

OPERATIONS RECORD BOOK

APPENDIX "A"

RAF FORM 541.

DETAIL OF WORK CARRIED OUT

By NO. 408 (BCAF) SQUADRON, LONDON-GROUSE

SECRET

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FOR THE MONTH OF FEBRUARY 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 15/16/2.44	LANCASTER II L. 642 "B"	F/O A.L. RYSON CAN SOT LINDSEY, P.E. CAN SOT TRINCH, A.P. CAN F/O A.W. BOCKUS CAN SOT REDDIN, R.E. CAN SOT BOWLES, E.G. CAN SOT MOORE, J. RAF	BOMBING HERALD (Third wave)	17.35	25.50	Good visibility with 10/10th clouds whose tops reached 15 to 16000 feet was found by this crew over the target area. Red Sky Markers with Green Stars were seen for about fifteen minutes on approaching the target. These sky markers were in the sights at the time of the release, and the release was made at 2129 hours from 21000 feet and on a heading of 169PM. Results of the attack could not be obtained owing to the heavy cloud base. R/M Flares were seen at positions "P" and "Q" at 1947 and 2025 hours respectively. A quiet trip. The route markers were useful and kept helpful. Landed at Tibenham using the "C" going u/s. Load carried:- 1 x 4, 000 lb Hb. Most Insts., 540 x 4 lb, 16 x 30 lb. incendi. and 60 x 4 lb. "X" Type Incendi.	A.2219
NIGHT 15/16/2.44	LANCASTER II D.S. 729 "D"	S/L W.A. RUSSELL CAN F/O E.E. HOWARD CAN F/O J.C.A. MOORE CAN F/O W.L. BARNETT CAN WOF W.B. HANCOCK CAN F/L J.R. HANSON CAN SOT CLARK, A. RAF Co. F... F/O J.A. FRAMPTON CAN	- do - (First)	17.30	00.38	Moderate visibility with 10/10th clouds up to 8000 feet was found over the target area by this crew. On the run up to the target, Red Flares with Green Stars were seen hurrying at 2117 hours. The centre of a concentration of these Red Flares were in the sights at the time of the release, and the release was made at 2121 hours from 21000 feet and on a heading of 169PM. Clouds prevented any assessment of the attack. During the run up, Red Flares and Red Flares with Green Stars were seen cascading and bursting, and all were well concentrated with the exception of one bundle of Red Flares which fell west of the remainder. Incendiaries of 50 x 4 lbs were brought back due to hang-up. R/M Green Steady Flares were seen at positions "P", "Q" and "R" at 1953, 2033 and 2000 hours respectively. Red and Green Tail Markers were seen at Frankfurt at 2110 hours. Spent R/M Green Steady and Fighter Flares were seen at position "Q" at 2145 hours. The route was good. Load carried:- Same as on Sortie No. A. 2219.	A.2220
NIGHT 15/16/2.44	LANCASTER II D.S. 792 "F"	F/L W.R. SMITH CAN F/O G.P. RIDGERS CAN F/S BERN, L.B. CAN F/O WILLOCK, E.K. RAF F/S MULLOCK, D.J. CAN F/S DRAFTER, C.O. CAN SOT CROFTS, F. RAF Co. F... F/O H.R. CHENANUCK CAN	- do - (First)	17.34	00.18	This crew encountered moderate visibility with 10/10th clouds at 10000 feet over the target area. Red Flares with Green Stars were aids in making the run in on the primary. The estimated centre of these flares were in the sights at the time of the release, and the release was made at 2123 hours from 22000 feet and on a heading of 169PM. Results of the attack could not be obtained owing to the clouds, although one or two bomb bursts were seen, but no fire glow. Red and Green Flares were seen cascading and disappear in the clouds. At positions "P" and "Q", at 1940 and 2022 hours respectively, R/M Steady Flares were seen, and found effective, but seem to come down in two lots with a 4/5 minute interval. The route was good. The load carried was the same as on Sortie No. A.2219.	A.2221

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				Up	Down		
NIGHT 15/16/2.44	LANCASTER II L.L. 632 "G"	F/S GRISP, R.V. CAN SOT TAMES, J.S. CAN F/O W.T. WALL CAN SOT MCKINNON, J.B. CAN SOT PLUNKETT, W. CAN SOT HUGHES, C.A. RAF SOT MCKENZIE, J. RAF	BOMBING BERLIN (Third)	1722	0046 WRE- DLING	Ten tenth clouds with tops at 17000 feet and good visibility was found by this crew over the target area. Red Flares with Green Stars, and the glow of the fires on the clouds were means in identifying the primary. The reflection of the fires, and the estimated position of the flares, which burned out just before bombing, were in the sights at the time of the release, and the release was made at 2140 hours from 22000 feet and on a heading of 165°M. Smoke was billowing through the clouds, and the base of the clouds appeared to be well illuminated with an orange glow for an area of 3 or 4 miles square. R/M Green Steady Flares were seen at positions "P", and "Q" at 1951 and 2034 hours respectively. Red Flares and Red T.L.s were also seen over Frankfurt at 2335 hours. No difficulties were encountered, and the route was good. Diverted and landed at Wendling. Load carried was the same as on Sortie No. A.2219.	A.2222
NIGHT 15/16/2.44	LANCASTER II L.L. 723 "H"	W/C D.S. JACOBS, DFC F/L T.R. McDUGALL, DFC F/O K.A. DECKER CAN F/O P.C. O'CONNOR CAN F/O L.B. MERRAN -CAN F/O W.G. PHILLIPS RAF SOT HENDERSON, M. RAF SOT KILLICK, A.C. CAN * Australian in the R.C.A.F.	- do - (Third)	1737	0108 HURN	This crew encountered 10/10th clouds at 10,12000 feet over the target area. Flares and T.L. Markers were seen to show appear through the clouds on the run in to the primary. A cluster of five R.P. Flares (red with Green stars) were in the sights at the time of the release, and the release was made at 2128 hours from 20000 feet and on a heading of 150°M. Thick clouds prevented observation of the attack. Flares at positions "P" and "Q" were effective, but whitish. Time when seen were not logged. Defences in the target area relied on flak rather than on flares. The route was considered good. The load carried was the same as on Sortie No. A.2219. A diversion was made at Hurn aerodrome.	A.2223
NIGHT 15/16/2.44	LANCASTER II D.S. 768 "J"	F/S R.V. LLOYD CAN F/O K. STENHRAATHEN CAN F/O G.E. CAMERON CAN SOT LAKE, L. RAF SOT HENDERSON, J.A. CAN F/S WILLIAMS, R.J. RAF SOT NIMMINGALE, H.A. RAF Co. F... F/O D.T. REAN CAN	- do - (First)	1720	0043 HERRHAM	Good visibility with 10/10th clouds at 8000 feet was found over the target area by this crew. Red and Green T.L.s and Red SkyMarkers with Green Stars were seen from 2112 hrs. onward. The Flares were in the sights at the time of the release, and the release was made at 2124 hours from 25000 feet and on a heading of 165°M. No results were obtainable owing to the thickness of the clouds. Incendiaries of 50 x 4-lbs were brought back due to hang up. Sky Markers were plentiful, but somewhat scattered. R/M Flares at positions "P" and "Q" were seen at 1942 and 2025 hours respectively, and were good and effective for fix. No difficulties were encountered, and the route was splendid. Landed at Herringham in accordance with instructions received. The load carried was the same as on Sortie No. A.2219.	A.2224

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Revised 1944

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 15/16/2-44	LANCASTER II D.S. 705 "K"	P/O J.G. WHITE CAN P/O G. SCHACHTER CAN P/O P.G. KELLY CAN P/S LEAHY, P.G. RAF P/O J.L. LABOW CAN P/S ARMSTRONG, R.R. RAF SOT BATES, J.E. CAN	BOMBING HOBHAM (Third)	1732	0145 HOBHAM	Good visibility with 10/10th clouds at 15000 feet was found over the target by this crew. Red flares with Green Stars were seen on the run in, and the estimated centre of a concentration of these flares were in the sights at the time of the release. The release was made at 2118 hours from 20000 feet and on a heading of 173°M. P.F.F.s appeared well concentrated, and many photo flashes were seen in the same area. Incendiaries of 50 x 4 lbs were brought back due to hang up. Green Steady Flares which were seen at positions "P" and "Q" at 1939 and 2023 hours respectively, were both effective. No difficulties were encountered, and the route was good. Diverted and landed at Horham aerodrome. The load carried was the same as on sortie No. A. 2219.	A.2225
NIGHT 15/16/2-44	LANCASTER II L.L. 633 "L"	P/O W.G. PHILLIPS CAN P/O E.H. WOOD CAN P/S PORTER, A.M. CAN SOT ROGERS, J.H. RAF P/S BUCKLE, J.J. CAN P/S LAWRENCE, G. CAN SOT WILSON, W. RAF Co. P...P/O A.C. COLVILLE CAN	- do - (First)	1724	2341 HOBHAM	Ten tenth clouds with tops at 12000 feet and good visibility was found over the target area by this crew. Red Flares with Green Stars were seen bursting at 2111 hours. The concentration of these flares were in the sights at the time of the release, and the release was made at 2113 hours from 23000 feet and on a heading of 165°M. P.F.F.s appeared to be well concentrated during the run up. R.M. Green steady flares were seen at positions "P" and "Q" at 1941 and 2023 hours respectively. If the P.F.F.s were in their proper place, the attack should have been good. A diversion was made at Horham aerodrome. The load carried was the same as on Sortie No. A. 2219.	A.2226
NIGHT 15/16/2-44	LANCASTER II L.L. 722 "M"	P/O W. SUTHERLAND CAN P/O E.W. HUTCHER CAN P/S BOULTON, C.A. CAN P/S HOBBS, R.A. RAF SOT HAMPSHIRE, A. RAF SOT DOWELL, A.M.E. CAN SOT ROSE, H.R. RAF	- do - (First)	1725	0038 HOBHAM	Good visibility with 10/10th clouds up to 12000 feet was encountered by this crew over the primary target. Red Sky Markers with Green Stars were seen on the run in to the primary, and these markers were in the sights at the time of the release. The release was carried out at 2125 hours from 23000 feet and on a heading of 145°M. A small glow from fires was seen reflecting on the clouds whilst over the target, and grew larger after leaving. Sky Markers were few, but steady supply. R.M. flares at position "P" and "Q" were seen at 1947 and 2027 hours respectively, and were effective, but the ones at position "P" were very sparse. Landed at Horham aerodrome in accordance with instructions received. The load carried was the same as on Sortie No. A. 2219.	A.2227

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 15/16/2044	LANCASTER II D.S. 731 "O"	2ND/LT M.R. HUMPHREY USAF P/O A.G. BELL CAN P/O A.L. MacQUARIE CAN SOT PARKER, D. CAN SOT CLAUDE, A. CAN P/S LAURENCE, W.H. CAN SOT JOHNSON, A. RAF Co. P. P. P. S. F/O G.W. RICHIE CAN	BOMBING BERLIN (First)	1723	0103 BURN	Ten tenth clouds was found over the target by this crew. P.F.F. Markers and Red and Green Flares were visible on the run in to the target, and these flares were in the sights at the time of the release. The release was made at 2121 hours from 21000 feet and on a heading of 169°M. Clouds prevented an assessment of the attack. R.M. Flares at positions "P" and "Q" which were seen at 5118, 0833 and 5439, 1155 hours respectively were found useful. The concentration of P.F.F.s was very good. A diversion was made at Burn aerodrome. The load carried was the same as on Sortie No. A. 2219.	A. 2226
NIGHT 15/16/2044	LANCASTER II L.L. 720 "R"	P/L E.S. WIDEN CAN P/O J.R. LEAMAN CAN SOT HENRY, G.N. CAN P/S WARD, R.H. CAN T/O SOT DEAMITSKI, E. CAN SOT BROWN, N.H. USAF SOT ROSE, E.W. RAF	- do - (Third)	1730	0105 BRIGHT- ON	On the way in to the target, this crew found P.F.F. Flares, and over the target, 10/10th clouds were encountered. The concentration of Green Flares with Red Stars were in the sights at the time of the release, and the release was made at 2134 hours from 22500 feet and on a heading of 164°M. No results were obtained owing to the clouds. The flares were somewhat scattered. The load carried was the same as on Sortie No. A. 2219. A diversion was made at Brighton.	A. 2229
NIGHT 15/16/2044	LANCASTER II D.S. 692 "S"	2ND L.H. HANVY, J.D. CAN P/O E.J. HIRD CAN P/O S.W. DEMPSEY CAN P/O G.R. BUTCHART CAN P/S DAVISON, K.L. CAN P/S CAMPBELL, S.L. CAN SOT MARSH, A. RAF Co. P. P. P. S. F/O FILLION, F.E. CAN	- do - (First)	1727	0011	Good visibility with 10/10th clouds with tops at 14000 ft. was found by this crew over the target area. Red and Green T.I.s and Red Flares with Green Stars were seen on the run in to the target. The estimated centre of the Green T.I.s which were seen as a glow through the clouds, were in the sights at the time of the release, and the release was made at 2123 hours from 28000 feet and on a heading of 169°M. A red glow reflecting on the clouds was visible at the time of bombing. Flares (Green) were seen at positions "P" and "Q" at 1942 and 2150 hours respectively, and Red Flares and T.I.s were seen at position "R" at 2015 hours. The oxygen in the rear turret failed. The A.P.I. went u/s. Heavy flak was encountered over Berlin at 2124 hours from 22000 feet which knocked the perspex out of the nose, and possibly damaged something else. A straight forward trip apart from damage sustained over the target. Considered a good rail. Load carried was the same as on Sortie No. A. 2219. Incidents of 100 x 1 lbs were brought back due to hang up.	A. 2230

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FOR THE MONTH OF FEBRUARY 19 44									
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES		
				UP	DOWN				
NIGHT 15/16/2.44	LANCASTER II D.S. 845 "W"	P/O W.T. PULFON CAN P/S CARNEY, J.A. CAN P/O F.E. KING CAN SOT BARE, R.I. CAN SOT WARD, F.J. CAN SOT SMITH, J.M. RAP SOT WALSHLEY, R. RAP	BOMBING BEGGIN (Third)	1750	0018 HORHAM	Good visibility with 10/10th clouds, tops at 15000 feet, was encountered by this crew over the target area. Red Flares with Green Stars were visible on the run in, and the estimated centre of a concentration of these flares were in the sights at the time of the release. The release was made at 2135 hours from 21000 feet and on a heading of 160°. During the run up, the reflection of the fires could be seen, but not when directly over the target. P.F.F. Markers were well concentrated. Numerous fighter flares group in threes were spread out over the target. Route Markers Green steady flares were seen at positions "P", "Q" and Red Flares and T.L.F. at position "R" at 2006, 2110 and 2036 hours and all were effective. No difficulties were encountered, and the route was good. A diversion was made at Horham aerodrome. The load carried was the same as on Sortie No. A.2219.	A.2231		
NIGHT 16/16/2.44	LANCASTER II L.L. 717 "W"	P/O H. SHERLOCK RAP P/O J.G. HILLMAN CAN P/O N.H. CUNLIFFE RAP P/S HUGHES, R.S. RAP SOT BROWN, A. CAN SOT WALKER, W. RAP SOT BASTIN, H.C. RAP Co. P...SOT PARR, J.A.H. CAN	- do - (First)	1729	0120 WITTERING	Ten tenth clouds with tops at 8/10000 feet and fair visibility was encountered over the target area by this crew. Red Sky Markers with Green Stars were seen for some ten minutes on the run up. The centre of a concentration of these markers were in the sights at the time of the release, and the release was made at 2122 hours from 22000 feet and on a heading of 165°. Some glow of the fires could be seen reflecting on the clouds, and some bomb bursts were also seen. Route Markers which were seen at positions "P" and "Q" at 1955 and 2026 hours respectively were very good and effective. A very good trip. Diverted to Wittering aerodrome as landing conditions at this base were bad. The load carried was the same as on Sortie No. A.2219.	A.2232		
NIGHT 15/16/2.44	LANCASTER II D.S. 726 "T"	P/L W.B. STEWART CAN P/O G.M. MALLORY CAN P/O W.C. BURNS CAN SOT BEAT, J. RAP S/S OSCHNER, R.D. CAN P/S MURPHY, H.P. CAN SOT VANLEY, N. RAP Co. P...P/S LINGHAIR, N.A. CAN	- do - (Third)	1726	0053 BURN	Ten tenth clouds with tops at 5000 feet was found over the target area by this crew. Red and Green T.L.F.s, mainly R/P flares were seen on the run in to the target. The latter flares were in the sights at the time of the release, and the release was made at 2126 hours from 22000 feet and on a heading of 165°. A good glow could be seen below the clouds. Route markers were seen at positions "P", "Q" and "R" at 1941, 2015 and 2023 hours respectively. The Monica went u/s on the home ward journey. Fewer fighters seen than on previous journeys. A quiet and quick trip. The route was very good. The load carried was the same as on Sortie No. A. 2219.	A.2233		

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				UP	DOWN		
NIGHT 15/16/2.44	LANCASTER II L.L. 725 "Z"	F/O E.M.C. FRANKLIN CAN SGT BARKMAN, M. CAN SGT DELANEY, T.J. CAN WO2 E.N. HEDGECOCK CAN SGT EKID, G.A. CAN SGT OLIVER, G.W. CAN SGT MEDCRAFT, L.J. RAF	BOMBING HERLDN (Third)	1727	0012 HORHAM	Good visibility with 10/10th clouds up to 8000 feet was encountered by this crew over the target area. Red Flares with Green Stars were seen to burst from 2115 hours onward till the target was reached. The centre of these flares were in the sights at the time of the release, and the release was made at 2131 hours from 21000 feet and on a heading of 165°W. Clouds restricted vision of the target area, but the cloud base was illuminated with a dull orange glow. This was seen after leaving the primary. Green Steady Flares were seen at positions "P" and "Q" at 1940 and 2104 hours. If the P.F.F.s were properly placed, a good attack should have resulted. No difficulties were encountered. The route was good. A diversion was made at Horham aerodrome. The load carried was the same as on Sortie No. A.2234.	A.2234
NIGHT 15/16/2.44	LANCASTER II D.S. 864 "X"	F/L F.W. HALES CAN F/S QUANE, J.F. AUS F/O R.J. CLIFT CAN WO1 M.J. HARRISON NZ SGT HERRARD, L.A. CAN F/S BECKER, M. CAN SGT WILLS, V. RAF	- do - (Third)	1726	0053 HORHAM	Good visibility with 10/10th clouds up to 16/17000 feet was encountered by this crew over the target area. Red Sky Markers with Green Stars were visible on the run up to the primary. The centre of concentration of these flares were in the sights at the time of the release, and the release was made at 2127 hours from 22000 feet and on a heading of 165°W. No results could be observed owing to the clouds. Route Marker flares seen at "P" at 2000 hours, at "Q" at 2043 hours were all effective, but the latter ones were somewhat scattered. The trip was a fairly quiet one. A diversion was made at Horham aerodrome. The load carried was the same as on Sortie No. A. 2235.	A.2235
NIGHT 19/20/2.44	LANCASTER II D.S. 791 "Y"	F/L W.R. SMITH F/O C.F. RIDGERS F/S HERR, L.S. F/S BOWLER, R.E. F/S MULLOCK, D.J. F/S DRAFTER, C.O. SGT CROFTS, F. Co. P. J. S. KILLER, A.	BOMBING LEIPZIG (First Wave)	2138	0649	Good visibility with 10/10th clouds up to 5000 feet was found over the target area by this crew. Red and Green T.I.s and Green Flares with Red Stars were useful in reaching the primary. The centre of the Green Flares with Red Stars were in the sights at the time of the release, and the release was made at 0405 hours from 22000 feet and on a heading of 202°W. No fires were visible at bombing time, but an explosion S.W. of the target was seen at 0417 hours and the glow on the clouds was visible up to 150 miles away. Steady Red Flares were seen at positions "P" and "Q" at 0303 and 0311 hours respectively. The former ones were scattered in a line. Red fires which were seen at position "P" at 0309 hours were effective. Slight icing condition was encountered after take-off. The wind forecasts were good for direction, but faulty for speed, necessitating delaying action en route. The chief difficulty was ice on windscreen, and faulty winds. Incendiaries of 50 x 4 lbs were brought back due to hang up. If FFFs were properly placed, the attack should have been good. Load carried:- 1 x 4000 lb HD Nose Inst., 550 x 4 lb., 16 x 30 lb. incends. and 50 x 4 lb "X" Type incends.	A.2236

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Form 541 (Rev. 1-44) (See Para. 1.1)

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 19/20/2.44	LANCASTER II L.L. 723 "H"	W/O D.S. JACOBS, DFC P/L T.R. McDUGALL, DFC P/O K.A. DECKER P/O P.G. O'CONNOR P/O L.E. NORMAN P/O W.G. PHILPOT SOT HENDERSON, M.A. Co. P...P/O A. COLVILLE	BOMBING LIMPZIS (First)	2345	0705	Visibility above 10/10th clouds whose tops reached 7000 feet was good. This was encountered by this crew over the primary target. A thin layer of clouds was also seen about 25,000 feet. Red and Green T.I.s and Green Flares with Red Stars were visible on the run in to the primary. The centre of a large cluster of the Green Flares were in the sights at the time of the release, and the release was made at 0400 hours from 23000 feet and on a heading of 240°M. A glow on the clouds was seen developing, and bomb bursts were also visible. A white glow was visible on the clouds for about 100 miles after leaving the target. It appeared that many aircraft bombed simultaneously. Route markers at positions "P", "Q" and "R" were seen and all were good. Many dog legs needed to kill time; fifteen minutes having to be wasted. Very misty on outward route. Clouds over Holland and Northern Germany were well broken. Searchlights and fighters were very active. The load carried was the same as on Sortie No. A. 2236.	A.2237
NIGHT 19/20/2.44	LANCASTER II D.S. 729 "D"	P/L F.W. HALLS P/S QUINN, J.F. P/O R.J. CLIFF W/O M.J. HARRISON SOT HENDON, L.A. P/S DECKER, M. SOT WILLS, V.	- do - (Second)	0002	0731	Good visibility with 10/10th clouds with tops at 15/16000 feet was found over the target area. Green Sky Markers with Red Stars were seen about 15 miles on the run up to the target. The centre of a concentration of these markers were in the sights at the time of the release, and the release was made at 0405 hours from 22000 feet and on a heading of 200°M. Nothing was seen on arrival over the target, but some glow could be seen after leaving. Route markers at positions "P", "Q" and "R" were all very effective. Considered a quiet trip. The load carried was the same as on Sortie No. A. 2236.	A.2238
NIGHT 19/20/2.44	LANCASTER II D.S. 705 "K"	P/O J.G. WHITE P/O G. SCHUCHTER P/O P.G. KELLY P/S LARRY, F.G. P/O M.I. LADON P/S ARMSTRONG, R.R. SOT BATES, J.E.	- do - (First)	2346	0325	This crew was forced to abandon the task owing to oxygen failure. One 4000 lb. H.C. Bomb Inst. was jettisoned live at 5.01° north 0302° east at 0813 hours from 20000 feet and on a heading of 360°M. The remainder of the load was brought back to base. This sortie was considered as unsuccessful. The load carried was the same as on Sortie No. A. 2236.	A.2239
NIGHT 19/20/2.44	LANCASTER II D.S. 844 "T"	P/O W.G. PHILPOT P/O L.H. WOOD P/S FORBES, A.E. SOT ROGERS, M.E. P/S HUCK, J.J. P/S LAWRENCE, G. SOT WILSON, V. Co. P...P/O D.T. HEN	- do - (First)	0013	0656	Poor visibility with 10/10th clouds at 12/14000 feet was found over the target by this crew. Red T.I. Markers and Green Flares with Red Stars were visible on the run in. A concentration of the latter Flares, which were seen to burst at 0358 hours, were in the sights at the time of the release. The release was made at 0403 hours from 24000 feet and on a heading of 214°M. Clouds prevented assessment of the attack. Route Markers were seen at positions "P", "Q" and "R" and all were found to be good. Incendiaries of 150 x 4 lbs were brought back due to hang up. No particular difficulties were encountered. The load carried was the same as on Sortie No. A. 2236.	A.2280

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 19/20/2.44	LANCASTER II D.S. 797 "M"	P/O W.T. PULLEN P/S GARDNER, J.A. SOT BARR, H.E. SOT THOMPSON, U.P. SOT SMITH, J.M. SOT WALKLEY, R.	BOMBING LEIPZIG (Second)	0004	0723	Ten tenths clouds up to 7000 feet, with good visibility above this, but poor visibility elsewhere, was found over the target area by this crew. Green and Red T.I.s and Green Flares with Red Stars were visible on the run in. The centre of a concentration of the latter Flares were in the sights at the time of the release, and the release was made at 0405 hours from 21000 feet and on a heading of 270°M. The clouds were lit up by a whitish glow. Route Markers were seen at positions "P", "Q" and "R" and all were found effective. The wind forecasts were bad and this necessitating orbits. The attack appeared successful judging by the glow on the clouds. The load carried was the same as on Sortie No. A. 2236.	A.2241
NIGHT 19/20/2.44	LANCASTER II D.S. 731 "O"	SUB/Lt M.R. HENSTORY P/O A.G. BELL P/O A.L. MacQUARIE SOT BAXTER, D. SOT CLARK, A. P/S LAUGHLIN, W.H. SOT JOHNSON, A.	- do - (First)	2341	0709	Ten tenths clouds up to 8000 feet and poor visibility owing to haze to about 22000 feet, was found by this crew over the primary target. Cascading Red and Green T.I.s, and Green Sky Markers with Red Stars were aids in reaching the primary. The latter flares were in the sights at the time of the release, and the release was made at 0402 hours from 21000 feet and on a heading of 200°M. Nothing could be seen whilst over the target, but a large glow was seen when on the homeward journey. Route Markers at positions "P", "Q" and "R" were seen at 0205, 0305 and 0509 hours respectively, and were found effective. A very good trip, quiet and uneventful. The load carried was the same as on Sortie No. A.2236.	A.2242
NIGHT 19/20/2.44	LANCASTER II L.L. 657 "P"	P/S LINDAIR, N.A. P/S PARKER, G. SOT TAYLOR, W. WOL W.L. DORAN SOT HENSON, R.W. SOT CLAPHAM, W.R. SOT CHICKSHANK, D.	- do - (Second)	0009	0706	Good visibility above 10/10th clouds whose tops reached 6, 000 feet was found over the target area. Green Flares with Red Stars were visible on the run in, and the centre of a cluster of these flares were in the sights at the time of the release. The release was made at 0159 hours from 21000 feet and on a heading of 200°M. Results were not obtainable as arrival over the target was early. Route Markers at position "P" were not seen. Red Flares were seen at position "Q" at 0309 hours and found effective. Red T.I.s at 1400 hours were seen at 0510 hours and they too were effective. The windscreen iced up. Arrival over the target would have been earlier than scheduled owing to the winds, so time was wasted en route. The load carried was the same as on Sortie No. A. 2236.	A.2243

OPERATIONS RECORD BOOK

APPENDIX "A"

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

BY NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE

SECRET

PAGE NO. FIVE

1944-1945, 1946, 1947, 1948, 1949, 1950

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 19/20/2.44	LANCASTER II L.L. 643 "Q"	F/Lt W.B. STEWART P/O G.E. MALLORY P/O W.G. BURNS SOT BRAY, J. P/S OSCHNER, R.D. P/S MURPHY, R.F. SOT VARELY, N.	BOOMBING LEIPZIG (First)	0001	0721	Fair visibility with 10/10ths clouds up to 5/6000 feet was encountered by this crew over the target area. Green Flares with Red Stars, and Red and Green T.I. Markers were seen on the run in to the primary. The centre of a concentration of the Flares were in the sights at the time of the release, and the release was made at 0407 hours from 20000 feet and on a heading of 224°M. No bomb bursts could be seen, but a good red glow was seen reflecting on the cloud base. Smoke spiralling through the clouds up to 15000 feet was seen after leaving the target. Steady Red Flares were seen at positions "T" and "Q" at 0212 and 0209 hours respectively, and Red T. Markers were seen at position "R" at 0510 hours, but were a bit off track. Heavy flak caused damage to the port wing and port side of the fuselage at 0454 hours at 19500 feet. No other difficulties were encountered. The route was good. The load carried was the same as on Sortie No. A.2236.	A.2244
NIGHT 19/20/2.44	LANCASTER II D.S. 592 "S"	WO2 J.D. HARVEY P/O E.J. HIRD P/O S.W. DEMSEY P/O G.E. BUTCHART P/S DAVISON, K.L. P/S CAMPBELL, S.E. SOT MARCH, A.	- do - (First)	2343	0701	Fairly good visibility with 10/10ths clouds up to 6/7000 feet was found over the target area by this crew. Green T.I.s which were seen cascading from 0359 hours were in the target area when the run up was made. Green Sky Markers were also visible. The T.I.s were in the sights at the time of the release, and the release was made at 0400 hours from 23000 feet and on a heading of 230°M. The glow of many good fires were seen reflecting on the clouds on leaving the target area. Some bomb bursts were also seen. Flares at positions "T" and "Q" were seen at 0155 and 0255 hours and all were effective. The attack was considered as a good show. The load carried was the same as on Sortie No. A.2236.	A.2245
NIGHT 19/20/2.44	LANCASTER II D.S. 545 "T"	P/O PILLIGH, P.H. P/S HENDERSON, E.A. (Second) P/O R.E. BARLING P/O A.W. BOKUN SOT LEBSTER, K.E. SOT THORVARDSEN, S. SOT GIDD, R.	- do - (Second)	0007	0510	This crew was forced to abandon the task owing to the star-board outer engine failing, thus causing the aircraft to lose height. The return was made at position 5402° north 0000 0400° east at 0134 hours. The load was jettisoned live, but position not stated. The load carried was the same as on Sortie No. A. 2236. This sortie was considered unsuccessful.	A.2246
NIGHT 19/20/2.44	LANCASTER II D.S. 718 "W"	P/O H.R. CHICKALACK P/O W.C. MCILLIOP WO2 R.M. TROLEMAN WO1 J.E. WRAY SOT CAMPBELL, J. SOT URGADA, G.S. SOT MURPHY, P.H.G.	- do - (Second)	0001	0649	Good visibility with 10/10ths clouds up to 7/8000 feet was encountered by this crew over the primary. Green Flares with Red Stars were visible on the run in, and the estimated centre of these flares, three or four of which were seen to burst at approximately 0414 hours, were in the sights at the time of the release. The release was made at 0418 hrs from 21000 feet and on a heading of 200°M. An assessment of the attack could not be had owing to the clouds. Red Steady Flares were seen at positions "T" and "Q" at 0207 and 0325 hours respectively and were found very good. Slight icing was encountered on take-off. The load carried was the same as on Sortie No. A. 2236.	A.2247

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																								
				Up	Down																										
NIGHT 19/20/2.44	LANCASTER II L.L. 725 "Z"	F/O E.M.E. FRANKLIN SGT BARTON, M. SGT DELANEY, F.J. WO2 E.M. BERGMAN SGT ROBINSON, L.J. SGT OLIVER, G.W. SGT HEDGECOCK, L.J.	BOMBING LEIPZIG (Second)	0010	0658	This crew encountered 10/10ths clouds whose tops reached 8000 feet and good visibility over the target area. Green Flares with Red Stars were seen on the run in to the primary, and the estimated centre of a concentration of these flares which were seen to burst at 0401 hours were in the sights at the time of the release, and the release was made at 0404 hours from 22000 feet and on a heading of 200°. There was too much cloud and arrival over the target was too early to assess results of the attack. Red Steady Flares at positions "P", "Q" were seen at 0208 and 0310 hours and all were found effective. Red T.I. Marker Flares were seen at 0500 hours. Slight icing condition was encountered on take-off. No other particular difficulties were met with. The load carried was the same as on Sortie No. A. 2236.	A. 2236																								
NIGHT 19/20/2.44	LANCASTER II L.L. 722 "H"	F/S SUTHERLAND, N. F/O R.W. HUTCHER F/S BOLLEN, C.A. F/S HOBBS, R.A. SGT HAMPSON, A. SGT DEKILL, A.M.E. SGT BONE, H.R.	- do - (First)	2347	0718	Ten tenths clouds whose tops reached 8 to 10000 feet, also clouds at 25 or 30000 feet, and good visibility was found by this crew over the target. Red and Green T.I. Markers and Green Flares with Red Stars were seen on the run in. The glow of fires reflecting on the clouds were in the sights at the time of the release, and the release was made at 0422 hours from 23000 feet and on a heading of 209°. Fires seemed to form a large solid block, with deep red glow. The reflection of the fires on the clouds could be seen for at least 150 miles on the return journey. The target was overshot on the run in, so an orbit had to be made. At this time, all the markers had disappeared. Red Steady Flares were seen at positions "P" and "Q" at 0203 and 0308 hours, and were effective. None were seen at position "B". No particular difficulties were encountered except navigation, due to faulty wind forecast. The attack seemed good. The load carried was the same as on Sortie No. A. 2236.	A. 2236																								
NIGHT 19/20/2.44	LANCASTER II D.S. 788 "C"	F/O J.A. FRAMPTON F/S ASTLES, J.J. F/O G.W. HENEGLES SGT TIDGALL, K.W. SGT BURGESS, K.H. SGT SMITH, K. SGT HOBGROVE, F.W.C.	- do - (Second)	0003	---	This crew took-off from this base at 0003 hours on the 19th of February for bombing operations over LEIPZIG, Germany. Since take-off time nothing has been heard from the crew or the aircraft. This crew was due to return to this base at 0700 hours. Unfortunately since no word from them has been received, they must be classified as missing from operations. Listed hereunder are the names of the missing crew together with their operational trips and hours.	A. 2249																								
						<table><tr><th></th><th>TRIPS</th><th>HOURS</th></tr><tr><td>CAN. J. 24171 F/O John Albert FRAMPTON</td><td>(Pilot)</td><td>1 408</td></tr><tr><td>CAN. H. 129809 F/S ASTLES, John James</td><td>(Nav.)</td><td>N I L</td></tr><tr><td>CAN. J. 24036 F/O George Walker HENEGLES</td><td>(S.E.)</td><td>N I L</td></tr><tr><td>RAF. 1458532 SGT TIDGALL, Kenneth Witty</td><td>(WSP/ATR)</td><td>N I L</td></tr><tr><td>CAN. H. 216113 SGT BURGESS, Kenneth Hugh</td><td>(A.G.)</td><td>N I L</td></tr><tr><td>CAN. H. 191368 SGT SMITH, Kenneth</td><td>(A.G.)</td><td>N I L</td></tr><tr><td>RAF. 630958 SGT HOBGROVE, Frank William Charles</td><td>(P/ENG)</td><td>N I L</td></tr></table>		TRIPS	HOURS	CAN. J. 24171 F/O John Albert FRAMPTON	(Pilot)	1 408	CAN. H. 129809 F/S ASTLES, John James	(Nav.)	N I L	CAN. J. 24036 F/O George Walker HENEGLES	(S.E.)	N I L	RAF. 1458532 SGT TIDGALL, Kenneth Witty	(WSP/ATR)	N I L	CAN. H. 216113 SGT BURGESS, Kenneth Hugh	(A.G.)	N I L	CAN. H. 191368 SGT SMITH, Kenneth	(A.G.)	N I L	RAF. 630958 SGT HOBGROVE, Frank William Charles	(P/ENG)	N I L	
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OPERATIONS RECORD BOOK

APPENDIX "A"

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

B. NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-FOUSE.

SECRET

PAGE NO. SIX

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES																
				Up	Down																		
NIGHT 19/20/2.44	LANCASTER II L.L. 632 "G"	P/S GRIFP, B.V. P/S TAMES, J.S. P/O R.T. WALL SGT MCKINNON, J.B. SGT PLUNKETT, W. SGT HUGHES, C.A. SGT MEKILE, J.	BOMBING LEIPZIG (Second)	0006	- - -	This crew took-off from this drone at 0006 hours on 20th of February for bombing operations over LEIPZIG, Germany. Since the time of take-off, nothing has been heard of the crew or the aircraft. The returning time for this crew from this operations was at 0015 hours. Therefore unfortunately since no word from them has been received, they must be classified as missing. The names of the missing crew with their operational trips and hours are listed hereunder.	A.2280 57																
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NIGHT 19/20/2.44	LANCASTER II L.L. 730 "R"	P/L E.S. WIGN P/O J.R. LEAMAN P/O J.R. BOURVILLE P/S WADE, R.H. SGT DRAMITSKI, E. TECH/SG BROWN, N.H.H. SGT BOLD, N.W.	- do - (First)	2348	- - -	From the time of take-off on the night of the 19th of February at 2348 hours, nothing has been heard of this crew. The crew was due to return to this base at approximately 0700 hours the following day. Therefore, since no word has been received from this crew, they must be classified as missing from operations.	A.2251																
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NIGHT 19/20/2.44	LANCASTER II L.L. 719 "V"	P/O G.W. RICHTER P/S BOWEN, D.I. SGT BENSCH, G.H. WO2 S.L. BOACH SGT KELLY, R.G. SGT SEKERT, F.G. SGT ROBERTS, C.W.G.	- do - (Second)	0008	- - -	This crew took-off from this drone at 0008 hours on the 20th of February for bombing operations over LEIPZIG, Germany. Since that time, nothing further has been heard of from this crew. They were due to return to this drone at approximately 0800 hours on the same day. Unfortunately this crew must be classified as missing from operations. Listed hereunder are the names of the crew together with their operational trips and hours.	A.2253																
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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 20/21/2-44	LANCASTER II D.S. 729 "D"	S/L W.A. RUSSELL P/O M.E. HOWARD P/O J.C.A. MOORE P/O W.A. BARNETT WO2 W.B. LINDOK P/S STEWART, T.W. SGT CLARK, A.	BOMBING STUTTGART (First)	2341	0709	Two tenths very thin Strato Cumulus clouds about 6000 feet and good visibility was found over the target area by this crew. Red and Green T.I.s and Green Flares with Red Stars, also visual identification of the main railway station and marshalling yards, were aids in identifying the primary. The Green T.I. Markers in the centre of a cluster were in the sights at the time of the release, and the release was made at 0403 hours from 22000 feet and on a heading of 029°. Incendiaries were seen burning around the markers, and fires sprang up later, the glow being visible 135 miles away. Red steady flares were seen at position "P" and found effective. Winds were not as forecasted, therefore ten minutes had to be wasted en route. The attack appeared very promising when there. The load carried was 1 x 4000 lb HC. Most Inst., 400 x 4 lbs., 24 x 30 lbs. Incends. and 50 x 4 lb "X" type incends.	A.2253
NIGHT 20/21/2-44	LANCASTER II L.L. 718 "E"	P/O H.R. CHEKALUCK P/O N.C. MCILLOP WO2 J.M. TRELEAVAN WO1 J.B. WRAY SGT CAMPBELL, J. SGT URZADA, G.S. SGT HENKES, F.H.C.	- do - (Second)	2337	0739	Eight tenths clouds up to 7000 feet and moderate visibility was encountered by this crew over the primary target. Red and Green T.I.s and Green Flares with Red Stars were seen on the run in. A cluster of the flares were in the sights at the time of the release, and the release was made at 0403 hours from 23000 feet and on a heading of 0209°. Bomb bursts were seen and incendiaries were burning well. The glow of the fires was seen for a considerable distance, and well over 50 miles. Steady Red Flares were seen at position "P" at 0329 hours and was found effective. Some time was wasted owing to faulty winds. The attack seemed successful. The load carried was the same as on Sortie No. A. 2253.	A.2254
NIGHT 20/21/2-44	LANCASTER II D.S. 791 "F"	P/O A.L. BRISO N SGT LIEWICKI, F.E. SGT TRENCH, A.F. P/O G. CHROCHER SGT REEDIN, R.B. SGT BOWLES, R.G. SGT MOORE, J.	- do - (Second)	2340	0726	Good visibility with 3/10th clouds up to 15000 feet was encountered by this crew over the primary target. Green Flares with Red Stars were seen bursting from 0358 hours till the primary was reached. The centre of a concentration of these flares were in the sights at the time of the release, and the release was made at 0410 hours from 25000 feet and on a heading of 022°. Numerous bomb bursts were seen, and fires were burning fiercely. The target fires could be seen for 75 miles away on the homeward journey. Red Steady Flares were seen at position "P" at 0332 hours. Icing condition was encountered over England on the outward journey, covering the windscreen, but the side windows were free. The route was good, and no great difficulties were met with. The load carried was the same as on Sortie No. A. 2253.	A.2255

OPERATIONS RECORD BOOK

APPENDIX "A"

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By HQ, 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWUSE.

SECRET

PAGE NO. SEVEN

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 20/21/2.44	LANCASTER II L.L. 723 "H"	P/O F.W. HALE P/S QUANE, J.P. P/O R.J. CLIFT WOL M.J. HARRISON SOT BERNARD, L.A. P/S BUCKER, M. SOT WILLS, V.	BOMBING STUTTGART (First)	2343	0728	Very good visibility with 10/10ths very thin clouds up to 10 to 12000 feet was encountered by this crew over the primary target. Green Flares with Red Stars were seen from 0400 hours onward till the primary was reached. The estimated centre of the Sky Markers were in the sights at the time of the release, and the release was made at 0200M. Fires could be seen beneath the clouds. An enormous explosion which was seen at 0421 hours. This was seen about 50 miles away from the target on the return journey. Red Steady Flares were seen at position "F" at 0333 hours and found effective. No difficulties were encountered. The raid was considered a success. The load carried was the same as on Sortie No. A. 2253.	A.2254/7
NIGHT 20/21/2.44	LANCASTER II D.S. 705 "K"	P/O J.G. WHITE P/O G. SCHACHTER P/O J.B. DALLEN P/S LEAHY, F.G. SOT REID, G.A. P/S ARMSTRONG, R.R. SOT BATES, J.E.	- do - (First)	2344	0715	Eight to ten tenths clouds with tops at 6 to 7000 feet and good visibility was found by this crew over the target. Red T.I.s were seen going down from 0350 hours, and Flares green with Red Stars were seen from 0355 hours on the run in. The centre of a concentration of the Sky Markers were in the sights at the time of the release, and the release was made at 0404 hours from 21000 feet and on a heading of 021M. The white glare of burning incendiaries could be seen through the clouds. Some glow perceived on leaving. Bomb bursts were also seen. Red Steady Flares were seen at position "F" at 0328 hours and found effective. Arrival over the target was a bit early owing to faulty wind forecast, consequently some stalling around had to be done. A quiet and good trip. The load carried was the same as on Sortie No. A. 2253.	A.2253/
NIGHT 20/21/2.44	LANCASTER II L.L. 633 "L"	P/O W.G. PHILLIPS P/O E.H. WOOD P/S FORSTER, A.M. SOT ROGERS, J.H. P/S BUCKER, J.J. P/S LAFINER, G. SOT WILSON, W. Co. P., SOT PAGE, J.A.N.	- do - (First)	2342	0706	Good visibility with 9/10ths clouds up to 12/14000 feet was found over the target area by this crew. Green Flares with Red Stars and Green T.I.s were seen on the run in to the primary. The centre of a concentration of the flares which were seen bursting from 0357 hours, were in the sights at the time of the release, and the release was made at 0404 hours from 23000 feet and on a heading of 340M. Several bomb bursts were seen and the reflection of many small fires. The target could be identified for 150 miles on the homeward journey. Incendiaries of 50 x 1 lbs were brought back and to the hang up. Red Steady Flares were seen at position "F" at 0332 hours. No difficulties were encountered, and the trip was quiet and good. The load carried was the same as on Sortie No. A. 2253.	A.2254/9

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 20/21/2-44	LANCASTER II L.L. 722 "H"	P/S SUTHERLAND, N. P/O R.W. BUTCHER P/S BOULTON, C.A. SOT HAMPSON, A. SOT DeMILL, A.M.E. SOT BORE, H.R.	BOMBING STUTTGART (First)	2350	0651	This crew found 5 to 10/10ths clouds up to 8/10000 feet and good visibility over the target area. Green Flares with Red Stars were seen on the run in to the primary. The centre of a concentration of these flares were in the sights at the time of the release, and the release was made at 0400 hours from 23000 feet and on a heading of 020°M. Through the breaks in the clouds, incendiaries were seen burning in the target. Due to faulty electric circuit, the 4000 lb bomb was released manually at position 4910° north 0810° east at 0412 hours and from 23000 feet. Red Steady Flares were seen at position "P" at 0334 hours and found good. At 0245 hours at position 4855° north and 0820° east to 22000 feet, the aircraft was caught in a slipstream of a Lancaster at about 200 yards. The rear gunner fired a short burst at us, but no damage was sustained. Met. winds were out about 15 minutes. The load carried was the same as on Sortie No. A.2253.	A.2253 60
NIGHT 20/21/2-44	LANCASTER II L.L. 637 "T"	P/S LAMMAY, N.A. P/S PARKER, G. SOT TAYLOR, W. SOT W.L. DORAN SOT HUDSON, R.N. SOT CLAPHAM, W.R. SOT CRICKSHANK, D.	- do - (Second)	2348	0737	Good visibility with 8/10ths clouds up to 8000 feet was encountered by this crew over the target. Green Flares with Red Stars were seen at 0357 hours on the run up. The centre of a concentration of these flares were in the sights. The release was made at 0406 hours from 23000 feet and on a heading of 024°M. Good fires appeared to have taken a good hold in two sections which were seen for some time after leaving the target area. There appeared to be two hypotheses of sky markers about two miles apart running north east. Red Steady Flares at position "P" were seen at 0330 hours, and found very good. No particular difficulties were encountered. The load carried was the same as on Sortie No. A.2253.	A.2253 7
NIGHT 20/21/2-44	LANCASTER II D.B. 692 "B"	P/O H. SHESLOCK P/O J.G. HILLMAN P/O N.H. CUNLIFFE P/S HURSE, R.S. SOT HENDERSON, A. SOT WALKER, W. SOT BASTEN, H.G. Co.P. P/S WILLIAMS, F.E.	- do - (Third)	2347	0703	Good visibility with 8/10ths clouds up to 8/10000 feet was found over the target area by this crew. Green F.I.s and Green Flares with Red Stars and visual identification of the bend in the river were aids in reaching the primary. The centre of a concentration of the Green Flares were in the sights at the time of the release, and the release was made at 0404 hours from 22000 feet and on a heading of 010°M. The target area was well covered by incendiaries and some good fires had taken hold; the glow of these fires were seen for about 70 miles on the homeward journey. Red Steady Flares were seen at position "P" at 0333 hours and found quite good. No particular difficulties were encountered. The attack was considered as a good effort, at the P.F.F.s appeared to be good. The load carried was the same as on Sortie No. A. 2253.	A.2261 2

OPERATIONS RECORD BOOK

APPENDIX "A"

FORM 541.

DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRON, LONDON-ON-OUSE

SECRET

PAGE NO. EIGHT

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 20/21/2-44	LANCASTER II L.L. 725 "B"	P/O E.M.C. FRANKLIN SGT BARTMAN, M. SGT DELANEY, P.J. WO2 E.H. BERGER SGT ROBINSON, L.J. SGT OLIVER, G.W. SGT MEDCRAFT, L.J.	BOMBING STUTTGART (Fourth)	2345	0723	Ten tenths clouds up to 7000 feet and good visibility was encountered by this crew over the primary target. Green flares with Red Stars were seen on the run up. The centre of a concentration of these flares which were seen bursting at 0358 hours were in the sights at the time of the release. The release was made at 0402 hours from 23000 feet and on a heading of 0200M. Several bomb bursts were seen. The target was readily identified for 50 miles after leaving it. Red Steady Flares were seen at position "F" at 0333 hours. Small holes were encountered in the starboard wing caused by heavy flak at 0402 hours. No other difficulties were met with. The route was good. The load carried was the same as on Sortie No. A-2253.	A-2263
NIGHT 24/25/2-44	LANCASTER II L.L. 642 "B"	P/O A.A. HAYSON SGT LUNISKI, P.E. SGT TRENCH, A.P. WO2 R.E. GALLOWAY SGT REILLY, E.B. SGT BOWLES, E.G. SGT MOORE, J.	BOMBING SCHWEINFURT (Second)	1827	0136 STANTON HARROUR	Excellent visibility was found over the target by this crew. Red T.I. Markers were seen on the run in, and the centre of these T.I.s were in the sights at the time of the release. The release was made at 2324 hours from 21500 feet and on a heading of 0450M. A large concentration of good fires was seen in the target area. Route Markers were seen at positions "P" and "Q" at 2217 and 0006 hours. The former were well placed, but the latter were off track as expected. The Monica went u/s. An uneventful trip apart from the flak barrage which was much met at 20000 feet in the target area, but no damage was encountered. Diverted at Stanton Harcourt aerodrome on return. The load carried was 1 x 4000 lb HD Nose Inst., 32 x 30 lb. and 450 x 4 lbs Incendiaries.	A-2264
NIGHT 24/25/2-44	LANCASTER II D.S. 729 "D"	S/L W.A. RUSSELL P/O M.E. HOWARD P/O J.G.A. MORSE WO2 W.L. BARNETT WO2 W.E. LEWIS P/S STEWART, T.W. SGT CLARK, A. Co. P... P/O L.W. L'AMER	- do - (Second)	1829	0231 LINDHOLME	Excellent visibility was found over the target area. Red and green T.I.s were seen on the run in. The centre of a concentration of fires burning below were in the sights at the time of the release, and the release was made at 2330 hours from 22000 feet and on a heading of 0450M. Heavy fires and numerous good fires were seen whilst in the target area. Incendiaries of 4 x 30 lbs were brought back due to hang up. Red T.I.s were seen at position "Q" at 0012 hrs. The attack was considered to be an excellent one. Landed at Lindholme aerodrome on return. The load carried was the same as on Sortie No. A-2265.	A-2265
NIGHT 24/25/2-44	LANCASTER II L.L. 633 "L"	P/O D.T. RYAN SGT WHITSON, R.D. P/O DUNN, A.H. P/O G. CROUCHER SGT THROSCOTT, E.L. SGT INGLE, J.A. SGT SCOTT, B.	- do -	1824	0230 WING	This crew reports that the visibility over the target was clear. Red T.I. Markers were seen on the run in. Also the river in the distance. The T.I.s were in the sights at the time of the release, and the release was made at 2330 hours from 21000 feet and on a heading of 0500M. Fires and smoke were well concentrated around the T.I.s. Incendiaries of 30 x 4 lbs and 4 x 30 lb were brought back due to hang up. Route Markers were seen at 2222 and 2357 hours. The attack appeared quite successful. Landed at Wing aerodrome on the return journey. The load carried was the same as on Sortie No. A-2265.	A-2266

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
NIGHT 24/25/2.44	LANCASTER II L.L. 718 "F"	P/O H.R. CHICKALACK P/O M.C. McKILLOP W/O E.M. TRELSAVER W/O J.B. WRAY S/O URZADA, G.S. S/O CAMPBELL, J. S/O MYERS, P.H.G.	BOMBING SCHWEDDURST (Second)	1828	0157 HAMPSHIRE NORRIS	Clear visibility over the target area was reported by this crew. Red T.I. Markers were seen on the run in to the target, and these T.I.s were in the sights at the time of the release. The release was made at 2315 hours from 22000 feet and on a heading of 050°M. One section of 50 x 4 lbs incendiaries were brought back due to hang up. Route Markers were seen at position "P" at 2211 hours, but they were dispersed. Markers at position "Q" (Aachen) were seen at 2355 hours and were very good. Heavy flak damaged the aircraft, and wounded the captain Flying Officer H.R. Chickalack (J24172) in the arm and leg. Landed at Hampstead Norris aerodrome owing to the pilot's injuries. The load carried was the same as on Sortie No. A.2263.	A.2264/7
NIGHT 24/25/2.44	LANCASTER II D.S. 791 "F"	P/L W.R. SMITH P/O C.F. RIDGERS P/S ROSE, L.S. P/S ROWLES, R.E. P/S MULLOCK, E.J. P/S BRADSHAW, G.O. S/O GRIFFIN, P.	- do - (Third)	2038	0411	Clear and moderate visibility was encountered by this crew over the primary target. Green T.I.s and Green Flares with Red Stars; fires already burning and visual identification of the islands in the river just south of the town were all aids in identifying the primary target. The centre of five cascading T.I.s were in the sights at the time of the release, and the release was made at 0108 hours from 22000 feet and on a heading of 038°M. Fires were already burning in the target on arrival, and a whole carpet of incendiaries soon grew and the fires increased rapidly and were still visible 150 miles away. Incendiaries of 100 x 4 lbs. were brought back due to hang up. The Monica III went U/S. On the return journey, became involved with enemy raid in London area and fired colours of the period. No other difficulties were encountered. The raid seemed very successful. The load carried was the same as on Sortie No. A.2263.	A.2265/1
NIGHT 24/25/2.44	LANCASTER II L.L. 723 "H"	P/L F.W. HALLS P/S QUANE, J.F. P/O R.J. CLIFT W/O M.J. HARRISON S/O BRADSHAW, L.A. P/S HICKER, M. S/O SCARFELL, J.E.	- do - (Second)	1825	0338	Clear and good visibility was encountered over the target by this crew. Green Flares with Red Stars were seen in the distance on approaching the primary. Fires were already burning. The centre of the fires were in the sights at the time of the release, and the release was made at 2343 hours from 22000 feet and on a heading of 050°M. Very large fires were burning, and judged to be in the centre and to the north of the town. The glow from these fires was still visible for 100 miles on the return journey. Red Flares were seen at a distance at position "P" at 2302 hours and were found effective. Red T.I.s were seen at position "Q" at 0018 hours. Time was lost over England while gaining height due to being early. Then en route to the target, the winds were stronger than forecasted, and more time was lost, thus making the arrival time over the target a bit behind. Only other difficulties met with were the search lights in the target area. The attack seemed very successful. The load carried was the same as on Sortie No. A. 2263.	A.2268/9

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OPERATIONS RECORD BOOK

APPENDIX

RAF FORM 541

DETAIL OF WORK CARRIED OUT

By **NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-FOUSE**

SECRET

PAGE NO. **NINE**

FOR THE MONTH OF **FEBRUARY** 19**44**

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 24/25/2-44	LANCASTER II D.S. 768 "J"	P/O R.T. LLOYD P/O K. STENHRAATEN P/O G.M. CAMERON SGT LAKE, L. SGT BERGSON, J.A. W/S WILLIAMS, E.J. SGT NIGHTINGALE, H.A. G...P...SGT LAMBERT, J.G.	BOMBING SCHWEDINBURG (Third)	2039	0440	Clear visibility with some smoke was found by this crew over the target area. Sky Markers and T.I.s were seen on the run in to the primary. The centre of about three red T.I.s were in the sights at the time of the release, and the release was made at 0113 hours from 24,500 feet and on a heading of 050°M. Fires were burning in the centre of the town with incendiaries taking a good hold like spokes to a wheel to the outskirts of the town. A fairly good and large explosion to the north west of the town was seen at 0110 hours. Smoke was intense and rose to 30000 feet. Incendiaries of 6 x 30 lbs were brought back due to hang up. Route markers were seen at positions "P" and "Q" and were rather sparse. A quiet trip. Route and tactics were very good, and the target was really well pranged. On return, some trouble was experienced near London from anti-aircraft. The load carried was the same as on Sortie No. A. 2265.	A. 2265/76
NIGHT 24/25/2-44	LANCASTER II D.S. 705 "K"	P/O J.C. WHITE P/O G. SCHACHTER P/O G.L. WOOD P/O LEAHY, P.G. P/O J.L. LARROW P/S ARMSTRONG, R.R. SGT BATES, J.F.	- do - (Third)	2006	0424 GRANDSDEN LODGE	Excellent and clear visibility with smoke haze was found over the target by this crew. A circle of Green T.I.s with two Red T.I.s in the centre were seen on the run in to the primary. A concentration of five Red T.I.s were in the sights at 0100 hours and also at the time of the release. The release was made at 0108 hours from 21000 feet and on a heading of 002°M. The whole town appeared to be burning, and smoke from these fires was seen rising up to 20000 feet. Ground details were obscured, but the built up area was seen in photo flashes on the run up. Two red flares were seen at position "P" at 2359 hours and one red flare was seen at position "H" ten miles astern. The Dala repeater unit in the mark XIV bombights went U/S. The attack was considered a success. The load carried was the same as on Sortie No. A. 2265. Landed at Grandson Lodge aerodrome.	A. 2270/
NIGHT 24/25/2-44	LANCASTER II D.S. 797 "M"	P/O W.T. FULFON P/S GABOURN, J.A. P/O F.J. KING SGT BARR, R.L. SGT THOMPSON, H.A. SGT SMITH, J.M. SGT WILKS, V.	- do - (Third)	2008	0450	Good visibility with some haze was encountered by this crew over the target area. Sky Markers and T.I.s were seen on the run up to the primary, and the centre of the Red T.I.s were in the sights at the time of the release. The release was made at 0110 hours from 22500 feet and on a heading of 050°M. Very fierce fires were seen all over the target, particularly intense to the south west. Thick smoke rose up to 24000 feet. The glow of the fires was still visible for 300 miles on the return journey. Incendiaries of 30 x 4 lbs were brought back due to hang up. Route Markers at positions "P" and "Q" were seen and were found effective. Considered a very good trip and the target was well hit. On the return journey, flak had to be dodged over London. The load carried was the same as on Sortie No. A. 2265. X	A. 2271/

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 24/25/2.44	LANCASTER II D.S. 792 "H"	P/O M. SUTHERLAND P/O R.W. BUTCHER P/S BOULTON, G.A. P/S HOBBS, R.A. SOT HAMPSON, A. SOT DOWELL, A.M.E. SOT BORE, H.R.	BOMBING SCHNEIDMUR (Third)	2013	0424	Good visibility with 2/10ths clouds and smoke was found over the target area by this crew. Green T.I. Markers followed by Red ones, and many fires were aids in making the approach on the primary. The centre of a cluster of the Red T.I.s were in the sights at the time of the release. The release was made at 0108 hours from 23000 feet and on a heading of 054°M. On arrival over the target, there were two groups of fires, one in the centre and one to the southwest of the town. The fires grew larger and the two groups joined into one large blaze when leaving the target. These fires could be seen 150 miles away. Smoke was seen rising to 8000 feet. Flares were seen at positions "P" and "H" at 2359 and 0156 hours respectively, and were found effective. The attack was considered to be a good show. The load carried was the same as on Sortie No. A.2263.	A.2273
NIGHT 24/25/2.44	LANCASTER II D.S. 637 "T"	P/S LANGRISH, N.A. P/S PARKER, G. SOT TAYLOR, W. SOT W.L. DORAN SOT HEDSON, R.N. SOT REID, G.A. SOT CRICKSHAW, D.	- do - (Second)	1822	0233	This crew reports that good visibility with smoke haze was found over the target area. Red T.I. Markers were seen on the run in. The centre of a concentration of cascading Red T.I.s were in the sights at the time of the release, and the release was made at 2321 hours from 21000 feet and on a heading of 044°M. Fires which seemed to merge after leaving the target had taken a good hold in two lines running north east. A whitish explosion was noted at 2330 hours. Route markers were seen at positions "P" and "H", and were found effective. Landing conditions was encountered on landing. No particular difficulties were met with. The load carried was the same as on Sortie No. A.2263.	A.2273
NIGHT 24/25/2.44	LANCASTER II D.S. 692 "S"	WO2 J.D. HARVEY P/O E.J. HEND P/O S.W. DEMPSEY P/O G.R. BUTCHART P/S DAVISON, K.L. SOT CAMPBELL, S.E. Co. P... P/S BRISSON, J.T.	- do - (Third)	2011	0404 WESTCOTT	Clear visibility was encountered by this crew over the primary target by this crew. Red T.I. Markers were seen on the run in to the target. The centre of these Red T.I.s were in the sights at the time of the release, and the release was made at 0112 hours from 22000 feet and on a heading of 052°M. Many fires were seen, but the area was obscured by smoke. Route Markers were seen at positions "P" and "H" at 2359 and 0155 hours and were found effective. Believed to be a good raid. Fires were seen for 60 miles on approaching the primary, and many more were seen after leaving. One third of a can of incendiaries were brought back due to hang up. A diversion was made at Westcott aerodrome. The load carried was the same as on Sortie No. A.2263.	A.2274

OPERATIONS RECORD BOOK

APPENDIX "A"

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

BY NO. 408 (R.C.A.F.) SQUADRON, LINTON-ON-OWSE

SECRET

PAGE NO. 221

1944 FEBRUARY 19 44

FOR THE MONTH OF FEBRUARY 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
NIGHT 24/25/244	LANCASTER II D.S. 845 "T"	F/S MILLON, P.M. F/S HENDERSON, E.M. F/O H.W. BARKER F/O A.W. BOKUS SOT LESSIER, A.E. SOT THORVANDSON, S. SOT GIDD, R.	BOMBING SCHNEIDFURT (Third)	2008	0435	Good visibility with smoke haze was encountered by this crew over the target. Red and Green T.I.s were seen on the run up to the primary, and a concentration of the Red T.I.s were in the sights at the time of the release. The release was made at 0111 hours from 22000 feet and on a heading of 050°M. Fires appeared to cover the whole target area which were seen up to 150 miles away. R.M. Steady Red Flares were seen at positions "P" and "R" at 2359 and 0156 hours respectively. Incendiaries of 8 x 30 lbs. were brought back due to hang up. No particular difficulties were met with. The load carried was the same as on Sortie No. A.2265.	A.22736
NIGHT 24/25/244	LANCASTER II D.S. 726 "T"	F/L W.B. STEWART F/O G.E. MALLORY F/O W.C. BURNS SOT BRAY, J. F/S OSCHNER, R.D. F/S MURPHY, R.P. SOT VARELEY, N.	- do - (Third)	2007	0430 SILVER- STONE	Five tenths clouds up to 4/5000 feet was encountered by this crew over the primary target. Red and Green T.I. Markers and fires were aids in identifying the primary. The centre of the Red T.I.s were in the sights at the time of the release, and the release was made at 0109 hours from 21500 feet and on a heading of 042°M. Fires were burning well, and the smoke was seen to rise up to 10000 feet. One large oil fire four miles south of the main concentration was seen, and the flames was seen to rise to approximately 500 feet. Red Steady Flares were seen at position "P" and "Q" at 2359 and 0156 hours and were very good. The A.P.I. and Mark XIV bomb sight went U/S. The concentration of fires was perfect. The load carried was the same as on Sortie No. 2265. Landed at Silverstone aerodrome.	A.22767
NIGHT 24/25/244	LANCASTER II L.L. 725 "Z"	F/O E.M.C. FRANKLIN SOT BARTMAN, M. SOT DELANEY, T.J. WOT E.M. BERGEN SOT BORDENAU, L.J. SOT OLIVER, G.W. SOT HEDCRIFT, L.J.	- do - (Third)	2012	0432	Good visibility with smoke over some parts was found over the target area by this crew. Red T.I.s and fires were seen for 50 miles away on the run in. The Red T.I.s were in the sights at the time of the release, and the release was made at 0107 hours from 23000 feet and on a heading of 070°M. Fires were burning well on arrival and were even larger after leaving, and could be seen for 150 miles away. Route Markers at positions "P" and "R" were seen at 2359 and 0114 hours respectively, and were found effective. The route was good, and it seemed as though the town should have been wiped out. The load carried was the same as on Sortie No. A.2265.	A.22778
NIGHT 24/25/244	LANCASTER II L.L. 731 "O"	F/S KILLER, A.C. F/O G.D. MCKIN SOT HARKINS, C.M. F/O A. WALKER SOT HODGINS, R.E. SOT LOOMER, R.M. SOT PARSONS, G.L.	- do - (Third)	2209		This aircraft and crew took-off from this base at 2209 hours on the night of 24th February for bombing operations over SCHNEIDFURT, Germany. Since that time, nothing further has been heard of the whereabouts of the crew or the aircraft. This crew was due to return to this base at 0430 hours on the following morning. Unfortunately since nothing further has been heard of from this crew, they must be classified as missing from operations, presumably lost over the target. Listed overleaf are the names of the missing crew together with their operational trips and hours.	A.22789

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 24/25/2044	LANCASTER II L.L. 751 "O"	SEE OVER	BOMBING SCHWEINFURT (Third)	2209	----	<p>CAN.1240920 P/O Keiller, Albert Clarence (Pilot) 2 14.22 CAN.124181 P/O George Dicker McKEL (Nav.) N I L CAN.121661 SGT HARKINS, Clodman Merritt (B.A.) N I L CAN.127114 P/O XXXXXXXXXXXX WALKER, Angus (WOF/AG) N I L CAN.1298196 SGT HODGINS, Mervyn Eugene (A.G.) N I L CAN.1216885 SGT LOOMER, Roy Edwin (A.G.) N I L RAF.1721784 SGT PARSONS, Gordon Noel (P/ENG) N I L</p>	OPERATIONAL TRIPS HOURS
NIGHT 24/25/2044	LANCASTER II L.L. 717 "X"	P/O H. SHERLOCK P/O J.C. HILLMAN P/O N.H. CUNLIFFE P/S NURSE, R.S. SGT JENNISON, A. SGT WALKER, W. SGT BASTEN, H.G.	- do - (Third)	2048	----	<p>This aircraft and crew took-off from this base at 2048 hours for bombing operations over SCHWEINFURT, Germany. Since the time of take-off, nothing further has been heard of the whereabouts of the crew or the aircraft. This crew was due to return to this base at 0430 hours on the following morning. Unfortunately since nothing further has been heard from this crew, they must be listed as missing from operations presumably over the target. Listed hereunder are the names of the crew to-gether with their operational trips and hours.</p> <p>RAF. 162517 P/O Harry SHERLOCK (Pilot) 21 142.34 CAN. 121914 P/O James Gordon HILLMAN (Nav.) 19 119.53 RAF. 168961 P/O Henry Norman CUNLIFFE (B.A.) 19 123.48 RAF.1594525 P/S NURSE, Reginald Sydney (WOF/AGR) 20 133.58 CAN.1298177 SGT JENNISON, Armour John (A.G.) 17 116.40 RAF. 960863 SGT WALKER, Walter (A.G.) 19 127.08 RAF.1399763 SGT BASTEN, Henry George (P/ENG) 17 115.08</p>	A.2279 80
NIGHT 25/26/2044	LANCASTER II L.L. 723 "H"	P/L R.W. HALEN P/S QUACE, J.F. P/O R.F. CLIFT WOL M.J. HARRISON SGT NEWMAN, L.L. P/S HICKER, M. SGT SCAGGELL, J.E.	BOMBING AUGSBURG (Third)	2116	0905	<p>Good visibility with dense smoke was encountered by this crew over the target area. Green and Red T.I.s and Green Flares with Red Stars were seen on the run up. A construction of about four Red T.I.s which were seen cascading at 0116 hours were in the sights at the time of the release. The release was made at 0119 hours from 23000 feet and on a heading of 048°. Good fires were burning in the target, and were visible for 70 to 80 miles on the return journey. Red T.I.s were seen at position "B" at 2322 hours and were found good. The Monica went U/S. No difficulties were met with. The load carried was 1 x 4000 lb HC. Nose Inst. 400 x 1 lbs XXXXXXXXXX Incends and 32 x 30 lbs Incends and 50 x 4 lbs "X" Type Incends.</p>	A.2280 1

OPERATIONS RECORD BOOK

APPENDIX "A"

RAF FORM 541.

DETAIL OF WORK CARRIED OUT

BY NO. 408 (R.C.A.F.) SQUADRON, LIDTON-ON-ROUSE

SECRET

PAGE NO. ELEVEN

Flight-ops: W. 1220-1240, New R. 15 200

FOR THE MONTH OF FEBRUARY 19 44

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 25/26/2.44	LANCASTER II D.S. 729 "D"	P/O R.T. LLOYD P/O K. STENRAATEN P/O G.E. CAMERON SOT LANE, L. SOT BERGERON, J.A. P/S WILLIAMS E.J. SOT NIGHTINGALE, H.A.	BOMBING ADGSHURG (Third)	2100	0454	Clear with unlimited visibility was found over the target. Green and Red T.I.s and Green Flares with Red star, also the built up area was visible on the run in. The centre of the Red T.I.s which were cascading at about 0115 hours were seen when the release was made. The release was made at 0117 hours from 22000 feet and on a heading of 360°. Fires were visible for 80 miles before reaching the target, and on arrival large fires were still burning fiercely with smoke rising up to 18000 feet. After leaving, the fires were visible for 150 miles. Red T.I.s were seen at position "P" at 2122 hours and found effective. Considered to be a good attack. The load carried was the same as on Sortie No. A.2280.	A.2281, 2
NIGHT 25/26/2.44	LANCASTER II L.L. 633 "L"	P/O W.G. PHILLIPS P/O E.H. WOOD P/S FORTIN, A.M. SOT HODGES, J.A. P/S HURKE, J.J. P/S EMPIRE, G. SOT WILSON, W.	- do - (Third)	2102	0413 FORD	Much smoke was found over the target. Green T.I.s and Green T.I.s with Red Stars were seen on the run up. The centre of a small cluster of flares were in the sights at the time of the release, and the release was made at 0116 hours from 22000 feet and on a heading of 005°. Much smoke and large fires were burning in the target. Incendiaries of 50 x 4 lbs were brought back due to hang up. Red T.I.s at position "P" were seen at 2120 hours and found good. The starboard inner engine went U/S and was feathered from the target home. The D.R. compass went U/S. No other difficulties were encountered apart from the shortage of petrol at 0400 hours when an S.O.S. was sent out that a ditching was to take place, but an attempt was made to land at FORD aerodrome and was successful. The load carried was the same as on Sortie No. A.2280.	A.2281, 3
NIGHT 25/26/2.44	LANCASTER II D.S. 797 "M"	P/O W.T. FULTON P/S GABOURN, J.A. P/O F.J. KING SOT BAIR, R.L. SOT THOMPSON, G.F. SOT SMITH, J.M. SOT WILLS, V.	- do - (Third)	2100	0459	The visibility was quite good apart from some haze over the target. Fires which were burning, Green and Red T.I.s and Green Flares with Red Stars, all served as a means of identifying the primary. The centre of a concentration of flares were in the sights at the time of the release, and the release was made at 0117 hours from 22000 feet and on a heading of 350°. The target was well burning on arrival with much smoke rising from the fires. These fires appeared to be out of control. Several explosions bigger than bomb bursts were also noted. Incendiaries of 4 x 30 lbs were brought back due to hang up. Markers were seen at position "P" at 2112 hours and found effective. The attack was good. The load carried was the same as on Sortie No. A.2280.	A.2281, 4

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 25/26/2444	LANCASTER II L.L. 642 "B"	P/O N. SUTHERLAND P/O R.W. HUTCHER P/S BOULTON, G.A. P/S HOBBS, R.A. SOT HANFORD, A. SOT DOWELL, A.M.E. SOT BORE, H.R.	BOMBING AMBUSHING (Third)	2117	0448	Good visibility with smoke was found over the target. Red and Green T.I.s were seen on the run up, and the estimated centre of these T.I.s which were seen cascading at 0114 hrs. were in the sights at the time of the release which took place at 0115 hours from 23000 feet and on a heading of 2600M. The fires were concentrated in one large area and the enormous amount of smoke completely cover the target. The smoke rose to 20000 feet. The glow of the fires was seen from 150 miles on the return journey. Flares were seen at position "P" at 2331 hours and found effective. The attack was a very good show. The load carried was the same as on Sortie No. A.2280.	A.2280/5
NIGHT 25/26/2444	LANCASTER II L.L. 637 "A"	P/S LINGGATE, N.A. P/S PARKER, G. SOT TAYLOR, W. WOT W.L. DORAN SOT HUDSON, R.N. SOT REID, G.A. SOT CHICKSHANK, D.	- do - (Third)	2101	0803	Very good visibility apart from smoke was found over the target. Burning fires, Green and Red T.I.s and Green Flares with Red Stars, all served as a means of identifying the primary. The centre of all Red T.I.s which were cascading at 0116 hours, were in the sights at the time of the release, and this was made at 0117 hours from 23000 feet and on a heading of 009M. The town was a mass of flames, and the fires were visible for a great distance after leaving the target. Flares at position "P" were seen at 2320 hours and found effective. Considered a very good attack. The load carried was the same as on Sortie No. A.2280.	A.2280/6
NIGHT 25/26/2444	LANCASTER II L.L. 717 "W"	WOT W.W. KASPER SOT MACDONALD, F.E. SOT NEILLAN, J. P/S SCOTT, R.G. SOT GREATHILL, D.F. SOT MOORE, J. SOT NEWTON, L.C.	- do - (Third)	2105	0907	Very good visibility with much smoke was found over the target. Glow of the fires, and Green and Red T.I.s were visible on the run up. The Red T.I.s were in the sights at the time of the release, and this took place at 0120 hours from 23000 feet and on a heading of 019M. The target was well burning and smoke rose to 10000 feet. The glow of the fires was visible for 150 miles on return. A really good show. The load carried was the same as on Sortie No. A.2280.	A.2280/7
NIGHT 25/26/2444	LANCASTER II D.S. 692 "B"	SOT SMITTON, P.A. SOT BIRMINGHAM, E.W. P/O L.R. STEIN SOT GERRARD, J.W. SOT MOORE, G.E. SOT STEW, J.M. SOT THORN, E.E.	- do - (Third)	2107	0432 BEAULIEU	Good visibility with smoke was found over the target. Red T.I.s and Green Flares with Red Stars were seen on the run up. The centre of about three T.I.s which were cascading at 0122 hours were in the sights at the time of the release, and the release was made at 0125 hours from 21000 feet and on a heading of 019M. Fires had taken a good hold and smoke had risen to about 8/10000 feet. Route markers were seen at position "P" at 2331 hours. Landed at Beaulieu, due to petrol shortage. The load carried was the same as on Sortie No. A.2280.	A.2280/7

OPERATIONS RECORD BOOK

APPENDIX "A"

R.A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By NO. 408 (R.C.A.F.) SQUADRON LANTON ON CURSE

SECRET

PAGE NO. TWENTY

(11202-5011) W.L. 2222-5124 200 814) T.S. 200

FOR THE MONTH OF FEBRUARY 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
NIGHT 25/26/2.44	LANCASTER II L.L. 725 "Z"	F/O E.M.C. FRANKLIN SGT BARTON, M. SGT DELANEY, T.J. SGT E.M. HUGHES SGT HODGKIN, L.J. SGT OLIVER, G.W. SGT MEDCRAFT, L.J.	BOMBING AUGSBURG (Third)	21.06	04.49	Good visibility with smoke was found over the target. Green cascading T.I.s and Red T.I.s and visually identification of the river were aids in identifying the primary. The release of the Red T.I.s were in the sights at the time of the release, and the release was made at 0115 hours from 29000 feet and on a heading of 160°W. Fires were going well when the arrival over the target was made. The clouds of black smoke was rising to a considerable height. Red T.I.s were seen at position "P" at 2320 hours and were found to be good. No difficulties were encountered. The load carried was the same as on Sortie No. A.2280.	A.2280/9
NIGHT 25/26/2.44	LANCASTER II D.S. 791 "P"	F/L W.B. SMITH F/O G.F. RIDGERS F/S HERR, L.S. F/S BOWLER, R.M. F/S MULLOCK, D.G. F/S DRAPEY, C.O. SGT CROFTS, F.	- do - (Third)	21.11	---	This crew took-off from this base for bombing operations over AUGS HURG, Germany at 2111 hours on the night of 25th February. Since that time nothing further has been heard from this crew. The returning time for this crew was at approximately 0445 hours the following. Unfortunately since nothing further has been heard of from this crew, they must be classified as missing from operations, presumably lost over the target. Listed hereunder are the names of the missing crew together with their operational trips and hours. CWN. J.18361 F/O (A/P/L) William Robert SMITH (Pilot) 26 185.03 CWN. J.11577 F/O Cyril Frederick RIDGERS (Nav) 26 165.30 CWN. H.21342 F/S HERR, Lloyd Stuart (R.A.) 27 180.41 RAF. 1223079 F/S BOWLER, Ronald Edgar (WUP/ALR) 26 175.32 CWN. H.13369 F/S DRAPEY, Clarence Oscar (A.G.) 29 137.06 CWN. H.52884 F/S MULLOCK, Douglas George (A.G.) 23 154.30 RAF. 1791520 SGT CROFTS, Fred. (P/MSG) 27 185.41	A.2280/9
NIGHT 25/26/2.44	LANCASTER II D.S. 845 "T"	F/S FILLION, F.H. F/S HENDERSON, K.A.S. (Third) F/O A.F. DOCKUS SGT LINDSEY, K.H. SGT THORVARDSEN, S. SGT GREG, E.	- do - (Third)	21.11	---	At 2111 hours on the night of 25th of February, this crew took-off from this base for bombing operations over AUGS HURG, Germany. Since the time of take-off, nothing further has been heard of the whereabouts of the crew or the aircraft. This crew was due to return to this base at 0447 hours on the following morning. Unfortunately since nothing further has been heard from this crew, they must be listed as missing from operations, presumably over the target. Listed hereunder are the names of the crew together with their operational trips and hours. CWN. H.15601 F/S FILLION, Paul Eugene (Pilot) 1 25.00 CWN. H.16571 F/S HENDERSON, Stuart Albert (Nav) 1 11.30 CWN. J.27284 F/O Russell Edward BARNHARD (R.A.) 1 11.30 CWN. J.26099 F/O Alva William DOCKUS (WUP/AS) 1 11.30 CWN. H.20124 SGT LINDSEY, Kenneth Edward (A.G.) 1 11.30 CWN. H.20121 SGT THORVARDSEN, Stefan (A.G.) 1 11.30 RAF. 1830415 SGT GREG, Robert Philip (P/MSG) 1 11.30	A.2280/1
		(E.H. Jacobs) Wing Commander, Commanding, No. 408 (R.C.A.F.) Squadron					

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