member of the crew to bail out, and his parachute was seen to open. At this moment the captain succeeded in straightening out the aircraft at 12000 feet before the remainder of the crew had time to bail out. The intercom also went u/s at this time so bombs were jettisoned and return was made from position 5315° north and 0930° east at 0145 hours from 19000 feet. Load carried:- 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Incas. Hereunder is the name and Operational Trips and Hours of the Wireless Operator who abandoned the aircraft.	A.1905
						RAF139461 SGT SHIRE, Raymond WOP/AG 6 trips, 34.16 hours.	
NIGHT 2/3/43	HALIFAX II JD 971 "T"	P/S HENDERSON, L.C. SGT WILLIAMS, A. SGT MacLACHLAN, C.D. SGT DESBRIEL, A.G. SGT BEAUCH, R.V. SGT GARNER, R.A. SGT REYNOLDS, T.J.	- do -	22.59	04.55	This crew reported that the task was abandoned owing to bomb doors icing u/s and failed to open. Quantities of ice was flying off the props. and lost 2000 feet from 20000 feet. Return was made at position 5400° north and 0900° east at 0235 hours from 12000 feet. At turning point clouds 10/10th with tops over 20000 feet was seen. Severe icing. No visibility. Load of 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Incas. was jettisoned live at position 5410° north and 0900° east. "Window" was used as directed. "Monica" was also used and reacted. No damages encountered except those caused through icing.	A.1906
NIGHT 2/3/43	HALIFAX II JD 361 "T"	SGT HENDERSON, H.R. P/O A.G. HILL SGT McQUARRIE, A.L. SGT RATTIE, D.D. SGT FROST, K.S.E. SGT LAUGHLIN, W.R. SGT JOHNSON, A.	- do -	22.55	05.02	This crew abandoned task just before reaching the aiming point. The task was abandoned due to severe icing and loss of height at rate of 400 feet a minute. No visibility and 10/10th clouds with tops over 20000 feet was encountered by this crew. Full load of 1 x 2000 lb HE Nose Inst., 56 x 30 lb., 510 x 4 lb. and 30 x 4 lb "X" Type Incas. was jettisoned live at 0200 hours from 18000 feet on a heading of 320 degs Hs and at position 5310° north and 0930° east. Just prior to decision to turn back, we were hit by lightning and all four engines cut momentarily. Five hundred feet was lost at this point, then aircraft started icing. All instruments went u/s after aircraft was struck by lightning. It was twenty minutes before the Gyro Compass settled down and instruments returned to normal. Operations were soon some distance south east and in the direction of the target.	A.1907
						RAF139461 SGT SHIRE, Raymond WOP/AG 6 trips, 34.16 hours.	