

OPERATIONS RECORD BOOK

APPENDIX A.16

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 428 (R.C.A.F.) Squadron

SECRET

PAGE No. 1

(*921) Wt. 927-56 60,000 lbs T.A. 700

FOR THE MONTH OF March 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 2nd - 3rd	Wellington X L HE.158	Sgt. Pepper, W.G. Sgt. Baker, W.G. Sgt. Waters, N.J. Sgt. Higge, K.G. Sgt. Douglas, W.E. F/O. G.G. Fletcher	Gardening Frisian Islands	1805	2300	This aircraft returned to base with vegetables owing to the poor visibility, which prevented obtaining pinpoint on Frisian Islands. No help from Gcs. Encountered a JU.88 at 20.15 hours - came in from port bow, 100 feet below our aircraft, crossed underneath to the starboard bow, then climbed and disappeared.	
	Wellington III P Z.1719	Sgt. Straight, L.S. Sgt. Henley, H.B. Sgt. O'Leary-Kelly Sgt. Cook, J.G.F. Sgt. Underwood, W.N. Sgt. Rose, T.L.	do.	1804	2356	The crew of this aircraft planted mines as ordered at 20.25 hours. Obtained visual pinpoint on western end of Wangeroog. The rear gunner saw mine-chutes open. Medium light flak reported from Islands. Returned to base.	
	Wellington III K Z.1727	Sgt. Harris, W.G. Sgt. Sutton, E.T. Sgt. Perry, D. Sgt. Warren, J.L. Sgt. White, T.H. Sgt. James, F.W.	do.	1805	0030	This aircraft obtained visual pinpoint (as before) and mines were planted as ordered at 20.32 hours. The rear gunner noticed mine-parachutes open. Medium light flak encountered from Islands. Returned to base.	
	Wellington X Y HE.239	Sgt. Fry, K.D. Sgt. McGowan, P.S. Sgt. Maddin, C. Sgt. Poston, W. Sgt. McNeil, J.J. Sgt. Fell, K.H.	do.	1806	0008	Vegetables were planted as ordered at 20.23 hours. Pinpointed as before on Frisian Islands. Rear-gunner observed chutes open. Medium light flak reported from Islands. Returned to base.	
	Wellington III C HE.563	Sgt. Radcliffe, K.H. Sgt. Mansel, W. Sgt. Agate, J.E. Sgt. Rughton, P.D. Sgt. Smith-Jones, H. Sgt. Thibaudau, J.E.A.	do.	1759	0018	This aircraft returned to base with mines owing to the poor visibility, which prevented them from obtaining pinpoint. Considerable heavy flak encountered by this aircraft over Wangeroog, and few searchlights. Returned to Dalton.	
	Wellington X X HE.505	F/O. D.S. Morgan F/O. Ditchburn, F.H. Sgt. O'Leary, J.P. Sgt. Gillis, B.L. Sgt. Halsey, J.M. Sgt. Hamilton, L.V.	do.	1807	2345	This aircraft returned to its base with vegetables owing to the poor visibility, which prevented obtaining a pinpoint. Considerable heavy flak was encountered over Wangeroog. Rear-gunner claims to have shot out a searchlight. Returned to Dalton.	

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OPERATIONS RECORD BOOK

APPENDIX A.17

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 428 (R.C.A.F.) Squadron

SECRET

PAGE No. 2

(Form 541) Wt. 9.525 - 24 60,000 Size T. 280

FOR THE MONTH OF March 19 43

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 3rd - 4th	Wellington X G HE.177	Sgt. Wykes, W.E. Sgt. Bond, G.F. Sgt. Heatherington, A. Sgt. Brown, G.F.M. Sgt. Chew, D. Sgt. Brooks, E.	HAMBURG	1821	0034	Bombed at 2130 hours from 14,000 feet. Heading 156° (M). I.A.S. 160 m.p.h. Visibility good, no clouds. Sighted concentration of green marker flares. This aircraft encountered heavy flak all way to target after crossing the enemy coast and on return trip from the target. Many searchlights, cones up to 60 beams encountered. Returned to Topcliffe.	
	Wellington III J X.3590	F/O. R.C. Tighe. F/O. H.G. Irwin Sgt. Rosevear, K.W. Sgt. Healip, W.D. Sgt. Ryan, L.A. Sgt. Bernard, W.J.	do.	1811	0109	This aircraft carried 4,000 pound bomb. Bombed at 2139 hours from 17,000 feet, heading 170° (M), at I.A.S. of 160 m.p.h. Heavy flak and searchlight concentration encountered on trip to and from the target. Returned to Topcliffe.	
	Wellington III I DF.635	Sgt. Adcliffe, K.E. Sgt. Manson, W. Sgt. Agate, J.E. Sgt. Rushton, F.D. Sgt. Smith-Jones, H. Sgt. Bryant, A.E.	do.	1813	0105	A 4,000 pound bomb was carried by this aircraft. Bombed at 2144 hours, at 14,500 feet, heading 160° (M), I.A.S. 170 m.p.h. Searchlight cones and heavy flak was reported. Returned to Topcliffe.	
	Wellington III C BE.563	Sgt. Parkinson, R.A. Sgt. Collier, W. F/O. G. Meakins Sgt. Garnett, K.P. Sgt. Balcer, C.E. F/O. J.G. Taylor	do.	1810	0112	This aircraft bombed at 2133 hours, at 12,000 feet. Heading 170° (M), at I.A.S. of 135 m.p.h. Similar conditions regarding flak and searchlights encountered by this aircraft. Returned to Topcliffe.	
	Wellington X L HE.158	Sgt. Harris, W.S. Sgt. Sutton, R.E. Sgt. Perry, D. Sgt. Warren, J.L. Sgt. White, T.M. Sgt. Forde, P.	do.	1820	1957	This aircraft returned due to the two guns in rear turret being unserviceable and the failure of the astro-dome intercommunication (faulty helmet). One 500 pound bomb H.E. was jettisoned. Landed at Dalton.	
	Wellington X X HE.505	F/O. F.H. Bowden, Sgt. Ross, H.N.F. F/O. R.J. Griffiths Sgt. Reynolds, A.J.A. Sgt. McLean, H.G. Sgt. Whitfield, R.	do.	1823	0046	This aircraft bombed at 2133 hours, at height of 11,000 feet. Heading 030° (M), I.A.S. was 150 m.p.h. Target identified visually. Similar flak and searchlight conditions encountered by this aircraft. Returned to Topcliffe.	
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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 3rd - 4th	Wellington III N X.3541	Sgt. Cartier, L.R. Sgt. Gustavson, F.B. P/O. J.F. Spencer, Sgt. Rhodes, H.F. Sgt. King, D. P/O. W.A. Donnelly	HAMBURG	1816	0010	Owing to the shortage of petrol this aircraft was unable to reach primary target. Bombed Wesselburen at 2130 hours, at 13,000 feet. Heading 025° (M), I.A.S. 150 m.p.h. Dropped 4,000 pound bomb on target and a direct hit was observed - smoke shot up to 8,000 feet. Returned to Topcliffe.	
	Wellington III R BK.564	Sgt. Pearce, C.R. Sgt. Ellis, W.T. Sgt. Addin, G. Sgt. Randall, W.J. Sgt. Robson, E.L. Sgt. Gordon, G.	do.	1818	0050	Bombed at 2136 hours, at 15,500 feet. Heading 160° (M), I.A.S. 150 m.p.h. While over Wangeroo flak caused a hole in escape hatch and in periscope above second pilots seat. Returned to Topcliffe.	
	Wellington X U HR.175	Sgt. Ferguson, J.A. P/O. G.F. Tallman Sgt. Edwards, J.W. P.S. Smith, D.G. Sgt. Sylvester, J.G. Sgt. Ashby, F.C.	do.	1819	0116	Target was identified visually - saw docks. Visibility good apart from ground haze. Bombed at 2142 hours, at 11,500 feet. Heading 180° (M), I.A.S. 180 m.p.h. Similar flak and searchlight conditions encountered. Returned to Leeming.	
	Wellington III K Z.1727	Sgt. Kean, K.R. Sgt. Magnusson, N.L. Sgt. Barnholden, G. P.S. Nicholls, B.A. Sgt. Palford, J.G. Sgt. Bradley, R.G.	do.	1812	0048	Identified target visually and by P.F.P. T.I. Markers. Bombed at 2131 hours, at 12,000 feet. Heading 150° (M), I.A.S. 200 m.p.h. Heavy flak and searchlight activity encountered. Returned to Leeming.	
	Wellington III E BK.562	Sgt. Pepper, W.G. Sgt. Baker, F.G. Sgt. Waters, F.G. Sgt. Higgs, K.G. Sgt. Douglas, W.E. Sgt. McLaren, P.R.	do.	1814	0100	Identified target by P.F.P. Markers. Bomb centre of target at 2133 hours, at height of 13,000 feet. Heading 160° (M), I.A.S. 190 m.p.h. Similar conditions encountered. Returned to Leeming.	
	Wellington X Y HR.239	W.O. A. Harrison Sgt. Bush, N.M. Sgt. Brock, A.R. Sgt. Freeman, N.F. Sgt. Jackson, F. Sgt. Powley, J.	do.	1822	0038	Arrived in target area at 2135 hours. Visually identified Amasen Alster and Docks and saw P.F.P. markers. Bombed at 2135 hours, at height of 16,000 feet. Heading 170° (M) I.A.S. 155 m.p.h. Similar flak and searchlight conditions encountered. Sighted twin-engine enemy aircraft with red light on each wing tip - passed 500 feet above our aircraft and disappeared. Returned to Leeming.	

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APPENDIX A-17

A.F. FORM 341

DETAIL OF WORK CARRIED OUT
By 428 (R.C.A.F.) Squadron

SECRET

PAGE No. 4

(*921) WL 611-26 40,000 Size T.S. 700

FOR THE MONTH OF March 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night Fri - 4th	Wellington III V BK. 154	Sgt. Manning, P.W. Sgt. Hawkins, J.D. Sgt. Beavo, W.E. Sgt. McLeod, G.C. Sgt. McKay, G.C. Sgt. Kimber, M.P.	HAMBURG	1817	0104	Bombed at 2138 hours in good visibility at height of 15,300 feet. Identified target by Aulen Alster and incendiaries in target area. Heading 190° (M), I.A.S. 156 m.p.h. Large explosion seen in target area and glow of fires could be seen from the coast. Returned to Leeming.	
	Wellington III V DP. 668	Sgt. Sylvester, T.W. Sgt. Fell, E.H. Sgt. Oughton-Kelly Sgt. Rose, T.L. Sgt. Smith, E.G. Sgt. North, G.J.	do.	1815	0111	Identified Docks and bombed on P.F.F. markers. Bombed at 2135 hours, at height of 14,000 feet. Heading 160° (M), I.A.S. 150 m.p.h. Similar conditions encountered. Saw many fires in and around dock area. Returned to Leeming.	

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OPERATIONS RECORD BOOK

APPENDIX A.1B

A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By 428 (R.C.A.F.) Squadron

SECRET

PAGE No. 5

(Form 541, 1943) - 25 60,000 Size T.S. 700

FOR THE MONTH OF March 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 5th - 6th	Wellington X L HE.158	Sgt. Parkinson, R.A. Sgt. Collier, W. P/O. C. Meakins Sgt. Garnett, K.F. Sgt. Balcer, C.R. P/O. Andrews, E.J.	ESSEN	1910	0046	Bombed at 2117 hours, from 11,000 feet. Heading 090° (M), I.A.S. 160 m.p.h. No clouds but haze prevented visual identification of target. Sighted on marker flares dropped by P.F.F. Heavy flak and many searchlights sparkling in cones encountered. Many fires seen as raid progressed. Glow of fires could be seen from Dutch coast on way home. Returned to Topcliffe.	
	Wellington X Y HE.239	Sgt. Staight, L.S. Sgt. Henley, H.R. Sgt. Johnston, H. Sgt. Cook, J.C.F. Sgt. Underwood, W.N. Sgt. Yackson, P.	do.	1907	0023	Target fairly clear, aiming point well lit and P.F.F. markers seen. Bombed at 2112 hours, from 17,000 feet. Heading 020° (M), I.A.S. 155 m.p.h. Heavy flak and searchlight cones encountered. Five aircraft (believed enemy) over target area. Returned to Topcliffe.	
	Wellington X G-HE.177	Sgt. Wykes, W.E. Sgt. Bond, G.F. Sgt. Featherington, A. Sgt. Brown, C.F. Sgt. Chev, D. Sgt. Spencer, M.F.	do.	1909	0017	Owing to ground haze it was not possible to visually identify the target and bombing was on P.F.F. markers. Bombed at 2115 hours from height of 14,500 feet. Heading 135° (M), I.A.S. 170 m.p.h. Similar conditions encountered. Many large flashes seen just east of A.P. Glow of fires seen from Dutch coast. Returned to Topcliffe.	
	Wellington III J X.3550	P/L. W.R. Suggett P.S. Westell, R.A. P.S. Carter, C.M. P/O. B.L. Smith P.S. Douglas, R.N. Sgt. Chepil, M.	do.	1905	0027	Hazy over target and could not identify A.P. visually. Bombed at 2110 hours, from 15,000 feet. Heading 187° (M), I.A.S. 150 m.p.h. Encountered little opposition in target area. On leaving target a big explosion was seen in position north of town. Returned to Topcliffe.	
	Wellington III M X.3541	Sgt. Manning, P.W. P.S. Hall, G. Sgt. Hawkins, J.D. Sgt. Beavo, W.H. Sgt. McLeod, G.G. Sgt. McKay, G.G.	do.	1908	0055	Slight haze but buildings could be seen in the light of fires. Bombed at 2119 hours from height of 14,400 feet. Heading 197° (M), I.A.S. 156 m.p.h. Similar conditions encountered. A terrific explosion seen giving out orange and red flame which lit up the whole sky. Returned to Topcliffe.	
	Wellington III K X.1727	Sgt. Knapp, K.R. Sgt. McHughson, N.L. Sgt. Barnholden, G. P.S. Micholls, B.A. Sgt. Pilfold, J.G. Sgt. Evans, M.	do.	1904	0001	Haze over target and thin broken cloud up to 2/10ths. Bombed on P.F.F. flares at 2115 hours from height of 12,000 feet. Heading 180° (M), I.A.S. 180 m.p.h. Hole made in fabric 3-ft. x 9" wide below second pilot's seat presumably caused by flak. Reported seeing one aircraft going down in flames. Returned to Topcliffe.	

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OPERATIONS RECORD

APPENDIX A.19

A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 428 (R.C.A.F.) Squadron

SECRET

PAGE No. 7

(Form WL 917-25 Rev. 21st Feb. 1943)

FOR THE MONTH OF March 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 8th - 9th	Wellington III R BK.564	Sgt. Cartier, L.R. Sgt. Gustavson, P.B. P/O. J.F. Spence, Sgt. Rhodes, H.F. Sgt. King, D. Sgt. Johnston, N.	GARDENING FRISIAN ISLANDS	1911	0007	Planted vegetables in allotted position as ordered at 2149 hours. Heading 085° (M), I.A.S. 175 m.p.h. at height of 800 feet. Hazy up to 5,000 feet. OBTAINED a Gee FIX prior to releasing the mines. No flak or searchlight activity encountered. Returned to Dalton.	
	Wellington X G HE.177	Sgt. Redcliffe, K.E. Sgt. Manson, W. Sgt. Agate, J.B. Sgt. Rushton, P.D. Sgt. Smith-Jones, H. Sgt. Galliers, G.	do.	1912	2255	Vegetables planted as ordered in good visibility - haze but no cloud. Identified garden by Gee fix. Planted mines at 2045 hours, from 700 feet. Heading 105° (M), I.A.S. 162 m.p.h. Returned to Dalton.	
	Wellington X L HE.158	Sgt. Harris, W.S. Sgt. Sutton, R.T. Sgt. Perry, D. Sgt. Warren, J.L. Sgt. White, E.H. P/O. G.C. Fletcher	do.	1913	2348	Returned to base with vegetables. Was unable to obtain a Gee fix, and poor visibility prevented him from pinpointing himself on Frisian Islands. Landed at Dalton.	

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OPERATIONS RECORD

APPENDIX A-20

U.S.A.F.
FORM 541

DETAIL OF WORK CARRIED OUT

By 428 (H.C.A.F.) Squadron

SECRET

PAGE No. 8

(Form 541) Wk. 017-25 60,000 5/67 T.S. 700

FOR THE MONTH OF March 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCE
				Up	Down		
Night 12th - 13th	Wellington III I DF.635	Sgt. Radcliffe, W.E. Sgt. Manson, W. Sgt. Agate, J.B. Sgt. Rushton, P.D. Sgt. Smith-Jones, H.	ESSEN	1908	2130	Had to return to base early owing to port oil-gauge being unserviceable. Jettisoned 4,000 pound bomb into sea off the English coast. Returned to Dalton.	
	Wellington III B BK.569	Sgt. Ferguson, J.A. P/O. G.F. Tallman Sgt. Edwards, J.H. P.S. Smith, D.G. Sgt. Sylvester, J.G.	do.	1925	2239	Had to return to base early with Port engine cutting. Had to jettison 500 pound bomb and brought remainder back to Dalton.	
	Wellington III P HE.282	Sgt. Pearce, G.R. Sgt. Ellis, W.E. Sgt. Madain, G. Sgt. Randall, W.J. Sgt. Robson, E.L.	do.	1917	2125	Returned early. Port oil gauge unserviceable. Jettisoned 4,000 pound bomb into the sea off the English Coast. Returned to Dalton.	
	Wellington I Y HE.239	W.O. A. Harrison, Sgt. Bush, N.M. Sgt. Brook, A.R. Sgt. Freeman, E.F. Sgt. Hamilton, L.V.	do.	1915	0054	Bombed at 2131 hours, from 15,000 feet. Heading 180° (M), I.A.S. 170 m.p.h. Visibility was good - slight haze but no clouds. Sighted on target indicator flares dropped by P.F.F. - Considerable numbers of searchlights observed operating in course. Hot search flak was encountered. At 2218 hours our aircraft encountered an HE.110 which came in from the port quarter, passed over to starboard quarter. Evasive action was taken and the enemy aircraft disappeared. Dummy fires were noted 10 miles west of target. Returned to Leeming.	
	Wellington III B HE.155	P/O. Buckham, R.M. P/O. H.W. Bodin, Sgt. Cox, A.G. Sgt. Fraser, J.D. Sgt. Christie, D.M.	do.	1905	0110	Pinpointed Rhine-Rerna Canal north of the town, and sighted on P.F.F. indicator flares. Bombed at 2131 hours from height of 13,000 feet. Heading 110° (M), I.A.S. 150 m.p.h. Flak moderate and considerable number of searchlights were seen. At 2132 hours our aircraft encountered an FW.190, which passed from starboard to port - no attack was made. Returned to Leeming.	
	Wellington I U HE.175	Sgt. Williamson, L.F. P.S. Watkins, W.M. P.S. Parker, H.B. Sgt. Powley, J. Sgt. Bertrand, L.	do.	1913	0059	Target was identified and bombed on P.F.F. markers at 2128 hours, from 17,000 feet, heading 190° (M), I.A.S. 190 m.p.h. At 2135 hours a colossal explosion in the target area occurred. Flames leapt to a great height and black smoke came up in a large volume. Returned to Leeming.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 12th - 13th	Wellington I L HR.158	Sgt. Knapp, K.R. Sgt. Magnusson, N.L. Sgt. Barnhilden, S. P.S. Nicholls, B.A. Sgt. Filfold, J.G.	ESSEN	1912	0027	Visibility was excellent but ground haze prevented visual identification of target. Bombed at 2130 hours, from 12,500 feet, heading 150° (M), I.A.S. 190 m.p.h. Similar flak and searchlight conditions encountered. Noted one large explosion followed by red flame and thick black smoke. Returned to Leeming.	
	Wellington I G HR.177	P/O. R.G. Tighe, P/O. H.C. Irwin, Sgt. Rosevear, K.W. Sgt. Healy, W.D. Sgt. Ryan, L.D. Sgt. Chesel, M.	do.	1910	0044	Sighted on concentration of the P.P.F. markers. Bombed at 2135 hours, from 14,500 feet, heading 180° (M), I.A.S. 170 m.p.h. One very large explosion was seen over the target area, and many fires, all of which seemed to increase as the raid developed. Landed at Leeming.	
	Wellington III J X.3550	P/Lt. W.R. Suggitt, P.S. R.A. Westeld, P.S. Carter, C.M. P/O. W.W.D. Brown, P.S. Douglas, R.W. Sgt. Shears, D.L.	do.	1907	0031	This aircraft carried a 4,000 pound bomb. Bombed on P.P.F. markers, no visual identification was possible due to ground haze. Bombed at 2127 hours, from 15,000 feet, heading 190° (M), I.A.S. 150 m.p.h. Some large fires were seen in the target area and numerous incendiaries seen falling. Returned to Leeming.	
	Wellington III D BK.337	Sgt. Parkinson, R.A. Sgt. Collier, W. P/O. C. Mackinn Sgt. Garnett, K.P. Sgt. Balcer, G.R.	do.	1909	0017	Haze and moderate visibility made visual identification of the target extremely difficult. Bombed at 2134 hours from 12,000 feet, heading 230° (M), I.A.S. 175 m.p.h. Similar flak and searchlight cones encountered. After leaving target fires could be seen.	
	Wellington I T HR.174	P/Lt. Morgan, D.E. P/O. F.H. Ditchburn Sgt. O'Leary, J.P. Sgt. Gillis, B.L. Sgt. Nemes, J.H. Sgt. Whitfield, R.	do.	1916	0035	Target identified by P.P.F. markers and bombed at 2129½ hours, from 12,000 feet, heading 300° (M), I.A.S. 150 m.p.h. Heavy flak and searchlight activity encountered. Encountered an ME.210 at 2206 hours. No attack was made. Returned to Leeming.	
	Wellington III K Z.1727	Sgt. Pepper, W.G. Sgt. Baker, F.G. Sgt. Waters, N.E.J. Sgt. Higgs, K.G. Sgt. Douglas, W.E.	do.	1906	0130	Visibility was good but haze made it difficult to identify target. Identification made by P.P.F. markers and bombed at 2133 hours, from 13,500 feet, heading 162° (M), I.A.S. 185 m.p.h. One particularly large fire was seen in the target area and many smaller fires. Similar flak and searchlight conditions encountered. Returned to Leeming.	

OPERATIONS RECORD BOOK

APPENDIX A-20

U.S.A.F. FORM 541

DETAIL OF WORK CARRIED OUT

By 428 (R.C.A.F.) Squadron

SECRET

PAGE NO. 10

(FORM WL 947-55 Replaces Size T.S. 700)

FOR THE MONTH OF March 19 43.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 12th - 13th	Wellington X X HE. 505	Sgt. Fry, K.D. Sgt. McGowan, P.S. P/O. J.G. Williams, Sgt. Poston, W. Sgt. McNeil, J.V.	ESSEN	1914	0021	Ground haze prevented visual identification of aiming point. Bombed on P.F.F. markers as ordered, at 2136 hours, from 12,500 feet, heading 134°(M), I.A.S. 161 m.p.h. Saw big explosion with red flame and thick black smoke up to 1,000 feet. Observed some Dummy fires 20 miles N.W. of target. Returned to Leeming.	
	Wellington III R BK. 564	Sgt. Martyn, J.E. Sgt. Farr, N. Sgt. Benjamin, K. Sgt. Hayward, L. Sgt. Donaldson, J.C.	do.	1911	0123	No clouds, visibility good, but haze obscured view. Bombed at 2135 hours, from 15,000 feet, heading 180°(M), I.A.S. 149 m.p.h. Heavy flak and searchlights encountered. Saw one large explosion giving off red flame and black smoke. Dummy fires North of town. Returned to Leeming.	

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OPERATIONS RECORD BOOK

APPENDIX A.21

A.F.
FORM 541.

DETAIL OF WORK CARRIED OUT

By No. 428 (R.C.A.F.) SQUADRON

SECRET

PAGE No. 11

(1941) W.L. 9471-1-2 (2nd Edn) 7/44 I.S. 700
(1942) W.L. 9471-1-2 (3rd Edn) 1/44 I.S. 700

FOR THE MONTH OF March, 1943.

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 26/27th	Wellington X "C" HE.432	P.O. R.G. Tighe P.O. H.G. Irwin Sgt. Rosevear, K.W. Sgt. Heslop, W.D. Sgt. Ryan, L.D.	DUESBERG	1938	0018	Bombed at 2157 hours from 14,500 feet heading 190(M), I.A.S. 160 m.p.h. - 9/10 - 10/10ths cloud reported over the target. Sighted on sky marker flares dropped by P.F.F. Much heavy flak was seen and the glow of a few searchlights through the clouds was noticed. A dummy fire was seen 21 miles north of the target. This aircraft returned to Marham with one compartment of thirty incendiary bombs which had 'hung-up'.	
	Wellington X "X" HE.505	S.L. P.H. Bowden P.O. E.D. Robertson P.O. W.F. Stewart Sgt. Goodfellow, J.R. P.O. H.B. Ward Sgt. Hatch, A.E. (2nd Pilot)	do.	1931	0208	This aircraft bombed at 2155 hours from 14,000 feet, heading 190 (M), 160 m.p.h. Similar conditions of cloud and flak over the target were reported by this crew and searchlights which were stationary, indicating the path in to the target were noticed. This aircraft also sighted on sky markers dropped by the P.F.F. and reports large fires seen through breaks in the clouds. A dummy fire is reported just south of the target. Aircraft landed at Dalton.	
	Wellington III "M" X.3550	P.L. D.S. Morgan P.O. S. Seal, H.A. (2nd Pilot) P.O. F.H. Ditchburn Sgt. O'Leary, J.P. Sgt. Gillis, B.L. Sgt. Neames, J.M.	do.	1926	0048	This aircraft bombed at 2206 hours from 15,000 feet, heading 200 (M), speed 160 m.p.h. Similar conditions were encountered, the aircraft sighted on P.F.F. flares also and dropped its 4,000 lbs. bomb. The return trip to Marham was made without difficulty.	
	Wellington III "Q" BK.156	P.O. E.W. Manning P.O. J.D. Hawkins Sgt. Beavo, W.E. P.O. G.C. MacLeod Sgt. McKay, C.G.	do.	1928	0055	Under conditions similar to the above this aircraft bombed at 21:55 hours from 15,500 feet, heading 190 (M) and speed 160 m.p.h. Much heavy flak was noticed but very little light flak. This aircraft also returned to Marham.	
	Wellington X "B" HE.728	Sgt. Haddcliffe, K.E. Sgt. Manson, W. Sgt. Agate, J.B. Sgt. Rushton, F.D. Sgt. Smith-Jones, H.	do.	1936	0005	Under conditions similar to those reported above this aircraft bombed at 21:55 hours from 13,000 feet, heading 193 (M) and speed 160 m.p.h. A lot of light flak is reported but not very much heavy. At 21:50 hours this crew sighted a twin-engined aircraft with a green light in the nose over the target which flew in the opposite direction over our aircraft. No attack took place. Our aircraft returned to Marham.	
	Wellington X "F" HE.174	W.O. A. HARRISON Sgt. Bush, N.M. Sgt. Brock, A.H. Sgt. Freeman, R.F. Sgt. Hamilton, J.V.	do.	1935	0024	This aircraft bombed at 21:55 hours from 15,000 feet, heading 190 (M) speed 160 m.p.h. Similar conditions are reported, the heavy predicted flak was very accurate. This aircraft returned to Marham.	
	Wellington X "R" BK.564	Sgt. Cartier, L.R. Sgt. Coutts, L.R. (2nd Pilot) Sgt. Gustavson, F.B. P.O. J.F. Spencer Sgt. Rhodes, H.F. Sgt. King, D.	do.	1929	0051	This aircraft bombed at 2155 hours under similar conditions. North of the target a glow was reported which may have been from factory chimneys. This aircraft also landed at Marham.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 26/27th	Wellington III "WJ" HE.175	Sgt. Sylvester, T.V. Sgt. Pelt, B.H. Sgt. Cronshaw-Kelly Sgt. Rose, T.L. Sgt. Smith, B.G.	DUISBERG	1952	2359	This aircraft bombed from 15,000 feet, heading 190 (M) speed 160 m.p.h., time 2148 hours. Similar conditions are reported and the aircraft returned to Marham.	
	Wellington III "VY" BK.154	Sgt. Fry, K.D. Sgt. McGowan, P.S. P.O. J.G. Williams Sgt. Poston, W. Sgt. McNeil, J.J.	do.	1953	0052	This aircraft dropped one 4,000 pound bomb at 2202 hours from 15,000 feet, heading 195 (M), speed 160 m.p.h. Similar conditions are reported, very little flak was noticed. A dummy glow consisting of a group of electric lights was seen 10 or 12 miles west of the target. The aircraft returned to Marham.	
	Wellington III "P" HE.282	Sgt. Martyn, J.E. Parr, N. Sgt. Benjamin, K. Sgt. Hayward, L. Sgt. Donaldson, J.G.	do.	1954	0019	Under similar conditions this aircraft released its 4,000 pound bomb at 2204 hours from 15,000 feet. In the target area this aircraft experienced a hit from heavy flak which made eighteen holes in the fuselage and two in the port engine cowling. Although the I.F.P. was in operation our aircraft was followed by heavy flak for fifteen minutes after bombing. A landing was made at Harwick.	
	Wellington III "E" BK.562	Sgt. Ferguson P.O. G.F. Tallman Sgt. Edwards, J.H. P.N. Smith, D.O. Sgt. Sylvester, J.G.	do.	1925	0029	Aircraft bombed at 2209 hours from 15,600 feet, heading 190 (M) under conditions similar to those reported by our other crews. The glow from the searchlights made it difficult to distinguish fires on the ground. This aircraft landed at Marham.	
	Wellington I "K" HE.727	Sgt. Pepper, W.G. Sgt. Baker, F.G. Sgt. Waters, N.J. Sgt. Higgs, K.G. Sgt. Douglas W.E.	do.	1927	2356	Twelve searchlights focussed steadily on the cloud base over the target were noticed. Bombs were dropped at 2156 hours from 18,000 feet. The I.F.P. was used and the aircraft landed at Marham.	
	Wellington III "I" HF.635	P.O. R.M. Buckham P.O. N.E. Rodin Sgt. Cox, A.O. Sgt. Presser, J.D. Sgt. Christie, D.M.	do.	1930	2350	The load of this aircraft (one 4,000 pound bomb) was released at 2155 hours, under conditions similar to those already reported. 10/10ths cloud was reported over the target area up to 13,000 feet. A large red glow was seen on the base of the cloud over the target. Searchlights threw up steady beams and made no attempt to sweep the sky. At 2150 hours, while still in the target area, tracers, presumably from an enemy aircraft were seen being fired above our aircraft. Considerable light flak was reported at Emond and Gravenhage. This aircraft landed at Marham.	
	Wellington X "L" HE.150	Sgt. Knapp, K.R. Sgt. Magnusson, N.L. Sgt. Barnholden, S. P.S. Nicholls, R.A. P.S. Pilfold, J.G.	do.	1957	0036	Under conditions as reported above the bomb load of this aircraft was released at 2155 hours from 14,000 feet. Owing to cloud no results of the bombing could be seen and the aircraft landed at Marham.	

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By No. 428 (R.C.A.F.) Squadron

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(1941) Wt 925-55 60,000 yds T.S. 700
(1942-43) Wt 925-55 100,000 yds T.S. 700

FOR THE MONTH OF March 1943

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 28/29th	Wellington X "G" HE.432	F.O. R.G. Tighe W.O. D.M. Thompson (2nd) F.O. H.C. Irwin (pilot) Sgt. Rosevear, K.W. Sgt. Healy, W.D. Sgt. Ryan, L.D.	ST. NAZAIRES	1919	0117	This aircraft bombed from 13,700 feet at 2310 hours, heading 180 (M) and I.A.S. 170 m.p.h. There was a slight haze over the target area, and Target Indicator flares dropped by the F.F.F. were observed. The crew did not see their own bombs explode but saw others on the aiming point. The heavy flak was not intense; a cone of searchlights was seen over the target and a few others were noticed on the south bank. A rectangular dummy fire was reported about eight or ten miles north-east of the target. At 2242 hours from a height of 13,000 feet, an aircraft caught in the searchlight cone was observed to burst into flame, to drop straight down and to explode on hitting the ground. Our aircraft returned to base.	
	Wellington X "L" HE.158	Sgt. Knapp, K.R. Sgt. Magnuson, N.L. Sgt. Bernholden, S. P.S. Nicholls, E.A. P.S. Pilfold, J.G.	do.	1920	0130	At 2212 hours this aircraft bombed a concentration of marker flares. Very little flak was noticed. A smoke screen was seen producing several ribbons of smoke which passed from north-east to south-west across the docks. This was not very effective. This aircraft landed at Abingdon.	
	Wellington X "X" HE.727	Sgt. Pepper, W.G. Sgt. Baker, F.G. Sgt. Waters, N.J. Sgt. Higgs, K.G. Sgt. Douglas, W.E.	do.	1916	0103	From 11,000 feet at 2210 hours visibility was good, ground details were seen and the target was identified. The Bomb Aimer sighted on F.F.F. marker flares. Many explosions were seen around the aiming point. Light and heavy flak was noted in moderate intensity. A dummy fire of triangular shape was seen three miles west of the target, and another simulating bomb bursts, nine miles east of the target. A smoke screen was seen east of the docks but this was put into operation too late to be of much use.	
	Wellington X "B" HE.728	Sgt. Shears, D.L. Sgt. Bernard, W.J. Sgt. Brock, F. Sgt. Bryant, A.R. Sgt. McLaren, G.R.	do.	1914	2353	Owing to an oxygen failure in the aircraft, two 500 pound bombs were jettisoned at 2132 hours off the coast of France and the aircraft returned to Dalton with the remainder of the bomb load. A little accurate flak from a flak ship was encountered shortly after turning back.	
	Wellington III "I" DF.635	P.O. R.M. Buckman F.O. H.W. Rodin Sgt. Cox, A.O. Sgt. Fraser, J.D. Sgt. Christie, D.N.	do.	1905	0040	Under similar conditions as those already reported this aircraft bombed (one 4,000 pounder) at 2210 hours from 11,500 feet, heading 245 (M) I.A.S. 160 m.p.h. Bombing was well concentrated and a huge explosion was seen. Some bombs were seen to explode in the water in the docks. Flak was not very intense. F.F.F. worked perfectly a number of times when searchlights approached our aircraft. A landing was made at Harwell.	
	Wellington X "W" HE.176	Sgt. Fry, K.D. Sgt. McGowan, F.S. F.O. J.C. Williams Sgt. Poston, V. Sgt. McNeil, F.J.	do.	1918	0135	Similar conditions were noted over the target area. Bombs were dropped at 2221 hours from 11,000 feet on the marker flares. The attack appeared to be well concentrated. This aircraft landed at Harwell.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 28/29th	Wellington X "G" HK.177	Sgt. Chepil, M. Sgt. Geradich, A. Sgt. Spenser, M.P. Sgt. Evans, M. P.O. E.J. Andrews	ST, NAZAIRE	1918	0135	This aircraft bombed under similar conditions from 16,000 feet at 2221 hours heading 170 (M) I.A.S. 150 m.p.h. The crew reported concentrated fires in the target area and the aircraft returned to Harwell.	
	Wellington X "D" BK.337	Sgt. Eastinson, R.A. Sgt. Collier, W. P.O. G. Meakin Sgt. Garnett, K.P. Sgt. Balcer, C.R.	do.	1915	0115	This aircraft released its bomb load at 2220 hours from 14,000 feet, heading 170 (M), I.A.S. 160 m.p.h. Visibility was good; the outline of the coast leading to the target was pinpointed and bombs were aimed on P.F.F. flares. On leaving the target area about twelve fires were seen and the glow could be discerned 100 miles away. A concentration of six searchlights was noted at St. Malo. Flak over the target was heavy, predicted but spasmodic. A large orange light was seen to fall slowly a burst into flame on the ground at 2243 hours. This was seen just off the target heading north. Our aircraft returned to Leeming.	
	Wellington III "J" X.3550	P.L. D.S. Morgan F.S. Reed, H.A. P.O. B.H. Ditchburn Sgt. O'Leary, J.L. Sgt. Gillis, B.L. Sgt. Nelmes, J.M.	do.	1906	0202	This aircraft bombed at 2218 hours from 13,000 feet under conditions similar to those already described. The Pilot saw his own bombs burst with a large red explosion on the aiming point. Two rectangular dummy fires, resembling incendiary fires were seen north east of the target. The smoke screen was heavy and efficient. At 2240 hours an aircraft over the target was seen to burst into flame, fall straight to the ground and explode. Columns of Day were seen being fired from around Guernsey within ten miles of the English coast. A landing was made at Leeming.	aiming point very
	Wellington X "U" HE.175	W.C. D.W.M. Smith P.O. M.V. Snow P.O. C. Maddin P.O. B.L. Smith P.L. J.M. Forman	do.	1910	0138	The bomb load of this aircraft was released at 2232 hours from 15,000 feet, heading 120 (M), A.I.S. 140 m.p.h. under conditions similar to those described by other crews. A large explosion at the south end of the dock was seen which caused black smoke to rise up to one thousand feet. One container of incendiaries 'hung-up' and was jettisoned at 2321 hours in the English Channel. Twelve to fifteen searchlights were seen around the aiming point forming a cone up which light flak was being fired. A dummy fire was seen north east of the target, which simulated a stick of incendiaries with enemy green marker flares above it. A similar dummy was noted north of the target. At 2243 hours from 15,000 feet an aircraft was seen caught by flak in a searchlight cone. One of its engines was seen to catch fire and the aircraft fell straight down with the flames spreading. It exploded at about 300 feet from the ground. A smoke screen was seen on the south bank, consisting of about 34 jets about 300 yards apart, which was very effective. Numerous Vevy cartridges were noticed being fired 15 miles from Guernsey.	

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Form 1011 Wk 0511-0347 1028 1147 U.S. 700

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				Up	Down		
Night 28/29th	Wellington X "R" BK.564	Sgt. Cartier, L.R. Sgt. Gustavson, P.B. P.O. J.F. Spencer Sgt. Rhodes, H.F. Sgt. King, B.	ST. NAZAIRE	1908	0221	Bombed at 2217 hours. Target was visually identified, coastline, built-up areas and docks observed. Sighted on P.F.F. flares. Many fires were seen, these were visible 120 MILES FROM THE TARGET on the return journey. Slight flak was encountered on the outward journey thirty miles off the English Coast. This aircraft landed at Leeming.	
	Wellington X "X" HK.505	Sgt. Sylvester, T.V. Sgt. Fell, E.H. Sgt. Creighton-Kelly Sgt. Rose, T.L. P.O. Smith, E.C.	do.	1911 1/2	0147	Visibility over the target area was good, pinpointed the coastline and sighted on P.F.F. flares the bomb load was released at 2227 hours from 14,000 feet. At 2250 hours 30 miles south of St. Brieux an enemy twin engine aircraft showing no lights, came up from the port quarter below and at 500 yards range opened fire. Our aircraft made a diving turn, the enemy came in again on the port quarter and our aircraft took the same evasive action. There was no further combat. An aircraft was seen at 2208 hours coded by the searchlights to the north of the target. It fell slowly and was seen to burst into flame on striking the ground. Our aircraft landed at Leeming aerodrome.	
	Wellington III "Q" BK.156	P.O. P.W. Manning P.O. J.D. Hawkins Sgt. Beavo, W.E. P.O. G.G. MacLeod Sgt. McKay, G.C.	do.	1907	0127	Bombed at 2207 hours from 13,300 feet, heading 180 (M), speed 160 m.p.h. There was a slight haze over the target, visually identified the aiming point and sighted on P.F.F. flares. A smoke screen was seen north of the target.	
	Wellington X "Y" HK.239	W.O. A. Harrison Sgt. Bush, N.M. Sgt. Brock, A.R. Sgt. Freeman, E.F. Sgt. Hamilton, L.V.	do.	1913	2321	Failed to reach target area owing to an Intercomm. failure. Near the French Coast this aircraft turned back, our own shipping opened up with apparent warning flak which ceased when colors of the day were fired. Our aircraft landed at Dalton.	
	Wellington X "W" HK.174	Sgt. Whitfield, C. P.O. H.J.L. Fowler P.O. W.A. Donnelly Sgt. Gortamp, G.F. Sgt. Kimber, M.P.	do.	1912	0105	Under similar conditions this aircraft bombed the target at 2213 hours from 11,000 feet, heading 190 (M), speed 148, 150 m.p.h. A wing tip was damaged on landing at Hatwell. Damage to fuselage probable caused by flak.	
	Wellington III "W" BK.154	Sgt. Pearce, C.H. Sgt. Ellis, W.T. Sgt. Thompson, G.J. Sgt. Randall, W.J. Sgt. Robson, E.L.	do.	1909	0132	This aircraft's load of one 4,000 pound bomb was released at 2210 hours from 16,500 feet under conditions as already described. A smoke screen north of the town with smoke blowing south across the town was observed. Our aircraft landed at Leeming.	

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1943 Wk. 0001-06 40000 004 T.S. 700
1943-0011 Wk. 0011-0347 1008 10449 T.S. 700

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 29/30th	Wellington X "C" HE.432	P.O. R.G. Tighe P.O. H.C. Irwin Sgt. Rosevear, K.W. Sgt. Henley, W.D. Sgt. Ryan, L.D.	BOCHUM	1937	0222	Over the target area visibility was haze but there was no cloud. The target was identified by P.F.F. sky markers. This aircraft's bomb load was released with a marker in the bomb sight. Photograph taken at time of release of bombs has been plotted on map of target. This aircraft returned to Dalton.	
	Wellington X "D" BK.337	Sgt. Parkinson, R.A. Sgt. Collier, H. P.O. C. Meakins Sgt. Garnett, K.F. Sgt. Balcer, C.R.	do.	1937	0144	A slight ground haze was noticed over the target area. As no P.F.F. flares were visible this aircraft aimed at a concentration of fires. The crew did not observe the bursts of their own bombs but saw others and noted many incendiaries. This aircraft landed at Topcliffe.	
	Wellington III "X" X.3550	P.L. D.S. Morgan P.O. F.H. Dittoborn Sgt. O'Leary, A.E. Sgt. Gillin, B.L. Sgt. Nelson, J.K.	do.	1936	0205	Similar conditions to those reported by the above crews were noted over the target area. The bomb load of this aircraft (one 4,000 pound bomb) was aimed at a concentration of fires. The attack appeared to be fairly concentrated.	
	Wellington X "I" HE.156	Sgt. Shears, D.L. Sgt. Bernard, W.J. Sgt. Brooks, F. Sgt. Bradley, R.C. Sgt. McLaren, G.R.	do.	1939	0143	The target was attacked in good visibility through broken cloud. This aircraft bombed P.F.F. markers. One big explosion and a number of small fires were observed at the aiming point. This aircraft returned to Topcliffe.	
	Wellington X "S" HE.728	Sgt. Ferguson, J.A. P.O. G.E. Tallman Sgt. Edwards, J.H. Sgt. Warren, J.W. Sgt. Sylvester, J.G.	do.	-	-	This aircraft did not take-off due to an oxygen failure discovered at take-off time.	
	Wellington III "Q" BK.156	P.O. P.W. Manning P.O. J.D. Hawkins Sgt. Beavo, W.E. P.O. G.G. MacLeod Sgt. McKay, G.O.	do.	1933	0200	This aircraft bombed under similar conditions, aiming at P.F.F. markers. The bursts of this aircraft's bombs were not observed but several large flashes were seen and also a number of fires. The attack appeared to be fairly well concentrated. This aircraft returned to Dalton.	
	Wellington X "R" BK.564	Sgt. Cartier, L.E. Sgt. Gustavson, P.B. P.O. J.F. Spencer Sgt. Rhodes, H.E. Sgt. King, D.	do.	1934		Nothing has been heard from the crew of this aircraft since time of take-off. The crew is listed as missing.	
	Wellington X "K" HB.727	Sgt. Pepper, W.G. Sgt. Balcer, F.G. Sgt. Waters, H.J. Sgt. Higgs, K.G. Sgt. Douglas, W.H.	do.	1938	2258	Due to a failure in his oxygen supply the Rear Gunner collapsed on the outward journey and this aircraft consequently was forced to return early. The farthest point reached was 52.44 N. - 03.57 E. The aircraft landed at Topcliffe aerodrome.	

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DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
Night 29/30th	Wellington I "W" HA.175	Sgt. Martyn, J.D. Sgt. Barr, N. Sgt. Benjamin, K. Sgt. Hayward, J. Sgt. Donaldson, J.C.	BOCHUM	1935		This aircraft is thought to have bombed the target but on the return journey was forced to ditch in the North Sea off the coast of Scotland. The last fix obtained from HULL when the aircraft was ditching was at 0155 hours when the position of the aircraft was 5524 N. - 0055 E. A sea search was instituted at daylight and continued until 1630 hours on March 30th. Nothing was seen of the missing aircraft or the crew.	
	Wellington III "W" HA.154	Sgt. Pearce, C.R. Sgt. Ellis, W.F. P.O. C. Maddin Sgt. Randall, W.J. Sgt. Robson, E.L.	do.	1935	0217	In heavy visibility, 4/10ths cloud, this aircraft dropped its one 4700 pound bomb on P.P.F. targets. The bomb was seen to burst with an orange flame and appeared to be right on the aiming point. A photograph taken at the time has been plotted and confirms that the bomb was dropped on or very near to the aiming point. This aircraft landed at Dalton.	
	Wellington I "W" HA.239	W.O. A. Harrison Sgt. Bush, N.M. Sgt. Brock, A.R. Sgt. Freeman, E.F. Sgt. Hamilton, E.V.	do.	1940	2105	Due to an intercommunication failure this aircraft was forced to return to Topcliffe early. Farthest point reached was 5340 N. - 0030 E.	
	Wellington I "X" HA.595	Sgt. Sylvester, T.V. Sgt. Bell, E.H. Sgt. Creighton-Kelly, G. Sgt. Rose, F.R. P.O. Smith, E.G.	do.	1941	0020	While over the target area this aircraft was combed by searchlights and while taking violent evasive action from 17,000 feet down to 8,000 feet the bombs were released. The aircraft was hit by flak, holes were made in the port wing and the port propeller spinner. The aircraft landed at Coltishall.	
						Note: All our aircraft reported that visibility in the target area was heavy and that the cloud was from nil to 4/10ths thin. Some ground detail was observed but in most cases bombing was done on P.P.F. flares. Moderate accurate heavy flak was encountered over the target. There were many searchlights around the town, several cones of 30 or 40 searchlights each were observed. En route to the target the weather was generally unfavorable. 4/10ths cloud was encountered up to 14,000 feet.	