PERMANENT HISTORICAL RECORD

ROYAL AIR FORCE

OPERATIONS

RECORD

BOOK

FORM 540

HEADQUARTERS

AIR HISTORICAL BRANCH
AIR MINISTRY.

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Reference:- AIR 27 / 125

(*17020) Wt. 34712—2432 50M 11/45 T.S. 700

(*2991—1660) Wt. 9528—734 5,125 8/31 T.S. 118

OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I. and notes in R.A.F. Field Service Pocket Book.

R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....No. 9 (Bombing) Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
			Extracts from Squadron History supplied by Historical Section, Committee of Imperial Defence, copy attached.	A.
FERE-EN-TARDENOIS, FRANCE.	Sept. 1914.		A Wireless Unit was formed, which was enlarged in December, 1914, and became No. 9 Squadron.	
			Towards the end of 1914, the intention was to provide each Wing in France with a Wireless Squadron, and to this end "A". Flight of No. 9 Squadron was allotted to the 2nd Wing and "B" Flight to the 1st Wing as nuclei of new wireless Squadrons.	
BROOKLANDS.	1.IV.'15.		No. 9 Squadron was formed, the original No. 9 (Wireless) Squadron having been dispersed amongst the squadrons overseas. Captain DOWDING returned from overseas to command this squadron.	
DOVER.	June'15.		The Squadron moved to Dover.	
	16.XII.'15.		A portion of the Squadron moved to France by sea.	
ST. OMER.	20.XII.'15.		The machines (B.E.2 c's) were flown over and all landed safely at ST. OMER.	
BERTANGLES.	23.XII.'15.		The Squadron, under the command of Major J. A. WANKLYN moved to BERTANGLES and came under the orders of the O.C., 3rd Wing, R.F.C. for work with the 111. Army.	
ALLONVILLE..	Mar '16.		Towards the end of the month Major WANKLYN was succeeded by Major A.B. BURDETT in command of the Squadron, which moved to ALLONVILLE.	
	1.VII.'16		The Squadron was raised to the higher establishment of 18 machines and 20 pilots.	
CHIPILLY.	15.VII.'16.		The Squadron moved to CHIPILLY.	
MORLANCOURT.	3.IX.'16.		The Squadron moved to MORLANCOURT.	
	Sep.'16.		The Squadron was re-equipped with B.E. 2 c's.	
	Dec.'16.		Major I.A.E. EDWARDS took over command of the Squadron.	
	Mar.'17.		At the end of March, 1917, "C" Flight, under the command of Captain R.J. LOWCOCK, was detached to work with one of the Cavalry Divisions of the Cavalry Corps.	

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MORLANCOURT.	Apl.'17.		"C" Flight moved to MONS-en-CHAUSSEE. A little later in the month the two remaining Flights moved to ESTREES-en-CHAUSSEE and were there joined by the detached Flight. After a few days the Squadron moved to NURLU. It remained there for less than a week, when it returned to MONS-en-CHAUSSEE.	
ESTREES-en-CHAUSSEE.	May.'17		The Squadron again moved to ESTREES-en-CHAUSSEE and commenced to re-equip with R.E.8. Machines, reaching their establishment of 18 of this type by the 14th June.	
PROVEN.	June.'17.		Major H.J.F. HUNTER succeeded to the command of the Squadron, which, on the 10th June moved to PROVEN and now came under the orders of the 15th Wing, V. Brigade, and once more worked with the XIV. Corps.	
	Nov.'17.		At the close of theYPRES Battle, the Squadron came under the orders of the 2nd Wing, 11. Brigade, and on the 16th November, Major J.T. RODWELL took over the Squadron, which he continued to command until it was reduced to cadre in 1919.	
CALAIS.	11.IV.'18.		No. 9 Squadron moved to CALAIS to form part of G.H.Q. Reserve.	
ARGENVILLERS,	6.VI.'18.		The Squadron moved to ARGENVILLERS, near ABBEVILLE, where they came under the orders of the 15th Wing, V. Brigade.	
QUEVAUVILLERS.	17.VII.'18.		The Squadron moved to QUEVAUVILLERS, S.W. of AMIENS. During the subsequent months aerodromes at AMIENS, PROYART, ATHIES, MONTIGNY FARM and PREMONT were occupied by the Squadron.	
ATHIES.	Sep.'18.		In the middle of September the Squadron operated with the IX. Corps from the aerodrome at ATHIES.	
PREMONT.	11.XI.'18.		At the Armistice the Squadron was located at PREMONT, but moved to	
TARCIENNE.			TARCIENNE at the end of November. Early in December another move was made to	
NAMUR.			NAMUR, where the Squadron came under the orders of the 2nd Wing, 11. Brigade.	
LUDENDORF.	Jan.'19.		It remained there until the beginning of January, 1919, when it moved East to LUDENDORF.	
	Feb. '19.		The Squadron commenced to refit with Bristol Fighter machines and was entirely equipped with this type in the following May.	

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OPERATIONS RECORD BOOK

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R.A.F. Form 540

of (Unit or Formation) No. 9 (Bomber) Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
CASTLE BROMWICH.	Aug. '19.		No. 9 Squadron was reduced to cadre in August, 1919, and returned to ENGLAND, where it was located at CASTLE BROMWICH.	
	31.12.'19.		The Squadron was finally disbanded on 31st December, 1919.	
			THE NEW SQUADRON.	
UPAVON.	1.4.'24.		On the 1st April, 1924, the Squadron, consisting of Headquarters and one Flight, was re-formed as No. 9 (Bombing) Squadron for night flying duties in connection with Home Defence. The Squadron was formed by Flight Lieutenant V.R. GIBBS, D.S.C. but very shortly after Squadron Leader J.C. QUINNELL, D.F.C. was posted to command. During the month two Vickers Vimy aircraft were allotted to the Squadron. Flight Lieutenant G. MARTYN commanded the Flight.	
MANSTON, KENT.	30.4.'24.		The Squadron moved to MANSTON on the 30th April, 1924, and came under the orders of No. 1 Group, KIDBROOK, with effect from this date.	
			One Avro was allotted to the Squadron in May, 1924, for the purpose of training "ab-initio" pupils, of whom three were posted in June.	
	1.7.'24.		Squadron Leader J.C. QUINNELL was promoted to Wing Commander and in August he was succeeded by Squadron Leader A.P.V. DALY in command of the unit.	
	Sep. '24.		The establishment of the Squadron was revised and now included One Wing Commander, One Squadron Leader to command the Flight, Two Flight Lieutenants and Eight Flying Officers.	
	June '25.		The second Flight of the Squadron was formed and the establishment now included One Wing Commander, Two Squadron Leaders, Four Flight Lieutenants, and Eighteen Flying Officers. Squadron Leader W.J.Y. GUILFOYLE, O.B.E., M.C. was posted to	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
MANSTON.	Jan.'25.		command, vice Squadron Leader A.P.V. DALY.	
			The Squadron carried out its first practice bombing and started night flying training this month.	
	Apl.'25.		Vickers Virginia J.7439 crashed in the sea near BIRCHINGTON. Pilot, P.O. Bushell. Two killed and two injured.	
	July.'25.		Long distance flights carried out on two Virginias, 10 hours, 10 minutes, and 9 hours, 10 minutes, respectively.	
	Aug.'25.		The Squadron moved to EASTCHURCH for annual Bombing Practice and returned to MANSTON on completion.	
	24.9.'25.		A flight to LEUCHARS and back in one day was carried out by 5 Vickers Virginias. The first machine left MANSTON at 0235 hours, followed at intervals of 5 minutes by the other four. All five machines landed at LEUCHARS between 0920 hours and 0940 hours. Preparations for re-fuelling these had already been made and 1.625 gallons of petrol were put into the machines in 2 hours, together with the requisite amount of oil and water. All five machines left LEUCHARS again, in formation, at 1300 hours and the Flight landed at MANSTON at 1720 hours. A letter of congratulation on this successful flight was received from the Air Council.	B.
	Oct.'25.		The last Vickers Vimy was allotted away from the Squadron.	
	16.12.'25.		Two Avros collided in the air over the aerodrome. L.A.C. Dunn was killed and L.A.C. Parrish escaped with injuries.	
	Mar.'26.		Wing Commander V. GASKELL-BLACKBURN, D.S.C., A.F.C. was posted to the Squadron to command, vice Squadron Leader W.J.Y. GUILFOYLE, O.B.E. M.C.	
	May.'26.		During 8 days of the General Strike the Squadron operated from BIGGIN HILL and was employed in delivering "The British Gazette" to CATTERICK each day. During this period a total weight of 17 tons 57 lbs. of newspapers was carried, 71 flights were made, covering a distance of 12.220 miles and the total flying times of pilots amounted to 362 hours, 45 minutes.	

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of (Unit or Formation) No. 9 (Bomber) Squadron.

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
MANSTON.	3.7.'26.		No. 9 Squadron took part in the Long Distance Reliability Trial for Twin Engine Bombing Squadrons at the R.A.F. Display, HENDON.	
	June.'26		The Squadron came under the command of the A.O.C., Wessex Bombing Area.	
	July.'26		L.A.C. PARRISH, whilst flying over the aerodrome in an Avro, found his controls jambed. He descended successfully by parachute and the aircraft was wrecked.	
	3.Nov.'26		Air Vice Marshall Sir John STEEL, K.B.E., C.B., C.M.G. Commanding Wessex Bombing Area, carried out his annual inspection of the unit.	
	Nov. '26		An aerial escort to the Prince of Wales was provided on the occasion of his visit to THANET.	
	29.12.26.		Wing Commander C.C. DURSTON was posted to command No. 9 Squadron with effect from this date, vice Wing Commander V, GASKELL-BLACKBURN, D.S.C., A.F.C.	
	2.1.27.		Vickers Virginia J.7425, pilotted by Sergt. RICHARDSON lost its way when returning from SPITTLEGATE above the clouds and eventually landed at OOSTERHOOT in HOLLAND. An officer from Headquarters, Air Defence of Great Britain, was sent over to investigate the situation and the machine was eventually flown back to MANSTON.	
	21.3.'27.		Flying Officer R.H. BARLOW forced landing in the Thames Estuary at night owing to both engines of Vickers Virginia, J.7425, failing. The cause of the failure was subsequently found to be due to two of the main petrol cocks being turned off. The machine came down in the water at about 2100 hours and although every effort was made to attract attention by firing Verey lights and by shouting, it was not until six hours later that the pilot and crew were picked up by a trawler and eventually brought into SHEERNESS with the wrecked machine in tow. It was remarkable that the machine floated for such a long time with four men sitting on the top plane which was almost awash at the time of rescue. The trawler,	

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MANSTON.	21.3.27.		(S.S. PICKMERE) carried no wireless with the result that no news of the forced landing and rescue reached the Squadron until midday on the 22nd.	
	19.4.'27.		Vickers Virginia J.7714 crashed at EASTCHURCH as the result of striking another machine when taking off. The pilot, Flying Officer KELLY and the crew, consisting of Pilot Officer DOWDESWELL, Flight Sergeant ALDERTON and A.C2. DANIELS were killed.	
	14-15.6.'27.		The Squadron took part in the "Long Distance Event" which consisted of a competition for reliability, Air Pilotage and wireless between all Night Bombing Squadrons in connection with the Royal Air Force Display. Eight machines were detailed to fly round the course of approximately 400 miles, leaving the ground at intervals of six hours between each machine. No. 9 Squadron obtained second place in the results. "B" Flight obtained 100% marks.	
	29.6.'27.		Photographs were taken of the Eclipse of the Sun from a machine, which was flown to CATTERICK on the evening of the 28th. The results were satisfactory and an excellent view of the Corona was obtained from over DARLINGTON.	
	2.7.'27.		The Squadron was represented at the R.A.F. Display, HENDON. Each Night Bombing Squadron sent a formation of five machines and formations took off in the order in which they were placed by the results of the "Long Distance Event" on June 14/15. No. 9 Squadron being second.	
	5.7.'27.		"A" Flight moved to NORTH COATES FITTIES Practice Camp for annual training in Bombing and Air Gunnery.	
	11.7.'27.		Marshall of the Royal Air Force, Sir HUGH TRENCHARD, visited MANSTON to see the Oxford University Air Squadron and No. 9 Squadron.	
	23.7.'27.		"A" Flight returned from NORTH COATES FITTIES to MANSTON.	
	16.8.'27.		"B" Flight moved to NORTH COATES FITTIES.	
	31.8.'27.		"B" Flight returned to MANSTON.	

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31.8.27. "B" Flight returned to MANSTON.

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of (Unit or Formation)....No....9...(Bomber)...Squadron.....

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
MANSTON.	7.11.27.		Squadron Leader D.E. STODART, D.S.O., D.F.C. was posted to this unit and took over command of "B" Flight.	
	8.11.27.		Air Vice-Marshall Sir J.M. STEEL, K.B.E., C.B., C.M.G. carried out his annual inspection of the Squadron.	
	7.2.28.		Squadron Leader A. LEES left the Squadron on posting to No. 56 (F) Squadron, to command.	
	15.3.28.		Squadron Leader H. STEWART posted to No. 9 (B) Squadron from S. of T.T. (Men). and took over command of "A" Flight.	
	17.3.28.		Five Virginias took part in the display which was given at HENDON in the presence of the AMIR of AFGHANISTAN. Whilst these machines were being flown from MANSTON on 16.3.28 the starboard engine of one aircraft burst into flames in the air. A/Flight Sergeant C. GRANTHAM, who was travelling in the near cockpit, displayed great courage and initiative by crawling along the fuselage, taking a fire extinguisher from the pilot's cockpit, and while standing on the lower centre section, he practically succeeded in extinguishing the flames before the machine was forced landed at STAG LANE aerodrome.	
	10-13.4.28.		The Squadron took part in the W.B.A. Long Distance Event. Exceptionally bad weather was experienced and the event had to be cancelled before it was completed.	
	7-12.5.28.		"A" Flight moved to ANDOVER for practice bombing on the range at UPAVON.	
	21-25.5.28.		No. 25 (F) Squadron was affiliated to this Squadron for the purpose of carrying out exercises in interception and attack.	
	29.5-2.6.28.		"B" Flight moved to ANDOVER for bombing practice at UPAVON.	
	4.6.28.		Squadron Leader D.E. STODART, D.S.O., D.F.C. posted to R.A.F. Depot for duty at Air Ministry.	

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MANSTON.	5.6.28.		The Squadron held their annual Sports Meeting.	
	11.6-7.7.28.		The Squadron moved to NORTH COATES FITTIES Practice Camp for bombing and air gunnery. Adverse weather conditions prevented completion of classifications.	
	17-21.9.28.		The Squadron entered one aircraft and crew for the Lawrence Minor Bombing Competition at NORTH COATES FITTIES and obtained 2nd place in the results.	
	28.11.28.		Wing Commander W.V. STRUGNELL, M.C. assumed command of the Squadron, vice Wing Commander C.C. DURSTON, posted to Staff College, QUETTA.	
	4-8.3.29.		"A" Flight proceeded to UPAVON for practice bombing on the range at PORTON.	
	11-16.3.29.		"B" Flight proceeded to UPAVON for practice bombing on the range at PORTON.	
	15-19.4.29.		The Squadron competed in the Wessex Bombing Area Long Distance Exercise - adverse weather prevailed. No order of merit was given by the A.O.C. owing to the fact that so much of the flying was carried out in daylight.	
	22.4.29.		The Squadron proceeded to NORTH COATES FITTIES Practice Camp for Air Firing and	
	17.5.29.		Bombing Practices and Classification - Classifications completed.	
	3-28.6.29.		The Squadron co-operated with AIR DEFENCE EXPERIMENTAL ESTABLISHMENT at HYTHE.	
	24.6.29.		Searchlight co-operation with TYNE ELECTRICAL ENGINEERS, R.E. commenced.	
	31.8.29.		Co-operation with Searchlight Companies completed.	
	12.8.29.		Inspection by Air Officer Commanding-in-Chief, Air Marshall Sir EDWARD ELLINGTON, K.C.B., C.M.G., C.B.E.	
	21.8.29.		Farewell visit of the Chief of the Air Staff, Marshall of the Royal Air Force, Sir HUGH TRENCHARD, G.C.B., D.S.O., D.C.L.	
	2.9.29. to 27.9.29.		Co-Operation with the AIR DEFENCE EXPERIMENTAL ESTABLISHMENT at HYTHE.	
	18-29.9.29.		Laurence Minot Trophy - Squadron represented by S/Ldr. KIRBY and Sgt. JOHNSON - placed 5th.	
	8.10.29.		Squadron Leader H. STEWART posted to No. 84 (B) Squadron, IRAQ.	
	18.11.29.		Squadron Leader RYAN YOUNG posted from Coastal Area.	

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MANSTON.	22-25.4.30.		Long Distance exercise held.	
	28.4.30. to 24.5.30.		Squadron proceeded to Practice Camp, CATFOSS , YORKS.	
	2.6-17.7.30.		Co-operation with AIR DEFENCE EXPERIMENTAL ESTABLISHMENT at HYTHE.	
	30.6-27.7.30.		Observer Corps Exercises.	
	11.8-17.8.30.		Command Exercises - Blue Forces.	
	23.6-17.8.30.		Co-operation with Searchlight Companies, Tyne - Essex Group - Surrey Group - Kent and Middlesex and 26th and 27th Batteries.	
	7.10.30.		Squadron Leader RYAN YOUNG posted to 70 Squadron, IRAQ.	
	20.10.30.		Squadron Leader LINNELL posted to "A" Flight from H.Q., A.D.G.B.	
	24.10.30.		Annual inspection by A.O.C., W.B.A. SIR JOHN STEEL.	
	4.11.30.		Virginia No. J.7561 crashed near MANSTON and was completely destroyed by fire - First and second pilot, Flying Officer GOAD and Sergeant ROBERTS were killed and A.C. EDWARDS, who was in the tail cockpit, was slightly injured. This aircraft had no slots.	
BOSCOMBE DOWN.	26.11.30.		Move to Boscombe Down. Road and Rail parties left.	
	27.11.30.		All aircraft were flown to Boscombe Down.	
			The following sums were transferred from Squadron non-public funds to Boscombe Station funds :- P.S.I. £250. - Officers' Mess - £100. - Sergts.' Mess -£17.10/-	
	4.1.31.		Wing Commander F. W. STENT assumed command of the Squadron.	
	20-23.6.31.		A.D.G.B. Air Exercises. 26 raids on London - 122 hours night flying in 3 days.	
	10.8.31.		Squadron proceeded to CATFOSS - returned 6.9.31.	

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BOSCOMBE DOWN.	Apl. 31.		Squadron Leader E.J.D. ROUTH posted to command "B" Flight, vice S/L. J.A. SADLER.	
	June.31.		Squadron Leader V.R. SCRIVEN posted to command "A"Flight vice S/L. F.J. LINNELL, promoted.	
	2.5-28.5.32.		Squadron moved to Practice Camp at CATFOSS.	
	25.6.32.		The Squadron took part in Troop Transport and Low Bombing events at the 1932 Display. The former being carried out in Victoria Aircraft.	
	30.7-6.8.32.		Two aircraft took part in TIDWORTH TATTOO.	
	19.9.32.		Squadron Leader D.S. EARP posted to "A" Flight, vice S/L. V.R. SCRIVEN.	
	7.11.32.		Squadron Leader E.J.D. ROUTH assumed temporary command of the Squadron, vice Wing Commander STENT, M.C. posted to E. Staff, W.B.A.	
			During the summer pilots of the squadron tested experimental night bombers made by the following firms, VICKERS, HANDLEY-PAGE and FAIREYS. The census of opinion was in favour of the VICKERS. The H.P. was nice to fly and easy to handle, but doubts were expressed concerning the strength of the undercarriage. This collapsed at UPPER HEYFORD for no apparent reason. After repairs the machine was crashed by Flying Officer MATTHIAS, No. 10 Squadron at NORTH COATES FITTIES. It caught fire and was burnt out. The FAIREY was returned to the makers as the controls were found inadequate. The gliding angle was considered too flat for night flying on small aerodromes.	
	22.11.32.		Wing Commander W. SOWREY, D.F.C., A.F.C, assumed command of the Squadron.	
	28.11.32 to 3.12.32	0900 hrs.	A navigational cruise was carried out by "B" Flight. Five machines under the command of Flight Lieutenant C.F. TOOGOOD, proceeded from BOSCOMBE DOWN to LEUCHARS on 28.11.32, landing at LEUCHARS at 1545 hours the same day. On 30.11.32 the machines took off at 1015 hours and landed at ALDERGROVE at 1400 hours. On 1.12.32 the machines proceeded to TURNHOUSE, landing there at 1320 hours. On 3.12.32 the machines returned to BOSCOMBE DOWN, landing there at 1710 hours. The last hour of	

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of (Unit or Formation).....No. 9 (Bomber) Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	28.11.32 to 3.12.32.		this flight was carried out by night. The cruise was highly successful and carried out without trouble of any kind.	
	29.12.32.		Posting of Wing Commander W. SOWREY, D.F.C, A.F.C. to R.A.F. Depot was promulgated by W.B.A..	
			Squadron Leader J. F. GORDON, D.F.C., posted to command the Squadron temporarily. Flight Lieutenant H.C.V. JOLLEFF was at this time acting Adjutant, having taken over these duties from F/O. MATHESON on 1.11.32. On 30.1.33 F/Lt. F.E. NUTTALL assumed the duties of Squadron Adjutant.	
	8.2.33.		Three machines of "B" Flight endeavoured to carry out a camera obscura exercise at BICESTER in adverse weather conditions. The first machine to leave the ground was V.V. J.7129 with the following crew, Sgt. R.A. ALLEN as 1st Pilot, F/O. T.P. PILCHER navigator, Corpl. C. SMITH, Wireless Operator, A.C2. E.C. SHOLL, Wireless Operator, U/T. and L.A.C. HIPWELL, rear gunner. This machine, in negotiating the high ground just North of TIDWORTH struck a tree and crashed to the ground. All the occupants of the front cockpits were killed, trapped in the wreckage and burnt - the machine catching fire as it struck the ground. L.A.C. HIPWELL, who was in the tail cockpit, was thrown out into the flames, but was able to escape with superficial burns. The other two machines on this exercise returned to base successfully.	
	27.2.33.		Wing Commander A.W. MYLNE arrived to take over command of the Squadron from Squadron Leader J.F. GORDON, posted to command No. 35 Squadron at BIRCHAM NEWTON.	
	Mch.33.		F/Sgt. BEDSON, "B" Flight, posted away, and his place taken by F/Sgt. CHANDLER. P/O. PALMER, R.A.A.F. posted to the Squadron from No. 2 F.T.S. for flying duties.	
	Apl.33.		Establishment changed. W.O.2. in place of Flying Officer for Armament duties.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	17-23.4.33.		W.B.A. Tactical Exercises, in which the Squadron carried out 22 raids on Camera Obscura targets at THRAPSTON, CARDINGTON and ANDOVER. This involved 85½ Night Flying on the 18th, 19th and 20th. On the night of the 19/20th, two Virginias forced landed at FILTON, One with engine and the other with rigging trouble. Both returned to Boscombe Down next day.	
	21.4.33.		Sergt. Pilot PARKER posted to the Squadron for flying duties. Individual Training examination of pilots. W.B.A. Report mentioned a "considerable improvement over last year."	
	27.4.33.		Flight Lieutenant YOOL joined "B" Flight.	
	29.4.33.		Squadron Leader EARP left for MIDDLE EAST and the command of "A" Flight was taken over by Squadron Leader GRENFELL on 1st May.	
	May. 33.		The first week in May should have been devoted to preliminary bombing training at PORTON, but this was prevented by bad weather.	
	4.5.33.		Flieut. Lieutenant JOLLEFF posted to R.A.F. Depot, UXBRIDGE - unfit for flying.	
	4-8.5.33.		Squadron moved to CATFOSS. It was ruled by W.B.A. that the entire move of personnel and stores was to be made by road, to gain experience in that method. The advance party only went by rail, therefore. The stores went in lorries - 1 Leyland Float, 2 Leyland H.T.- 2 Crossley 30 cwt. - which also carried as many airmen as there was room for alongside the drivers. The remainder of the personnel, who were not in the air party, went in motor coaches or their own private transport. The whole move, both to and from CATFOSS, passed off without a hitch. Weather was only fair during the practice camp, which caused considerable interference with both day and night flying. The 50% zone method of marking bombing was given up and only the last four bombs in each practice counted. Squadron averages were as follows, all computed to 10.000':- 4.000 ft. - 70.77 yards. 8.000 ft. - 72.79 yards. Night Bombing from 6.000' - 138.8 yards. Long Distance Bombing, night - 207.6 yards.	

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OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.O.I. and notes in R.A.F. Field Service Pocket Book.

R.A.F. Form 540

of (Unit or Formation)....No. 9 (Bomber) Squadron.....

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	4-8.5.33.		Each was able to have only one night bombing practice of each type on account of weather. 11 crews dropped live bombs. Air Firing Results were - Air Gunners' average 21.8%, Pilots' 41.4%, Squadron average 31.6%. There were two forced landings during the night long distance practices, both by Sgt. Pilot HARTLEY in Virginia J.8912. The first was in a field near LINCOLN in the dusk on account of a fire in a lighting fuze box and the second in the dark at N. COATES due to a boiling engine. The Squadron had the Vickers Night bomber B.19/27 for service trials throughout the period. It was found to be too unstable fore and aft to make a good bombing platform, and bombing was particularly difficult in hazy conditions. It offered no greater difficulty than a Virginia for machine gun firing.	
	4.6.33.		The Squadron returned to BOSCOMBE DOWN. F/Lieut. YOOL promoted Squadron Leader.	
	7.6.33.		Sgt. Pilot COCKBURN joined the Squadron for flying duties.	
	9.6.33.		One Virginia, F/O. BANKS and Sergt. DEAKIN, co-operated with the CARMARTHENSHIRE FORTRESS, R.E. at night. It was afterwards reported that "Practice given to the Sound Locator and Visual Plotter was very satisfactory." The Vickers, B.19/27 did a camera obscura test, but results were not good on account of hazy conditions.	
	12.6.33.		The Vickers B.19/27 was successfully flown at night under full war load.	
	13.6.33.		Sgt. Pilot SWEET joined the squadron for flying duties.	
	21.6.33.		Station Sports - Won by 10 Squadron, 9 Squadron 2nd, Station Headquarters, 3rd. The result was largely due to Sgt. THOMAS, of 10 Squadron, who has been a member of the Olympic Team.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	21.6.33.		Sergt. Pilot BORLEY posted for Flying duties.	
	21.6-2.7.33.		Searchlight Training with No. 1 A.A.S.B. was carried out by "B" Flight during this period, in conjunction with fighters of No. 41 (F) Squadron, NORTHOLT, over Sector G. Cloudy weather hampered the programme to a considerable extent, but it was possible to employ 4 aircraft the last few nights. New pilots gained valuable experience of flying in searchlight beams, but no new lessons were learnt.	
	30.6.33.		Co-operation with CARMARTHENSHIRE Fortress R.E. was again carried out satisfactorily.	
			P/O. BARWOOD detached to R.A.F. Base, LEUCHARS, for F.A.A. Training.	
	3.7.33.		Sergt. Pilot JOHNSON discharged, services expired.	
	3-16.7.33.		Observer Corps Exercises were carried out over Groups, 1,2,3,17 & 18. On 2 nights bad weather precluded any flying, but otherwise things were satisfactory and the Squadron did 62 hours flying in connection with the exercises.	
	10.7.33. 12.7.33.		One Officer, One F/Sgt. and 5 airmen of the Squadron represented the Station in the R.A.F. Sports at UXBRIDGE. The Team tied for 5th place with UPAVON in the Junior Cup and for 3rd place in the A.D.G.B. Cup with the same station.	
	10-16.7.33.		"A" Flight was detached to MANSTON for Co-operation with the Territorial Army Searchlights there, which was satisfactorily carried out in the course of 6½ hours flying by day and 12 by night.	
	17-20.7.33.		A.D.G.B. Air Exercises took place. The weather was too bad for any flying on the night 17/18th, but on the remaining two nights, 8 crews of this Squadron took part. On each occasion aircraft had to bomb the bridge at STRATFORD-on-AVON after crossing the South coast at the NEEDLES. 6 raids were successfully carried out each night. The Vickers B.19/27 took part on each occasion, though its 2nd raid was a daylight one on the 20th. Though this aircraft did actually bomb, no results were reported by the Camera Obscura on either occasion. On the night of the 18/19th flying weather deteriorated at BOSCOMBE DOWN, and though there was light starlight	

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flying weather deteriorated at BOSCOMBE DOWN, and though there was light starlight

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OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I. and notes in R.A.F. Field Service Pocket Book.

R.A.F. Form 540

of (Unit or Formation) No. 9 (Bomber) Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	17-20.7.33.		overhead, all aircraft had to land in a mist, which extended to 20 to 30 feet above the ground. Westher during the night of the 19/20th was good.	
	1-28.8.33.		Squadron leave period.	
			<u>The Tidworth Tattoo</u> took place during this period, and 1 aircraft from 9 and 1 from 10 Squadron took part in rehearsals from 31st July to 4th August, and in the actual Tattoo from the 8th to 12th August. A congratulatory letter was received from the G.O.C. on the good performance put up by the aircraft.	
	19-28.8.33.		F.Sergt. WARWICK posted to F.A.A. and F.Sergt. DAVIES arrived to relieve him. P/O's YOUNG, HAMILTON, MacGHIE from 2 F.T.S., and P/O. ALTHAM and Sergt. STEVENSON from 5 F.T.S. posted to the Squadron for flying duties.	
	9.9.33.		F.Sergt. ROWBOTTAM posted to HALTON and P.O's AMISON & BUCHANAN posted to the Squadron for flying duties. F.Lieut. I.McL. CAMERON, P/O's. AMISON, BUCHANAN and Sergt. Pilot BORLEY all posted to the Squadron for flying duties and F/O. DALRYMPLE posted from 9 Squadron to 33 Squadron.	
	4-22.9.33.		<u>Searchlight and Sound Locator Co-operation with 1st A.A. Defence Brigade.</u> Co-operation was carried out on 9 different nights. It was not possible on the other nights, sometimes because of unsuitable weather, and on 4 occasions because all the A.A. personnel were employed extinguishing heath fires. The co-operation took place in the ALDERSHOT Area. No new lessons were learnt. Gliding runs made it more difficult for the defenders and the Vickers B.19/27 (Vanox) was useful for this on account of its higher ceiling. It was found sometimes, that, when 2 Virginias were flying close together, one would screen the other. Flying times were 32 hours 50 miniutes over the target and 27 hours 25 minutes in transit to and from it.	

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Reference:- AIR 27 / 125

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	11.9.33.		Sgt. Pilot HONEY reverted to this basic trade and posted to CATTERICK as Sergt. W.Opr.	
	12.9.33.		Sgt. Pilot EGAN posted to Middle East for flying duties.	
	12.10.33.		S.Leader YOOL, F.Lieut. CAMERON posted to No. 70 (B.T.) Squadron, IRAQ, and P/O. HUMPHREYS posted to Armoured Cars, IRAQ. All three of them proceeded to IRAQ by air, ferrying 2 Pegasus engined Victorias from ABINGDON to HINAIDI, starting on 12th October. The flight was completed successfully and without incident.	
	18.10.33.		Pilot Officer PALMER posted to Armoured Cars, IRAQ, and Pilot Officer HASTINGS to Armoured Cars, ADEN. They took with them an overseas draft of about 15 airmen from this Squadron.	
	25.10.33.		Flying Officer SOMERVILLE left the Squadron on resigning his short service commission.	
	1.11.33.		Flight Lt. DAY posted to the Squadron for flying duties.	
	15.11.33.		F. Sgt. BRAMLEY (F.A.E.) posted to the Squadron - "A" Flight - as relief of F.Sgt. ROWBOTTOM.	
	20.11.33.		S/Ldr. RICHARDSON posted to the Squadron to command "B" Flight, vice S/Ldr. YOOL.	
	2.12.33.		Sgt. Pilot DUFFY posted to the Squadron from 4 F.T.S. for flying duties.	
	8.12.33.		F/Sgt. SCHOFIELD posted to the Squadron for Armament training - especially flying as bomb aimer.	
	22.12.33.		75% of the Squadron personnel went on Christmas leave until 2nd January.	
	1934.			
	6.1.34.		P/O. BARWOOD posted to 824 Squadron, H.M.S. EAGLE, CHINA, for flying duties.	
	10.1.34.		F/O. OWEN posted to 70 (B.T.) Squadron, IRAQ, for flying and A.P. duties.	
	14.1.34.		P/O. KNOWLES joined the Squadron from CRANWELL for flying duties.	
	18.1.34.		P/O. BARWOOD posted from the Squadron to 824 (F.S.R.) Squadron, H.M.S. EAGLE-Far East.	
	11.2.34.		P/O. LOUDON joined the Squadron from 3 F.T.S. for flying duties.	
	23-27.4.34.		Western Area Tactical Exercises. Night Flying was possible on the nights of the 24th and 26th only, bad weather rendering the other nights unsuitable.	

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	23-27.4.34.	Western Area Tactical Exercises. Night Flying was possible on the nights of the 24th and 26th only, bad weather rendering the other nights unsuitable.	

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OPERATIONS RECORD BOOK

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....No. 9 (Bomber) Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	23-27.4.34.		On the 24th 10 raids were carried out on a target at CRANWELL, scoring 10 hits; 2 raids were abendoned, 8 on account of bad weather encountered and the other on account of a forced landing for W/T failure. On the 27th, 3 raids set out for THRAPSTON. Two were re-called for bad weather. The other attacked the target, but was not observed. Total flying during the exercises; 64 hours 15 minutes.	
	28.4.34.		Sgt. DUFFY posted to the Squadron from No. 4 F.T.S. for flying duties.	
	30.4.34.		P/O. BARRETT joined the Squadron on appointment to a P.C. from Airman Pilot. Sgts. Pilot PARKER (W.O.M.) and DEAKIN (F.A.E.) reverted to their basic trades on completion of flying time - DEAKIN posted to TURNHOUSE.	
	29.4.34.		F/O. McCULLOCH posted to the Squadron for flying duties from the C.U.A.S.	
			F/O. BARKS posted from the Squadron to Station Flight, ANDOVER.	
	15.5.34.		Three aircraft of the Squadron were detailed to co-operate with certain Coastal Area units in an attack on the Fleet at anchor near PORTLAND. The position of the fleet was reported by Flying Boats by signal, on receipt of which the bombers took off. The intention was that the leader (W/Cmdr. INGHAM) was to locate and illuminate the Fleet by means of parachute flares and the other two were to bomb the ships thus illuminated. Unfortunately the weather was too bad for the intention to be carried out, the height of the clouds being only 1.000' over the fleet, and the leader ordered all aircraft to return to base shortly after arrival at PORTLAND. A 4th and 5th Aircraft were used to carry senior officers who wished to see the exercise - R.A. Carriers, Rear Admiral RAMSAY, R.N. being in one, and the A.O.C. Coastal Area, Air Marshall Clark HALL in the other.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	20-22-30.6.34.		The Station Athletic Sports, in the course of which 9 Squadron won the inter-Squadron Challenge Cup with a very comfortable margin, took place. Four aircraft of 9 Squadron, flown by F/Lt. STRUDWICK, F/O. ALTHAM, Sgt. IRISH and Sgt. BYRNE, took part in an event called Aerial Skittles at the ANDOVER display on the 22nd and the HENDON Display on the 30th. This event seemed to be very popular with the crowd. Sgt. BYRNE was presented to H.R.H. The Prince of Wales at HENDON.	
	10-20.7.34.		Observer Corps Exercises took place during this period, flights in this connection being made on the 10th, 12th, 13th, 17th, 19th and 20th, involving a total of 60 hours 50 minutes flying over the counties of KENT, SUSSEX, ESSEX, HANTS and BUCKS. Four officers visited observer posts at CHANDLESS FORD, NETON, FRESHWATER and SANDOWN on the 20th.	
	16-29.7.34.		Sector Training. Co-operation with the 26th Anti-Aircraft Searchlight Battalion, R.E., T.A. took place on the nights of the 16th to 20th inclusive. Two aircraft took part each night, generally landing at N, WEALD before and after the exercise to pick up and set down military passengers and to obtain final orders from the Sector Commander - The sector being immediately N.E. of LONDON. The opportunity was taken to test some anti-glare goggles which had been issued for trial, but they were found to be useless against searchlights.	
	23-29.7.34.		A.D.G.B. Command Air Exercises occupied this period, though hostilities were terminated at 0900 hours on the 26th. On all three nights of the exercises, the Squadron was able to produce its full strength of 10 aircraft. All 10 took part on the 23rd in raids on the AIR MINISTRY and HOUSE of LORDS, and on the 25th on WORMWOOD SCRUBBS. On the 23rd, observation from the ground was very difficult owing to the proximity of those and other targets, but on the 25th, 5 hits were scored. On the 24th, only 3	

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and other targets, but on the 25th, 5 hits were scored. On the 24th, only 3

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....No. 9 (Bomber.) Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BOSCOMBE DOWN.	23-29.7.34.		aircraft were despatched on account of bad, misty, weather conditions, but all made their attacks successfully. Of the total of 23 raids attempted, all were successfully completed, and there were no forced landings, though a great many raids were interrupted by defending fighters in the Searchlight zone, both on the outward and homeward journeys. Some aircraft had been fitted with the Automatic Pilot in time for these exercises, and employed it successfully. Total flying time 86 hours, 15 minutes.	
	15.8.34.		F/O. PAGE posted to A.S.D., CARDINGTON.	
CATFOSS.	27.8.34.		Squadron moved into Practice Camp at CATFOSS from 27th August to 29th September. The programme was completed and the Squadron averages were:- converting to 10.000 By day - 62 yards (10 yards better than 1933.) By night - 91 yards (47 yards better than 1933.) Long Distance Night bombing 103 yards and 105 yards.	
	2.11.34.		S/Ldr. FINDLAY posted to command "A" Flight, vice S/Ldr. E. GRENFELL who is posted to MALTA.	
	12.11.34.		W/Cmdr. A. MYLNE posted to H.Q., A.D.G.B.	
			S/Ldr. C.S. RICHARDSON took over temporary command.	
	20.12.34.		S/Ldr. G.H. COCK, M.C. posted to command unit from H.Q., 23 Group.	
	1935.			
	1.1.35.		S/Ldr. G.H. COCK promoted to Wing Commander.	
BOSCOMBE DOWN.	7.1.35.		F/Lieut. STRUDWICK appointed as Adjutant vice F/Lieut. NUTTALL, who is posted to IRAQ.	
	1.2.35.		F/Lieut. J.F.A. DAY, A.F.C. appointed Adjutant vice F/Lieut. STRUDWICK.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
CATFOSS.	8.4.35.		Squadron proceeding to No. 1 Armament Practice Camp, CATFOSS. Owing to very unfavourable weather, practices were severly interferred with and results were, under the circumstances, poor.	
	4.5.35.		Squadron return to BOSCOMBE DOWN from CATFOSS.	
BOSCOMBE DOWN.	5.6.35.		W/Cmdr. G.H. COCK awarded the Jubilee Medal.	
	29.6.35.		"B" Flight, under command of S/Ldr. RICHARDSON, took part in the "Skittles" event at HENDON Display.	
MILDENHALL.	1.7.35.		Squadron proceeding to MILDENHALL for the ROYAL REVIEW.	
	6.7.35.		Royal Review.	
BOSCOMBE DOWN.	6.7.35.		Squadron returned to BOSCOMBE DOWN.	
	16.9.35.		"B" Flight is now 214 Squadron.	
	18.9.35.		S/Ldr. LUCKING posted to command No. 214 Squadron, which is administered by O.C. 9 Squadron.	
ANDOVER.	15.10.35.		Squadrons moved to ANDOVER - move completed same day.	
	11.12.35.		F/Lieut. J.F.A. DAY handed over Adjutant's duties to F/O. J. McGHIE as he, (F/Lieut. DAY) is placed on Retired List.	
	3-20.12.35.		Between the 3rd and 20th December, Searchlight Co-operation exercises were carried out with 1st A.A. S/L. Group. Most nights the weather was unsuitable, but a considerable amount of night flying was done.	
	1936.			
ANDOVER.	10.1.36.		Squadron commenced move to ALDERGROVE.	
ALDERGROVE.	15.1.36.		Six Virginias led by F/Lieut. DABINETT flew to ALDERGROVE.	
	18.1.36.		Move to ALDERGROVE completed.	
	6.3.36.		A Practice Camp was carried out between 6th March and early May.	
	March to) April.)		Squadron re-equipped with HEYFORD III. Aircraft, the Virginias being flown to ANDOVER to equip No. 214 (B) Squadron.	

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April. | ANDOVER to equip No. 214 (B) Squadron.

(3182—1154) Wt. 13795—553 20,000 6/37 T.S. 667

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron. No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1936:			
ALDERGROVE	2.5.36		"B" Flight formed ex "A" Flight and equipped with HEYFORD 111 Aircraft. The Flight was commanded by P/O. ROSE, pending the arrival of S/Ldr. ROUGH.	
	25th, 26th, & 27.6.36		Two aircraft co-operated with H.M.S."RAMILLIES" off BANGOR on "Range Finding" tests, one machine flying at 3,000 feet, and the other at 10,000 feet - approaching the ship on different courses from about 15 miles distance. The exercise was a complete success, and 10½ hours day flying was carried out.	
	7.6.36		Two machines detailed for MILDENHALL FOR SPECIAL DAY EXERCISES. On 8/7th they took part in a formation flight of 12 machines over a sector on the East Coast at 12,000 feet.	
BIRCHAM NEWTON.	5.7.36		One machine proceeded to BIRCHAM NEWTON for co-operation with Air Observer Corps, but became u/s owing to engine trouble.	
BIGGIN HILL.	6.7.36		One machine proceeded to BIGGIN HILL for Air Observer Corps co-operation as relief machine for machine u/s at BIRCHAM NEWTON.	
HALTON.	7.7.36		Machine proceeded from BIGGIN HILL to HALTON to be viewed by Aircraft apprentices, returning to ALDERGROVE, 8th July.	
UPPER HEYFORD.	10.7.36		One machine proceeded to UPPER HEYFORD on Air Observer Corps co-operation exercise.	
BICESTER.	10.7.36		One machine proceeded to BICESTER on Air Observer Corps co-operation exercise.	
MILDENHALL.	19.7.36		A flight of three machines, commanded by S/Ldr. ROUGH, was attached to MILDENHALL for Observer Corps and Sector Training Operations. 20 hours night flying and 5 hours day flying were carried out during the exercises.	
ALDERGROVE.	24.7.36		Two new HEYFORD aircraft collected for the Squadron.	

For POSTINGS for period January/July 1936 - see overleaf.

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Reference:- AIR 27 / 125

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1936.			
			POSTINGS during the period January/July 1936 took place in the Squadron as stated below:-	
	2.1.36		F/Lt. DAY placed on Retired List.	
	6.1.36		S/Ldr. FINLAY posted to ANDOVER.	
	17.2.36		P/Os STICKNEY and HUTTON posted to the Squadron.	
	11.3.36		P/Sgt. CARROL posted to Squadron.	
	6.5.36		P/O. RIVETT-CARNAC posted to GOSPORT.	
	23.5.36		P/Os DENNIS and OVENDEN posted to Squadron.	
	25.5.36		P/Sgt. ~~STEVENSON~~ SAUNDERS posted to Squadron.	
	31.5.36		P/Sgt. ROSS posted to Squadron.	
	4.6.36		P/Sgt. STEVENSON posted to Squadron, also P/O. MITCHELL.	
	11.6.36		P/Sgt. TURNER posted to Squadron.	
	12.6.36		S/Ldr. ROUGH posted as Flight Commander "B" Flight, after T.E. conversion course with No. 38 Squadron.	
	17.7.36		P/O. RICHARDSON posted to Squadron.	
FARNBOROUGH.	29.8.36		One aircraft of "A" Flight detached to FARNBOROUGH for special D/F wireless tests.	
ALDERGROVE.	26-27.8.36		Co-operation with 1st Battalion, BORDER Regiment, one machine took part in night co-operation, but was unable to detect forces owing to fog - the exercise on the morning of the 27th was cancelled owing to fog.	
BIGGIN HILL.	2.9.36		"A" Flight machine on D/F duties moved to BIGGIN HILL.	
SCAMPTON.	21.9.36		W/Cmdr. COCK, F/Lt. DABINETT, and P/O. DENNIS proceeded to SCAMPTON with Advance Party to prepare for arrival of Squadron at SCAMPTON.	
NORTHOLT.	29.9.36		"A" Flight machine on D/F duties moved to NORTHOLT.	
SCAMPTON.	1.10.36		Air Party moved to SCAMPTON.	
ALDERGROVE.	5.10.36		Move of Squadron from ALDERGROVE to SCAMPTON completed.	
HORNCHURCH.	16.10.36		"A" Flight machine on D/F duties moved to HORNCHURCH.	
SCAMPTON.	25.10.36		Tents on aerodrome, for use of Flight Offices and Stores, blown away in a gale.	

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation) ..No. 9 (Bomber) Squadron.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1936.			
SCAMPTON.	3.10.36.		The Squadron's crest viz. a bat with the motto "Per NOCTEM VOLAMUS" was officially approved by H.M. the King.	
	25.12.36.		S/Ldr. SANDERSON posted to Squadron to command "A" Flight vice F/Lt. DABINETT.	Grant? noted
	1937.		P.O. Grant posted to the Squadron from F.T.S.	
	27.1.37.		The A.O.C. No. 3 (Bomber) Group, Air Vice-Marshal PLAYFAIR handed the Squadron its official crest, framed.	
	18.3.37.		A framed record of the recommendation for a bar to the D.F.C. in respect of CAPT. WARNER, No. 9 Squadron during the Great War, was received from the Air Ministry.	
	20.3.37.		F/O. LOUDON and P/O's. KEEGAN, FEWTRELL, SCARF, KYDD, BARRETT, SULLIVAN, HOW, & CROCKETT posted to Nos. 61 & 144 Squadrons, HEMSWELL.	
	31.3.37.		S/Ldr. ROUGH posted to No. 75 Squadron, DRIFFIELD.	
ALDERGROVE.	4.5.37.		The Squadron proceeded to Practice Camp at ALDERGROVE, S/Ldr. SANDERSON leading "A" Flight and F/O. ROSE leading "B" Flight.	
	5-27.5.37.		Practice Camp- little bombing was carried out owing to adverse weather conditions.	
	10.5.37.		S/Ldr. SHAW posted to command "B" Flight.	
SCAMPTON.	28.5.37.		Squadron returned from Practice Camp.	
	6.6.37.		108 members of the Observer Corps visited the Station and after being shown around and given instructions, carried out simple exercises in relation to their work.	
	27.6.37.		39 members of the Observer Corps visited the Station, a similar programme as that for June, 6th being carried out.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
SEALAND.	15-16.6.37.		One Heyford Aircraft attached to SEALAND for "observation dimming trials of factory lighting" at night of the Imperial Chemical Industries factory at Winnington. F/O. Groom was in charge.	
SCAMPTON.	1.7.37.		Three Heyford aircraft of "B" Flight carried out wireless tests with the Southern control D/F Stations to ascertain their capacity in co-operation with the Fighter Command. This was highly successful.	
	20.7.37.		Three Heyford aircraft from both "A" and "B" flights carried out night exercises in co-operation with the Observer Corps over NORFOLK and SUFFOLK. At the conclusion of these, all aircraft dropped bombs on the practice bombing range at Berner's Heath thus completing an operational exercise.	
SCAMPTON.	31-7-37.		The total night flying hours for the Squadron this month was 129.	
SCAMPTON.	7-8-37.		A/P/O's BAMFORD, MILES, SMALLEY, THOMPSON, HOWLETT, and ROLT posted from No. 3 Flying Training School and F/O Allison from No. 8 Flying Training School.	
SCAMPTON.	9-8-37.		Nine Heyford aircraft took part in the Sector and Combined Training Exercises at night, and carried out raids on camera obscura targets situated at ENFIELD and WALTHAMSTOW. One aircraft of 'A' Flight crashed in a field close to the aerodrome after "taking off". Operations on the second night of the exercises were postponed for 24 hours owing to adverse weather conditions. On the night of the 11th two aircraft which had "taken off" for the first two raids were recalled and the exercises were cancelled owing to adverse weather conditions.	
SCAMPTON.	31-8-37.		The total night flying hours for the Squadron this month was 134.2.	
SCAMPTON.	1-9-37.		P/O LEECH, whilst night flying had a remarkable escape with slight injuries when the machine he was piloting crashed into trees and a house on the aerodrome boundary.	Appendix "C"
SCAMPTON.	4-9-37.		A/P/O TURNER posted from No. 6 Flying Training School and A/P/O JACKSON posted from No. 2 Flying Training School.	

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from No. 2 Flying Training School.

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R.A.F. Form 540

of (Unit or Formation) No. 9 (Bomber) Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
SCAMPTON.	27.9.37.		Two machines of each Flight commenced practice bombing of sea markers which were dropped in the North Sea, in preparation for high altitude, level, live bombing of an armoured float in the form of a cross-section of a fully equipped armoured naval vessel.	
SCAMPTON.	28.9.37.		The A.O.C-in-C., Bomber Command, Air Chief Marshal Sir Edgar Rainey LUDLOW-HEWITT, K.C.B., C.M.G., D.S.O., M.C., p.s.a., visited the Station.	
SCAMPTON.	14.10.37.		Three machines with full crews commanded by Squadron Leader SHAW, proceeded to EASTCHURCH in preparation for the high altitude, level, live bombing trials, the practice for which commenced on 27.9.37.	
			Five machines with full crews, commanded by Squadron Leader SANDERSON, proceeded to MILDENHALL for inspection with various other Squadrons, by a party of German Air Force Staff Officers, on the occasion of their visit to this Country.	
SCAMPTON.	26.10.37.		The A.O.C. Air Vice Marshal, P.H.L. PLAYFAIR, C.B., C.V.O., M.C., visited the Station on his annual inspection. 100% serviceability of aircraft was attained and participated in a "fly-past", level, in echelon to starboard.	
SCAMPTON.	1.11.37.		An experimental change in organisation of the squadron commenced, whereby "A" Flight became the "Operational Flight" and "B" Flight became "Maintenance Flight", with a view to increasing the percentage serviceability of machines and obtaining a higher standard of operational efficiency.	
SCAMPTON.	16.11.37.		The Inspector-General of the Royal Air Force, Marshal of the Royal Air Force, Sir Edward L. ELLINGTON, G.C.B., C.M.G., C.B.E., p.s.c., visited the Station.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
SCAMPTON.	7.12.37.		The Squadron took part in Bomber Command Tactical Exercise without aircraft, the purpose of which was to exercise all regular formations from Command Headquarters down to Squadrons in operational control and intelligence procedure. For the convenience of communication, R.A.F. Station, SCAMPTON, worked under the command of No. 5 (Bomber) Group, GRANTHAM during the period of the exercise from 0800 hours 7th December, 1937 until 1200 hours 9th December, 1937. The Squadron carried out fictitious raids against supposed enemy targets during the night phases of the exercise.	
	1938.			
SCAMPTON.	4.1.38		Squadron commenced armament training practice camp at North Coates Fitties, and operated from SCAMPTON owing to NORTH COATES FITTIES Aerodrome being unserviceable.	
SCAMPTON	4.2.38.		Squadron completed practice camp having flown a total of 353 hours by day and 77 hours by night.	
SCAMPTON.	7.2.38.		Pilot Officer D.B. ALLISON assumed duties as Squadron Adjutant vice Flying Officer L. ROSE.	
			Squadron reverted to the old organisation of 'A' and 'B' Flights, owing to the experimental organisation which had been in existence for the past two months, proving unsatisfactory.	
SCAMPTON.	18.2.38.		Acting Pilot Officer BAILEY posted from No. 9 Flying Training School.	
SCAMPTON.	28.2.38.		Wing Commander H.A.SMITH,M.C.,posted to command the Unit vice Wing Commander C.H.COCK.,M.C.	
STRADISHALL.	10.3.38.		Move of Squadron from SCAMPTON to STRADISHALL completed.	
STRADISHALL.	13.6.38.		Acting Pilot Officers ROSOFSKY and PARROTT posted from School of Air Navigation, Manston, on completion of Short Navigation Course.	
STRADISHALL.	17.6.38 to 30.6.38		Squadron leave period.	

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		Manston, on completion of Short Navigation Course.	
STRADISHALL.	17.6.38 to 30.6.38	Squadron leave period.	

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No. of pages used for day.....

of (Unit or Formation).....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1938.			
STRADISHALL.	4.7.38.		R.A.F.Stradishall started two-monthly trial of new routine whereby Nos. 9 and 148 (Bomber) Squadrons alternated weekly with Day and Night Flying.	
STRADISHALL.	5.8.38.		Squadron took part in Home Defence Exercise. Only three raids were attempted however owing to bad weather and none of them reached their objective.	
	7.8.38.			
STRADISHALL.	15.8.38.		Pilot Officer LAMBERT posted from CADET COLLEGE,CRANWELL on passing out.	
STRADISHALL.	22.8.38		Pilot Officer CROSSLEY posted from SCHOOL OF AIR NAVIGATION,MANSTON, on completion of Short Navigation Course.	
STRADISHALL.	28.8.38		Flight Lieutenant ROSE posted to Specialist Engineering Course at SCHOOL OF AERONAUTICAL ENGINEERING,HENLOW,having served with the Squadron for Three years and eight months.	
			Flying Officer MITCHELL posted to Specialist Armament Course at NO.1 AIR ARMAMENT SCHOOL.MANBY,having served with the Squadron for Two years and two months.	
STRADISHALL	16.9.38		During the time of the European Crisis over Czecho-Slovakia,the aircraft of the Squadron were reduced to Column 7,Appendix A. All the trained Wireless Operators	
	10.10.38		were attached to No. 148 (Bomber) Squadron, Stradishall.	
STRADISHALL	28.9.38		Squadron Leader SHAW attached to No. 38 (Bomber) Squadron, MARHAM.	
STRADISHALL.	7.10.38		Squadron Leader SHAW returned to this Unit and re-assumed command of 'B' Flight.	
STRADISHALL	16.10.38.		Pilot Officer MILES posted to H.M.S.'FURIOUS' on appointment to Air Branch,Royal Navy, having served with the Squadron for One year and One month.	
STRADISHALL.	10.11.38.		The Air Officer Commanding, AIR COMMODORE A.A.B.THOMSON,M.C.,A.F.C.,visited this Station for his Annual inspection. The Squadron flew past by flights astern 'V' formation.	
STRADISHALL	11.11.38		Pilot Officer BAILEY,assumed the duties of Squadron Adjutant vice Pilot Officer ALLISON.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1938			
STRADISHALL	14.11.38.		Flight Lieutenant LAMB posted from No. 11 Flying Training School, SHAWBERY to command 'A' Flight.	
STRADISHALL.	14.11.38.		Wing Commander H.A.SMITH.M.C., and Pilot Officer A.W.JACKSON both killed in accident whilst night flying. Pilot undershot the flare path, hit the top of a tree and crashed in field just outside aerodrome. Aeroplane burnt out.	
STRADISHALL.	15.11.38.		Wing Commander W.SANDERSON A.F.C., assumed command of the Squadron vice Wing Commander H.A.SMITH.M.C., (deceased).	
STRADISHALL.	28.11.38.		Wing Commander W. SANDERSON, A.F.C., posted to No. 214 (Bomber) Squadron, FELTWELL to command.	
	28.11.38.		Squadron Leader G.H. SHAW assumed command of the Squadron vice Wing Commander W. SANDERSON, A.F.C.,	
STRADISHALL.	12.12.38.		The squadron prepared eight machines with full crews. to take part in No. 3 (Bomber) Group Monthly Tactical Exercise. Owing to inclement weather however, no raids were attempted.	
STRADISHALL.	28.12.38.		During the month of December, the number of aircraft in the Squadron was brought up to full establishment, 12 I.E. and 4 I.R. aircraft.	
	1939.			
STRADISHALL	2.1.39.		Wing Commander, LLOYD, M.C. D.F.C., assumed command of the Squadron vice Squadron Leader G.H. SHAW.	
STRADISHALL	27.1.39		Aerodrome put unserviceable.	
STRADISHALL.	31.1.39		Aerodrome put serviceable again.	
STRADISHALL.	31.1.39		Squadron took possession of its first Wellington aircraft.	
STRADISHALL	6.3.39.		167 Starlings were killed by W/Cdr. LLOYD whilst taking off from STRADISHALL aerodrome. 178 were counted on the aerodrome and 9 were removed from the engine on landing at MILDENHALL.	
STRADISHALL	17.3.39.		Pilot Officer R.C. LAMBERT assumed duties of Squadron Adjutant vice Pilot Officer D.C.E. BAILEY.	

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D.C.E. BAILEY.

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of (Unit or Formation) No. 9 Squadron.

R.A.F. Form 540

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
STRADISHALL	1.3.39		Four HEYFORDS alloted and flown to No. 19 Maintenance Unit, ST ATHAN.	
STRADISHALL	9.3.39		Four more HEYFORDS alloted and flown to No. 19 Maintenance Unit, ST ATHAN.	
STRADISHALL	23.3.39		Four further HEYFORDS alloted and flown to No. 8 Maintenance Unit, LITTLE RISSINGTON.	
STRADISHALL	28.3.39		No. 9 Squadron affiliated to the town of IPSWICH under the Municipal Liaison Scheme 1939 (Air Ministry letter 743712/38/T.W.1 dated 28/3/1939).	
STRADISHALL	17.4.39		One HEYFORD alloted and flown to ALDERGROVE.	
STRADISHALL	19.4.39		P/Offr. D.T. PARROTT posted to No. 4 A.O.S., WEST FREUGH.	
STRADISHALL	24.4.39		Squadron took possession of the remaining IMMEDIATE RESERVE aircraft and thus became fully equipped with WELLINGTON aircraft.	
STRADISHALL	4.5.39		Officer Commanding No. 88 (St.Pancras) Squadron, Air Defence Cadet Corps, London advised this Squadron that this day they had heard from the Secretary-General of the Air League that, with our consent, they have been affiliated to us.	
STRADISHALL	11.5.39		No. 9 Squadron was informed by Station Headquarters, R.A.F., Stradishall had been selected by No. 3 Group to carry out a flying demonstration at the Military Aviation Meeting which was to be held at EVERE aerodrome, BRUSSELS on Sunday 9th July 1939. Ten machines were to go; nine for the display, and one as a spare. Training was commenced immediately by the Squadron, and flying crews were provisionally chosen so that the personnel would have the maximum opportunity of getting used to one another. A conference was held and a flying programme was drawn up. It was decided to fly past in four formations:- Squadron formation, Squadron vic, Squadron flights line astern, and Echelon to starboard. The necessity of keeping 'in the public eye' was stressed; and it was decided to do 'figure of eight' runs. Work was commenced on compilation of Weight Sheets - P/Offr. SMALLEY being detailed for this work. All items were carefully	16

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
			considered, and equipment reduced to a minimum. Personal baggage was allowed to the scale of 40 lbs per officer and 30 lbs per airman. Authority was obtained for a supply of white overalls for pilots and blue overalls for airmen. Squadron crests were stencilled on all aircraft, and the Wing Commander's and Air Commodore's pennants were painted by P/Offr. ROLT and affixed to the aircraft concerned.- information having been received that the A.O.C. (Air Commodore Thomson) was proceeding to BRUSSELS in our spare machine.	
STRADISHALL	25.5.39		EMPIRE AIR DAY. The Squadron entertained the Mayor and Corporation and Town Clerk of IPSWICH to Luncheon in the Officers' Mess.	
STRADISHALL	4.6.39		200 members of the R.A.F. OBSERVER CORPS visited the aerodrome in order to obtain flying experience in connection with R.A.F. Liaison with Observer Corps.	
STRADISHALL	6.6.39		On 6th June, a letter was received from No. 3 Group giving details of the programme for the duration of the stay at BRUSSELS, and authority for a pre-visit by Wing Commander H. P. LLOYD, ~~A.F.C.~~., M.C., D.F.C.. It also stated that the A.O.C., his Personal Assistant, and the Belgian Attache, were coming with us. After consideration, it was decided, owing to the limited accommodation in the aircraft, that the post of Personal Assistant could well be carried out by an officer from No. 9 Squadron, and P/Offr. BAILEY was finally detailed for this post. Great difficulty was experienced in obtaining the necessary spares to make ten aircraft serviceable, but by means of sending transport direct to Maintenance Units, sufficient spares were obtained to enable ten aircraft to be completely serviceable by the 7th July 1939.	
STRADISHALL	11.6.39		One Wellington was sent to BIGGIN HILL in connection with liaison with R.A.F. OBSERVER CORPS.	
STRADISHALL	2.6.39		P/O. J.O.BARNARD posted to No. 9 Squadron from No. 148 Squadron.	
STRADISHALL	17.6.39		S/Ldr G.H.SHAW posted to HQs No. 13 GROUP.	
STRADISHALL	18.6.39		One Wellington was sent to HONINGTON in connection with visit of personnel of R.A.F. OBSERVER CORPS.	

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STRADISHALL	17.6.39	S/Ldr G.H.SHAW posted to HQs No. 13 GROUP.	
STRADISHALL	18.6.39	One Wellington was sent to HONINGTON in connection with visit of personnel of R.A.F. OBSERVER CORPS.	

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R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1939			
STRADISHALL	4.7.39		Information was received that a HURRICANE was to do a display of aerobatics at the Military Aviation Meeting at EVERE Aerodrome, BRUSSELS, and that our programme of 20 minutes would have to be reduced to 15 minutes. It was decided to carry out our normal programme, but reduce our time on turns slightly, and so cut our time down to 15 minutes.	
STRADISHALL	5.7.39		Three formations of three Wellingtons (nine aircraft in all) flew twice over BURY ST EDMUNDS. They co-operated with the Borough of Bury St Edmunds Air Raid Precautions Committee in connection with A.R.P. exercises.	
STRADISHALL	7.7.39		P/Offr. CLIFFORD-JONES posted to No. 9 Squadron from No. 75 Squadron.	
STRADISHALL	7.7.39		The Squadron was due to leave for BRUSSELS, but the morning opened with low cloud, mist and drizzle - a day of typical 'anti-cyclonic' gloom. Nevertheless, the machines were wheeled out, suitcases and navigation equipment placed in the machines, and what was destined to be a long wait, was commenced. Weather reports started to come in:- Channel - ceiling zero, Brussels- cloud 800' 10/10 visibility 700 yards. Manston - 800' 8/10. Each report showed clouds lower, and the spirits of the Squadron dropped with the cloud height. Weather at Stradishall cleared in the afternoon, but the reports from the Channel and Brussels showed no improvement. At 18.00 hours, the machines were wheeled in and the Squadron "retired to rest".	
	8.7.39		The following morning showed little improvement, but we were promised better weather in the afternoon. Finally, at 14.00 hours, the engines were started, and course set for BRUSSELS. After a pleasant journey - during which it was not necessary to come below 1,000 feet, and with a visibility of 20 miles - a	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
BRUSSELS	1939. 8.7.39	(cont.)	landing was made at EVERE at approximately 15.30 hours (B.S.T). The machines were wheeled into the Hangars with difficulty - the wing span of the Wellingtons being too big to wheel directly in - and a complicated back and forth movement had to be devised. This was completed by 17.00 hours, and we repaired to our hotels for our first glass of continental biere - a well-deserved drink after the heat of the hangars. On arrival at the Hotel we found a telegram waiting us from the officers left at Stradishall, complimenting us on our 'epic flight' - WHICH WAS ANSWERED IN A SIMILAR VEIN. Our thirst quenched, we went to our rooms, where we were, it is to be confessed, a little staggered by the luxury, and a trifle surprised by the absence of valets des chambre and the presence of femmes des chambre. However, resolving firmly not to be surprised at anything, we changed into Mess kit for the Banquet given by the SECOND INTERNATIONAL AERO SHOW to the FOREIGN HIGH AUTHORITIES and AIR FORCE OFFICERS in the SALLE DES GLACES, PALAIS d'EGMONT. This proved to be a very sumptious, but rather long affair. On completion of the Banquet, the whole Squadron sallied forth, with the Belgian Officers, to taste the night life of BRUSSELS. A good time was had by all !	
BRUSSELS	9.7.39		Sunday, the 9th July, was the day of the 'FETE' - as the Flying Display seemed to be popularly known. This was, undoubtedly, the most magnificant display of flying that has ever been staged. The crack Squadrons from four countries combined to make an exhibition that was only marred by the unfortunate accident that resulted in the death of one of the German pilots. The French, in their very manoeuvrable Morane Parasols, did aerobatics that prove their mastery of their machines. The Belgians, in their Gladiators, did formation tied-together aerobatics that rival our own squadrons. The Germans did thick rolls in their Bücker-Jungmeisters trainers that made one wonder how the machines held together. Our own display of formation flying by the Wellingtons, and the high-speed	appendix "D"

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Our own display of formation flying by the Wellingtons, and the high-speed

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No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
BRUSSELS.	9.7.39	(cont.)	aerobatics by the Hurricane, completed a display that the observer will not forget for a very long time. The evening was spent at a Dinner given in honour of the High Authorities and officers of the foreign delegations at the PALAIS DES BEAUX ARTS. This was followed by dancing in the Ball Room.	
BRUSSELS.	10.7.39		This day (Monday) was spent at the Water Exhibition at LIEGES. A really magnificent presentation. The fountains were beautifully laid out, and when illuminated at night, must have been a sight well worth seeing. There was also a wire-rope railway up to a high tower in the middle of the Exhibition, which was visited by all the delegation. The evening produced the 'piece de resistance' in the way of celebrations. The Belgian Officers organised a Guest Night at an old Chateau about seven miles from BRUSSELS. Here a most enjoyable and rather hilarious evening was spent - greatly aided by the presence of a great deal of beauty in the form of girl friends of the Belgian Officers. It has been rumoured that English Officers, unable to speak a word of French at 20.00 hours, were, by the small hours, conversing fluently in that language - or at least they were being understood. And what more could be wanted.?	
BRUSSELS.	11.7.39		Tuesday morning. The delegation attended the bearing away of the German pilot to Germany where he was buried. Lunch was given to the Officers in the Officers' Mess, and we left EVERE at 15.00 hours - one machine L.4274 with F/Sergt. BARBER and P/Offr. P.C.LAMBERT, having to return to deal with a faulty oil gauge. A gauge was borrowed from the Belgian Government and the machine flew back showing a pressure of 5.6 Kg/ cm. The whole delegation were presented with a placque each, in bronze, to commemorate the meeting, and as a memento of a very pleasant visit.	A nominal roll of all officers attending will be found in Appendix
STRADISHALL	13.7.39		Squadron proceeded to TANGMERE to take part in H.M.S."CENTURIONE" Bombing Exercises.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
STRADISHALL	13.7.39		Advance Party of No.9 Squadron moved to HONINGTON.	
HONINGTON	14.7.39		Squadron returned from TANGMERE to HONINGTON - the H.M.S."CENTURION" Bombing Exercises having been cancelled.	
HONINGTON	15.7.39		The Squadron flew to IPSWICH and were entertained by the Mayor and Corporation of IPSWICH. A report in "The Aeroplane" dated 2nd August 1939 reads as follows:- 'Ipswich entertained two squadrons of the Royal Air Force at the Municipal 'Airport on 15th July 1939. The visit was made in conjunction with the 'scheme of affiliation of an Air Force Squadron with a local City or Town. 'No. 9 Squadron was originally affiliated to Ipswich, but later No. 110 'Squadron from Wattisham was substituted. Then the Air Ministry confirmed 'the original arrangements. Ipswich rose to the occasion and entertained 'them both. No. 9 Squadron, commanded by Wing Commander H.P.LLOYD, M.C.,D.F.C., 'arrived first and flew over the airport in two close formations. They gave 'a display of formation flying, and while they were in the air, six long-nosed 'Blenheims of No. 110 Squadron, commanded by S/Ldr I. McL. CAMERON landed. 'The the Wellingtons of No. 9 Squadron*flew past very low in line-astern. 'When the machines had all landed and parked, the crews were presented to 'the Mayor of Ipswich (Mr E.L.HUNT). The privileged and others were then 'shown the works of the Wellingtons, after which, all ranks were entertained 'to tea in one of the Flight Sheds. During the interval, the Miles Magisters 'of the new R.A.F. Volunteer Reserve School occupied the air and the aerodrome. 'The R.A.F. created a very favourable impression on the assempled multitude'. #'suffering no doubt from reaction from their height-test at Brussels'.	
HONINGTON	15.7.39		Move of No. 9 Squadron from STRADISHALL to HONINGTON completed.	
HONINGTON	18.7.39		The Squadron took part in a flight over FRANCE, as leader of formation of 18 Wellingtons, but the flight was postponed at MANSTON owing to bad weather. The Squadron carried out a short exercise over ENGLAND and returned to Base.	
HONINGTON	19th July '39		The Squadron successfully carried out a flight to MARSEILLES (France) and returned without mishap. A total of 8½ hours flying non-stop from MANSTON. Petrol consumption worked out at approximately 2·6 m.p.g.	
HONINGTON	19.7.39		The members of the IPSWICH AERO CLUB offered Hon. membership of their Club to the C.O. and officers of No. 9 Squadron.	
HONINGTON	19.7.39		Wing Commander H.P.LLOYD, M.C., D.F.C., and a number of officers of the Squadron attended the "AT HOME" of the Mayor and Mayoress of Ipswich.	

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attended the "AT HOME" of the Mayor and Mayoress of Ipswich.

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OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1939.			
HONINGTON	23.7.39		The Squadron again successfully carried out a flight to MARSEILLES (France). This time as the subsidiary sub-formation. Accent was laid on petrol consumption - formation-flying was made a minor consideration. The consumption figures showed improvement; one machine attaining 3 m.p.g.. We were informed that this was the last of the flights over FRANCE. S/Ldr. COLE made a forced landing at LYONS owing to fabric stripping off the aircraft; and P/Offr. ROSOFSKY landed at the same place owing to an opened pilot's hatch. A good time was had by all. They returned to HONINGTON the following morning.	
HONINGTON	5th & 6th Aug. 1939.		Bomber Command Tactical Exercises were carried out, and the Squadron participated. The exercises for the 7th Aug. were cancelled owing to bad weather.	
HONINGTON	8th to 11th Aug. 1939.		The Major Home Defence Air Exercises were carried out during the period 8th to 11th August 1939, and the Black-out for the night of 9/10th Aug. was postponed, owing to bad weather conditions, to the night of 10/11th Aug.	

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OPERATIONS RECORD BOOK

R.A.F. Form 540

of (Unit or Formation) No. 9 SQUADRON.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	1/9/39.		Squadron Mobilisation ordered. Aircraft despatched to Dispersal Points:	
HONINGTON.	2/9/39.		Squadron standing by for orders. 4 G.R. Observers attached to Squadron for recognition of Ships. P/O. CHAMBERS, P/O. ARKELL, P/O. COOK, and SGT. GROSSEY, but P/O. COOK ordered to return. F/O. J.P.C. ROLT assumed the duties of Squadron Adjutant.	
HONINGTON.	3/9/39.		State of War with Germany declared as from 11.00 hours.	
HONINGTON.	4/9/39.		Sections 1 and 4 carried out a raid on 2 Battleships at BRUNSBUTTEL. Section No. 1. 1. S/LDR. LAMB, P/O. CHAMBERS, F/O. LEECH, SGT. BRYANT, SGT. SMITH and A.C. HAWKINS. 2. F/SGT. BORLEY, SGT. MILLER, CPL. PARK, L.A.C. WARE, and A.C. HENDERSON. 3. F/SGT. TURNER, SGT. JARVIS, SGT. WALTON, A.C. DAY, and A.C. BROCKING. Section No. 4. 1. F/LT. GRANT, P/O. LAMBERT, P/O. ARKELL, F/O. TURNER, CPL. KIRCHER, and A.C. GRIFFITHS. 2. SGT. PURDIE, F/O. THOMPSON, A.C. GIBSON, A.C. MUSHAM, and A.C. TAYLOR. 3. SGT. BOWEN, SGT. BALMER, A.C. NICHOLLS, A.C. LAMB, and A.C. WILKIN.	

Cont/P.T.O.

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	4/9/39.		All aircraft reached their objective. No. 1 Section attacked by 9 German fighters, one of which was claimed to have been shot down by F/O. LEECH. A German merchant Ship was successfully bombed and set on fire by S/LDR. LAMB. No. 4 section encountered heavy A/A. fire but succeeded in bombing a Battleship lying in harbour. No's 2 and 3 of No. 1 Section did not return to base, and were reported missing. First Squadron to draw blood.	
HONINGTON.	5/9/39.		P/O. CHANTLER, P/O HARRIS, and P/O. JAGGARD posted to Squadron.	
HONINGTON.	6/9/39.		All aircraft (12) flown to BOSCOMBE DOWN. First Wellington I.A. (Battles hip) Aircraft arrived.	
HONINGTON.	8/9/39.		Aircraft flown back from BOSCOMBE DOWN for Air Firing. During Air Firing practice atvBERNERS HEATH, an accident occurred to Aircraft L.4320, the following lost their lives: P/O. ROSOFSKY, P/O. CLIFFORD-JONES, A.C.1. McGREEVY, and A.C.1. PURDIE. Aircraft flown back ~~from~~ to BOSCOMBE DOWN after Air Firing. S/Ldr. L.S. LAMB had Audience with His Majesty King George VI.	
HONINGTON.	9/9/39.		Aircraft flown back from BOSCOMBE DOWN for Air Firing and returned after completion.	
HONINGTON.	10/9/39.		6 Aircraft flown back from BOSCOMBE DOWN for Air Firing and returned after completion. Funeral of P/OROSOFSKY, P/O. CLIFFORD-JONES, A.C.1. McGREEVYand A.C.1. PURDIE.	
HONINGTON.	11/9/39.		3 Aircraft flown back from BOSCOMBE DOWN for Air Firing and Night Flying.	
HONINGTON.	12/9/39.		3 Aircraft flown back from BOSCOMBE DOWN for Air Firing.	

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HONINGTON.	12/9/39.		3 Aircraft flown back from BOSCOMBE DOWN for Air Firing.

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of (Unit or Formation) No. 9 squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	13/9/39.		P/O. G.G. HEATHCOTE posted to Squadron. Six Aircraft standing by.	
HONINGTON.	14/9/39.		Six Aircraft standingby. 2 further Wellington 1.A. Aircraft delivered to Squadron.	
HONINGTON.	15/9/39.		Six Aircraft standing by. All Aircraft flown from BOSCOMBE DOWN, and placed in Dispersal points.	
HONINGTON.	17/9/39.		P/O. BELL posted to Squadron.	
HONINGTON.	18/9/39.		Air Firing and Bombing practice carried out.	
HONINGTON.	19/9/39.		Air Firing and Bombing practice carried out.	
HONINGTON.	21/9/39.		Air Firing and Bombing practice carried out.	
HONINGTON.	22/9/39.		F/O. ROLT posted from Squadron, P/O. BELL assumed duties of Squadron Adjutant.	
HONINGTON.	23/9/39.		Air Firing and Bombing practice carried out.	
HONINGTON.	25/9/39.		Air Firing and Bombing practice carried out at BERNERS HEATH.	
HONINGTON.	26/9/39.		Formation flying practice carried out.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	27/9/39.		W/CDR. H.P. LLOYD, M.C. D.F.C., posted from SQUADRON, S/LDR. R.A.A. COLE assumes command. F/O. CHALLES and P/O. LINES posted to squadron.	
HONINGTON.	29/9/39.		Formation flying practice carried out.	
HONINGTON.	30/9/39.		Formation, Low Flying attack practice carried out.	

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(4871) Wt. 14975—G1409. 90,000. 11/26. T.S. 128

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1600 hrs. 4/9/39 to 2110 hrs. 4/9/39 By...No. 9 Squadron..... No. of pages used for day.....Two.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
L.4320.	S/Ldr. L.S.LAMB.		1605	2105	REPORT BY SQUADRON LEADER LAMB - COMMANDING No. 1 SECTION.	
	F/O. TORKINGTON-LEECH.				I was ordered to carry out a Bombing Raid on warships inside	
	P/O. J. CHAMBERS.				BRUNSBUTTEL HARBOUR. Towards the end of a Fighter Attack	
	550416. Sgt. SMITH, F.				carried out by 9 German Fighters at approx. 1635 hours on	
	590534. Sgt. BRYANT, C.				I jettisoned my three bombs "live and in stick" at 400 feet	
	518104. LAC. HAWKINS, S.				in the South side of the Harbour. At the moment of Bombing	
L.4268.	365199. F/S. BORLEY, I.				I felt sure there was no shipping in the vicinity, but having	
	560160. Sgt. MILLER, G.				pressed the bomb release I saw a Merchant Ship, approx 8,000	
	524855. Cpl. PARR, G.				tons, athwartships. I climbed rapidly, still being attacked	
	513093. LAC. DORE, H.				by fighters and succeeded in reaching cloud cover. It was	
	618765. AC2. HENDERSON, R.				necessary for the safety of my crew that these bombs were	
L.4275.	561939. F/S. TURNER, A.				jettisoned as the decreased load enabled the machine to	
	565602. Sgt. JARVIS, D.				successfully evade the attack.	
	550292. Sgt. WALTON, B.					
	546065. AC2. BROCKING, G.					
	549741. AC2. DAY, K.					

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1540 hrs. 4/9/39 to 2110 hrs. 4/9/39. By No. 9 Squadron. No. of pages used for day TWO

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
L.4278.	F/Lt. I.P.GRANT.		1540	2105.	REPORT BY FLIGHT LIEUTENANT I.P.GRANT - COMMANDING No. 4 SECTION.	
	F/O. R.W.TURNER.				The bombs were dropped at 1812 hours at a Battleship which	
	P/O. P.C.LAMBERT.				at a point about 7/8 of a mile due South of the entrance	
	P/O. ARKELL.				to the KIEL. (225° BRUNSBUTTEL 1 mile) Height 6-000 feet.	
	515103. Cpl.KIRCHER,C.				Immediately after the release were forced to pull up into	
	543756. LAC.GRIFFITHS,A.				the cloud owing to the very high concentration of anti-aircraft	
L.4287.	564392. Sgt.PURDY, T.				fire and turned for home without waiting to see the results.	
	F/O. R.THOMPSON.				The expected error of my own bombs was probably 500 yards.	
	551702. ACl. GIBSON,R.				On the North bank of the river two shore batteries were	
	536826. ACl. TAYLOR,T.				firing at us from positions about a mile and 1½ miles West	
	536183. ACl. MUSHAM,A.				of BRUNSBUTTEL respectively. They were right on the water's	
L.4262.	562025. Sgt. BOWEN, C.				edge. The Easternmost one was on the west point of the small	
	564120. Sgt. BALMER,W.				river which flows in just West of the entrance to the Canal.	
	610074. AC.1.NICHOLLS,B.				These batteries had 3 or 4 guns which were firing with far	
	536874. ACl. LAMB, R.				less accuracy than the ships. Six or eight cruisers were	
	534598. ACl. WILKIN,J.				firing at us as well as the battleship. We were hit 3 times.	
					All three machines dropped their bombs at the same time.	
					(Signed) I.P.GRANT. Flight Lieutenant.	

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1600 hrs. 4/9/39 to 2110 hrs. 4/9/39 By No. 9 Squadron. No. of pages used for day Two.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
L.4320.	S/Ldr. L.S.LAMB.		1605	2105	REPORT BY SQUADRON LEADER LAMB - COMMANDING No. 1 SECTION.	
	F/O. TORKINGTON-LEECH.				I was ordered to carry out a Bombing Raid on warships inside	
	F/O. J. CHAMBERS.				BRUNSBUTTEL HARBOUR. Towards the end of a fighter attack	
	550416. Sgt. SMITH, F.				carried out by 9 German Fighters at approx. 1835 hours on	
	590534. Sgt. BRYANT, C.				I jettisoned my three bombs "live and in stick" at 400 feet	
	518104. LAC. HAWKINS, S.				in the South side of the Harbour. At the moment of bombing	
L.4268.	365199. F/S. BORLEY, I.				I felt sure there was no shipping in the vicinity, but having	
	580160. Sgt. MILLER, G.				pressed the bomb release I saw a Merchant Ship, approx 8,000	
	524855. Cpl. PARK, G.				tons, athwartships. I climbed rapidly, still being attacked	
	513093. LAC. DORE, H.				by fighters and succeeded in reaching cloud cover. It was	
	618765. AC2. HENDERSON, R.				necessary for the safety of my crew that these bombs were	
L.4275.	561939. F/S. TURNER, A.				jettisoned as the decreased load enabled the machine to	
	565602. Sgt. JARVIS, D.				successfully evade the attack.	
	550292. Sgt. WALTON, B.					
	546065. AC2. BROCKING, G.					
	549741. AC2. DAY, K.					

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1540 hrs. 4/9/39 to 2110 hrs. 4/9/39 By No. 9 Squadron. No. of pages used for day Two

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
L.4278.	F/Lt. I.P.GRANT. F/O. R.W.TURNER. P/O. P.C.LAMBERT. P/O. ARKELL. 515103. Cpl.KIRCHER,C. 543756. LAC.GRIFFITHS,A.		1540	2105.	REPORT BY FLIGHT LIEUTENANT I.P.GRANT - COMMANDING No. 4 SECTION. The bombs were dropped at 1812 hours at a Battleship which at a point about 7/8 of a mile due South of the entrance to the KIEL. (225° BRUNSBUTTEL 1 mile) Height 6-000 feet. Immediately after the release were forced to pull up into the cloud owing to the very high concentration of anti-aircraft fire and turned for home without waiting to see the results. The expected error of my own bombs was probably 500 yards. On the North bank of the river two shore batteries were firing at us from positions about a mile and 1½ miles West of BRUNSBUTTEL respectively. They were right on the water's edge. The Easternmost one was on the west point of the small river which flows in just West of the entrance to the Canal. These batteries had 3 or 4 guns which were firing with far less accuracy than the ships. Six or eight cruisers were firing at us as well as the battleship. We were hit 3 times. All three machines dropped their bombs at the same time. (Signed) I.P.GRANT. Flight Lieutenant.	
L.4287.	564392. Sgt.PURDY, T. F/O. R.THOMPSON. 551702. ACl. GIBSON,R. 536826. ACl. TAYLOR,T. 536183. ACl. MUSHAM,A.					
L.4262.	562025. Sgt. BOWEN, C. 564120. Sgt. PALMER,W. 610074. AC.1.NICHOLLS,P. 536874. ACl. LAMB, R. 534598. ACl. WILKIN,J.					

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R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	1/10/39.		Bombing practice at BERNERS HEATH carried out.	
HONINGTON.	2/10/39.		Formation flying by Sections carried out.	
HONINGTON.	3/10/39.		Air Firing and Bombing practice carried out at BERNERS HEATH. Photography of Aerodrome.	
HONINGTON.	4/10/39.		Photography of Aerodrome and Surrounds carried out.	
HONINGTON.	5/10/39.		Air Firing and Bombing practice carried out (TRACER BULLETS) at BERNERS HEATH. Photography of Aerodrome.	
HONINGTON.	6/10/39.		Photography Pin Points. Night Flying Practice.	
HONINGTON.	8/10/39.		Formation practice carried out. P/O. CAMERON and P/O. CRAIGEN posted to Squadron.	
HONINGTON.	11/10/39.		Air Firing at BERNERS HEATH. Practice in the use of Tracer Bullets. P/O. FORDHAM posted to Squadron.	
HONINGTON.	15/10/39.		Formation Flying Practice carried out.	
HONINGTON.	16/10/39.		Formation Flying practice carried out.	
HONINGTON.	17/10/39.		Dive Bombing and Air Firing practice at BERNERS HEATH. Circuits and Landings for 2nd. Pilots carried out.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	18/10/39.		Air Firing and Bombing Practice at BERNERS HEATH.	
HONINGTON.	19/10/39.		Air Firing, using Tracer Bullets, and Dive Bombing Practice at BERNERS HEATH.	
HONINGTON.	20/10/39.		PRACTICE BOMBING carried out at BERNERS HEATH.	
HONINGTON.	21/10/39.		Dive Bombing practice and Air Firing practice, using Tracer Bullets, at BERNERS HEATH.	
HONINGTON.	23/10/39.		P/O BOURNE posted to Squadron.	
HONINGTON.	24/10/39.		Formation Flying practice carried out. Circuits and landings for 2nd Pilots carried out.	
HONINGTON.	25/10/39.		3 Flights, 3 Aircraft, each to DUXFORD and return.	
HONINGTON.	26/10/39.		Practice Low Flying attack on Aerodrome.	
HONINGTON.	27/10/39.		Low Flying practice attack. Section drill in co-operation with Fighter Aircraft and photography carried out.	
HONINGTON.	30/10/39.		Formation Flying practice carried out. As a result of a Flying Accident, the following lost their lives:- S/LDR. LAMB, F/O. TORKINGTON- LEECH, F/O. CHANDLER, P/O. CAMERON. SGT. BRYANT, L.A.C. HAWKINS, A.C.'s GRANT, CHAPMAN & DICKS.	
HONINGTON.	31/10/39.		Formation Flying practice carried out in co-operation with Fighter Aircfaft. Air Firing and Bombing practice at BERNERS HEATH.	

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Air Firing and Bombing practice at BERNERS HEATH.

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OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1939.			
HONINGTON.	1.11.	0900.	Squadron standing-by in accordance with H.Q. 3 Group Form. B.50 at one hour's notice.	
		1520.	Squadron stood down.	Appendix "B"
HONINGTON.	2.11.	0900 - 1200.	Air Firing Practise carried out at BERNERS HEATH.	App. "D".
		1430.	Funeral of S/Ldr. L.S.LAMB. F/O. P.E.TORKINGTON-LEECH. F/O. F. CHANDLER. P/O. C.C.CAMERON. and 518104 L.AC. S.HAWKINS held at HONINGTON CHURCH with full AIR FORCE HONOURS.	
HONINGTON.	3.11.	0730.	Squadron standing-by in accordance with H.Q. 3 GROUP FORM B.50.	
		1309.	Squadron stood down. Formation Flying practise carried out, also Photography and Test of Heating System.	Appendix "B"
HONINGTON.	4.11.		No Flying carried out. Notification received from British Red Cross that 561939 F/Sgt. A.J.TURNER and 565602 Sergeant D.E.JARVIS, previously reported missing now reported killed, after the raid on BRUNSBUTTEL, 4th September, 1939.	
HONINGTON.	5.11.		F/O. J.FORDHAM. F/O. R.W.TURNER and F/O. T.W.La.B.BAMFORD detached to 214 Squadron, FELTWELL for Operational Crew Course. 0900-1130 Squadron Air Drill.	
HONINGTON.	6.11.	0930 - 1230.	Air Firing Practise carried out at BERNERS HEATH.	App. "E".
HONINGTON.	7.11.	0800	Squadron standing-by on H.Q. 3 Group Form. B.50.	Appendix "B"
		1445	Squadron stood down.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	8.11.	A.M.	Photography and Z.Z. Approach Flying carried out. 3 Group Operation Order No. 90 received.	
HONINGTON.	9.11.	0900	Squadron standing-by in accordance with H.Q. 3 Group Form. B. 51.	App. "A".
		1355.	Six Wellingtons carroied out a sweep in accordance with the above Operation Order. over the North Sea; area covered by position VLPA. 0000 to VLPA. 5000 and return to base.	Appendix "A.1"
HONINGTON.	10.11.		Aircraft as detailed set out for CATFOSS but were forced to abandon practise owing to low cloud base. Formation practise carried out. 3 Group Order No 19 received.	App. "B".
HONINGTON.	11.11.		Squadron Stand-down. No flying carried out.	
HONINGTON.	12.11.		Formation Flying and Test Landings carried out.	
HONINGTON.	13.11.	0900 - 0902.	Squadron standing-by at one hour's notice on H.Q. 3 Group Form B.51.	Appendix "A.1"
		1200 - 1510.	Squadron standing-by at one hour's notice on H.Q. 3 Group Form B.51.	
			Pin pointings for D/F calibrations carried out.	
HONINGTON.	14.11.		Formation Flying practise. Ferrying aircraft to VICKERS, WEYBRIDGE. Pin pointings for D/F calibration carried out.	App. "G".
HONINGTON.	15.11.	0900 - 1501.	Squadron standing-by at one hour's notice on H.Q. 3 Group Form B.51.	
HONINGTON.	16.11.	1000	Bombing practise carried out at CATTOSS and return to HONINGTON.	App. "H".
HONINGTON.	17.11.		Cross Country Flying Practise, Photography and Navigation Exercises carried out.	App. "H.2."

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HONINGTON.	17.11.	Cross Country Flying Practise, Photography and Navigation Exercises carried out. App. "H.2."	

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OPERATIONS RECORD BOOK

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation)..... No. 9 Squadron. .....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	18.11.		New Type Bombing Teacher instruction at MARHAM.	
HONINGTON.	19.11.		Collecting Mark 1 A. aircraft from MILDENHALL. Headquarters 3 Group Form B/WX.2. received.	
		0830 - 1300.	Squadron stood-by on 3 Group Form B.51 at one hour's notice.	Appendix "A1"
HONINGTON.	20.11.		Headquarters 3 Group Operation Instruction No. 34 received. Mark 1 A aircraft ferried from MILDENHALL.	
HONINGTON.	21.11.	0830 - 1430.	Squadron stood-by at one hour's notice on Form B.51. Headquarters 3 Group Form B/WX.1. received.	Appendix "A 1"
HONINGTON.	22.11.		Practise Low Flying Attack onn CREWE carried out by five Wellingtons in accordance with 3 Group Form B/WX.2. Aircraft took off at 1018. Three landed at 1422 and two at 1431.	
HONINGTON.	23.11.		No flying carried out. Headquarters 3 Group Operation Order Form B.52 received.	
HONINGTON.	24.11.	0630 - 1323	Squadron stood by at one hour's notice on Form B.52. Form. B.54. received.	Appendix "M"
HONINGTON.	25.11.	0630 - 0754.	Squadron stood by at one hour's notice on Form B.54. 3 Group Form B/WX.4. received.	Appendix "N"
HONINGTON.	26.11.		Squadron stand-by for exercise on B/WX.4. cancelled at 0815 hours.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	27.11.	0630 - 0756.	Squadron stood-by on 3 Group Form B./WX.4.	
HONINGTON.	28.11	0845.	Six Wellingtons took off to carry out exercise in accordance with 3 Group Form B/WX.4. and proceeded to first rendezvous (UPPER HEYFORD). Co-ordination was good and Wing formed up after 5 minutes: i.e. No. 9, 37, 38 and 115 Squadrons, and proceeded to second rendezvous (RHYL). Heavy rainstorms were encountered on WELSH HILLS and formation dropped from 6000 feet to 1500-2000 feet at times. On passing over coast at RHYL, wing was still in good formation, and climbed steadily up to 10,000 feet. Visibility was fair with cloud below 6/10, 2000 feet. On approaching target, clouds became more intense. A decision had to be made, either to deliver a High Level Attack with a chance of gaps or to come down below 2000 feet. As the main object of this Exercise was High Level, the Wing Commander decided to continue and carried out the attack at 10,000 feet. The weather was fair with layers of clouds approaching the Welsh Hills (RHYL) at 2000 to 12000 feet; heavy rain storms in patches, clouds down to 1000 feet in parts. General layer of clouds 2000 feet on approaching target. The exercise was most useful and many points of instructional value were learned:- 1. A force of 24 aircraft could put in a co-ordinated attack. First Squadron to attack : No. 9 Squadron. Time over Target : 1200 hours. Last Squadron to attack : No. 115 Squadron. Time over Target : 1218 hours. This time could be reduced under more favourable weather conditions. 2. Rendezvous of Squadrons can be carried out successfully provided care is taken in co-ordination prior to exercise and if Squadrons are not rushed. 3. GET AWAY It will appear at the moment that we shall have to accept the fact that a Wing is unable to form up again quickly after an attack. Flights of six will have to keep together for support after the attack. NOTE On completion of attack, No. 9 Squadron turned quickly off target, and	APPENDIX "C"

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six will have to keep together for support after the attack.

NOTE On completion of attack, No. 9 Squadron turned quickly off target, and

(*1154) Wt. 26347—1934 15,000 12/35 T.S. 687

OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON	28.11.		CONTINUED. .... when clear of A.A. fire, reduced to 140 m.p.h. and continued for thirty minutes at this speed, but still remaining Squadrons did not close up. 4. The most difficult aspect of the whole exercise, under trying weather condition was the selecting of a target and passing order to attack to the Wing. Unless good weather conditions prevail one is on top of the target before any definite action can be taken, so the passing of an order selecting the target, becomes a nearly impossible task. 5. It is considered essential that good field or sea glasses should be provided for this type of commitment. GENERAL COMMENTS. 1. Squadrons should be much closer in Wing Formation, for support on outward journey. 2. Considered that one type of formation should be adopted in Wing Formation i.e. No. 37 Squadronflew in pairs and other Squadrons in 'Vic'. 3. Wind and Attack Signals passed by W/T.	
HONINGTON.	29.11.		BOMBING Practise carried out at BERNERS HEATH.	App. "L"
HONINGTON.	30.11.		R/T and W/T Tests in the air.	

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(871) Wt. 14975–G1409. 20,000. 11/26. T. S. 128

Appendix....A.... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1400 hrs. 9/11/39 to 1830 hrs. 9/11/39. By No. 9 Squadron. No. of pages used for day. Two.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON IA. N.2941.	F/O. ALLISON. P/O BAILEY. 580848. Sgt. BRISTER 521698. LAC. TURNBULL 567249. Cpl. BLACK. 533017. LAC. GOODENOUGH.	North Sea Recco-naissance.	1400	1815.	Apart from fishing vessels of the coast of YARMOUTH, no shipping of any description was sighted. Visibility throughout the Patrol was very poor, and heavy rain was encountered in patches. The Reconaissance was carried out without any opposition.	
N.2940.	P/O LINES. 563436. F/S. FEARNSIDE. 551731. Acl. POLHILL. 566708. LAC. DICKIE. 580718. Sgt. MASON.	Ditto	1355	1810.		
N.2939.	F/O. CHALLES. P/O. BOURNE. 524025. LAC. ENGLISH. 566740. Acl. COX. 531938. A.C.1. TELFER.	Ditto	1355	1805		

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(*871) Wt. 14975—G1409. 20,000. 11/26. T. S. 128

Appendix A. R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1400 hrs. 9/11/39 to 1830 hrs. 9/11/39. By No. 9 Squadron. No. of pages used for day Two.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON IA. N.2898.	S/LDR& HUTTON. P/O. LAMBERT. 550416.Sgt.HARGRAVE 543756.LAC.GRIFFITHS 515103.Cpl.KIRCHER. 627855.AC2.JOWETT.	North Sea Recco-naissance.	1355	1815.		
N.2986.	F/O. SMALLEY. F/O. THOMPSON. 551702.LAC.GIBSON. 536183.LAC.MUSHAM. 536826.ACl.TAYLOR.	Ditto	1355	1825.		
N.2987.	562025.Sgt.BOWEN. 564120.Sgt.BALMER. 610074.LAC.NICHOLLS. 536814.LAC.LAMB. 534598.A.C.1. WILKIN.	Ditto	1355	1815.		

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(*3182—1154) Wt. 13795—553 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation) No. 9 Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	1939 1/12.	1000-1235.	Navigation exercise. Weather: S.to S.W. Wind 20-30 mph. Cloudy with occasional slight rain. Visibility: 4-8 miles. H.Q. 3 Group Form B.54 received. (See appendix)	Appendix "A".
HONINGTON.	2/12.	0925 - 1140.	Z.Z. Approaches and Section Drill.	
		1015 - 1130.	Photography and T.R.9 F. Wireless Tests.	
			Weather: Wind W. 20-25 mph. gusting to 50 mph. Squally with scattered showers.	
HONINGTON&	3/12.			
		1200 - 1605.	Three Wellington aircraft co-ordinated with No. 37 Squadron in carrying out Sweep of North Sea. Area from East Coast to Terschelling Island thence along Dutch Coast to HTRA. 3000 to YRA 000 to Base. (See Appendices)	App. "B" "C".
			Weather: S.W. Wind 15-20 mph. backing to S. slowly. Fair at first becoming cloudy later in day. Visibility: 3-6 miles.	
HONINGTON.	4/12.	0800 - 1515.	Bombing and Air Firing Practise at CATFOSS.	
		1035 - 1105.	Section Drill. 1145- 1225. Photography.	
			Weather: Wind S.W. 10-20mph., squally at times. Fair at first squally showers later. Visibility: 6-10 miles but 1-2 miles in showers.	
HONINGTON.	5/12.	A.M.	Bombing and Air Firing Practise at BERNERS HEATH.	
			Weather: Wind S.W. veering N.W. 15-25 mph, with gusts exceeding 40 mph. Occasional rain and showers. Visibility: 2 miles in showers, mainly 4-8 miles.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON	6/12.	A.M.	Practise Bombing and A'- Firing carried out at BERBERS HEATH. Landings for 2nd Pilots practised. Weather: N. to N.W. 10-20 mph. Squally showers. Visibility: 5-8 miles 2 miles in showers.	
HONINGTON.	7/12.	0730 - 1145	Squadron stood by at one hour's notice on 3 Group Form. B.51. No Flying carried out. Weather: Light variable 10-20 mph. veering S.W. Mist in early evening, slight rain. Visibility: 1000-2000 yards at first falling to 500 in mist. F/O& J.W.FORDHAM, F/O.R.W.TURNER and F/O. T.W.La.B.BAMFORD returned from No. 214 Squadron. (See appendix).	App."D". ✓
HONINGTON.	8/12.		Squadron stood down. No flying carried out. Wind:20-30 miles. Vis. 3-5 miles. Slight rain.	
HONINGTON.	9/12.	0730 1400	Squadron stood by for Coastal Duties at one hour's notice. Squadron stood down. No. Flying carried out. Weather: SW.20-30 mph. Intermittent rain, Visibility. 3-5 miles. to south. but mainly fair.	
HONINGTON.	10/12.	1030 - 1230.	Night Flying Test and Local Flying. Weather: SW. 10-15 mph, veering West later. Fair at first rain later. Visibility: 4-5- miles.	
HONINGTON.	11/12.		Squadron stood down. No flying carried out. Weather: Light S.E. 5-10 mph. Fog persisting for greater part of day, cloudy. Visibility: 200-300 yards improving slightly later.	
HONINGTON.	12/12.	0700 - 1415.	Squadron stood by for Coastal Duties at one hour's notice. Weather: E. to N.E. 10-20 mph. Mainly overcast, occasional slight drizzle. Visibility 4-6 miles.	

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			Weather: E. to N.E. 10-20 mph. Mainly overcast, occasional slight drizzle. Visibility 4-6 miles.	

(*3182—1154) Wt. 13795—553 20,000 6/37 T.S. 667

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	12/12.		Headquarters 3 Group Operation Order Form B.58 received. (See appendix)	App. "E". ✓
HONINGTON.	13/12.	1345 - 1500	Night Flying Tests. Weather: North Easterly 10 mph. Occasional light rain or drizzle. Visibility: 4-8 miles.	
HONINGTON.	14/12	0800-1150 hrs.	Squadron stood by for operations under instructions received from 3 Group. at 1 hour's notice. No flyingn carried out. Weather: Wind North Easterly less than 15 mph. Overcast with occasional slight drizzle or sleat. Visibility 2-4 miles. H.Q.3 Group Operation Order Form B.59 received. App."F". ✓	
HONINGTON.	15/12.	0730 - 1310.	Squadron stood-by at 2 hour's notice on H.Q. 3 Group Operation Order Form B.59. No Flying carried out. Weather: Wind: Light, variable E.-SE. less than 15 mph. up to 6-000 feet. Mainly overcast with occasional light drizzle. Visibility: 2-4 miles.	
HONINGTON.	16/12.	1100 - 1220.	Practise Circuits and landings carried out. Weather: Variable - mainly E. 5 mph. Occasional slight drizzle or rain. Visibility 2-4 miles. F/LT. J.W.FORDHAM posted to No.214 Squadron. wef. 17.12.39.	App. "N". ✓
HONINGTON.	17/12.		WING COMMANDER COLE, SQUADRON LEADER A.J.GUTHRIE and F/Lt. I.P.GRANT. called to MILDENHALL for conference at 1900 hours. H.Q. 3 Group Operation Order Form. B.60 received. (See appendix).	App. "H". ✓

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	18/12.		Amendment ~~to~~ Form B.60 received.	App. "H".
			H.Q. 3 Group signal Ops. 923 dated 17/12 detailed No. 9 Squadron to stand by for coastal duties on 18th December - 9 aircraft to participate and to carry No. 5 Series Bombs. Squadron to stand-by at 2 hour's notice from 0730 hours.	
		0900	Nine Wellington aircraft took off for Operations in accordance with H.Q. 3 Group Form B.60.	
		1600	Two Wellington aircraft N.2964 (D) and N.2981 (F) landed.	
		1730	Wellington 1A. N.2871 (B) landed at (North Coates.) NORTH COATES.	
		1730	Wellington 1A. N.2873. (C) landed at (Sutton Bridge) 548758 A.AC. BALCH, G., SUTTON BRIDGE.	
			and 551263. AC.1. KEMP, F.S. reported wounded in the crew of N.2873.	
			Complete crews of N.2872., N.2983., N.2941., N.2939., and N.2940. reported on Casualty Signal as Missing.	
			For detailed crews and report see relevant Form 541.	App. "I".
			Local Weather. Wind E.N.E. 10-20 mph. Mainly overcast. Cloud mainly 10/10 1-2000 fe Visibility: 2-4 miles.	
HONINGTON.	19/12.	1150	It was reported that the undermentioned crew of N.2983 had been picked up in the North Sea and were in GRIMSBY HISPITAL.	
			562599. Sgt. RAMSHAW, J.R. 521236. Sgt. R.HEWITT.	
			551023. L.AC. CONNELLY, D.J. 626742. AC.1. DRIVER, G.R.	
			No news was received of: 538024. L.AC. W.LILLEY the remaining member of the crew.	
			Local Weather. Cloud mainly 10/10 decreasing to Nil after 1900 hours. Wind N.W. 5-10 mph. Weather cloudy. Visibility : 2-4 miles.	
				HONINGTON

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OPERATIONS RECORD BOOK

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation) No. 9 Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	20/12.		Information received that 521236. Sgt. R.HEWITT. 2nd pilot of N.2983 had gunshot wound in right arm and had been transferred to R.A.F. HOSPITAL, CRANWELL. Air Ministry signal P.917 dated 19.12.39. stated that 538024 L.AC. W.LILLEY rear gunner of N.2983 had been killed in action 18th December, 1939. 39198. FLIGHT LIEUTENANT J.W.FORDHAM and S/Ldr. L.E.JARMAN posted to the Squadron. Authority received for 74466 PILOT OFFICER A.N.DAVID RAFVR/ASD. to be posted to the Squadron with effect from 30th October 1939 to fill post as ASSISTANT ADJUTANT.	App. "J" ✓ App. "M" ✓
HONINGTON.	21/12.	0920.	AIR CHIEF MARSHALL SIR EDGAR R. LUDLOW-HEWITT, K.C.B. C.M.G., D.S.O., M.C. arrived to interview crews of aircraft who participated in operations on the 18th December, 1939. The undermentioned officers and airmen were recommended for the immediate awards as stated : 37801. F/Lt. I.P.GRANT. D.F.C. 39089. F/O. W.J.MACRAE. D.F.C. 563599. Sgt. J.RAMSHAW. D.F.M. 626752. AC.1. C.F.DRIVER. D.F.M. The undermentioned airmen were recommended as worthy of Mention in Despatches 565932. Sgt. F.C.PETTS. 531023. L.AC. D. CONOLLY. ..... Local Weather E.Wind. less than 10 mph. Cloudy with scattered showers. Visibility poor.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	22/12.		531093. L.AC. ACH/AC. H.DORE. previously reported Missing after operations undertaken on 4th September, 1939 now reported by ~~EXXXXXXXXRXX~~ GERMAN Official Sources as killed in action, information received from Air Ministry. Local Weather. E to N.E. wind 10-20 mph. Occasional light rain. Visibility 2-4 miles.	App. "K" ✓
HONINGTON.	23/12.		No Flying carried out and nothing of importance occurred. Local Weather. W. to S.W. Mist persistent over most of area. Visibility below 500 yards in places.	
HONINGTON.	24/12.		W/T Air Test and Flying practice carried out. Nothing of importance occurred. Local Weather. Light variable wind. Visibility poor. Mist persisting.	
HONINGTON.	25/12.		No Flying carried out. Nothing of importance occurred. Mist prevailing.	
HONINGTON.	26/12.		DECORATIONS. H.M. THE KING was graciously pleased to confer the DISTINGUISHED FLYING MEDAL on No. 626752. AC.1. C.R.DRIVER&	App. "L" ✓
HONINGTON.			Local Weather. N. Wind. 10 mph. Local rain or showers. Vis. mainly 3-5 miles.	
HONINGTON.	27/12.		Three aircraft stood by for Coastal Duties at one hour's notice from 0800 hours in accordance with 3 Group Operation Instruction No. 20. Alternative instructions issued in the event of exutive issued for fleeting targets (Sweep area). Aircraft to stand by in accordance with 3 Group Operation Instruction No. 21. to leave the ground at 1030 hours to carry out sweep.	
		1000	Sweep cancelled. Aircraft standing by at one hour's notice for fleeting targets on 3 Group Operation Instruction No. 20.	
		1330	Squadron stood down.	
			Local Weather. N.W. to N. 10-20 mph. Visibility poor. Slight showers.	

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		1330	Squadron stood down. Local Weather. N.W. to N. 10-20 mph. Visibility poor. Slight showers.

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See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	28/12.	A.M.	Wellington Mark 1A. N.3015 ferried from Wattisham. Local Weather. Wind N.W. to W. 5-15 mph. Snow later in day. Vis. 3-6 miles falling in snow showers.	
HONINGTON.	29/12.	A.M.	Two hours flying practice carried out. Local Weather. Northerly 10-15 mph. Snow showers. Vis. mainly 2000-4000 yards.	
HONINGTON.	30/12.	0800	Squadron stood by at one hour's notice (three aircraft) for Coastal Duties in accordance with 3 Group Operation Instruction No. 20. Alternatively if no executive issued for Fleeting Targets, Squadron to stand by for Sweep in accordance with 3 Group Order No. 21.	
		0935	Squadron stood down from Sweep Duties.	
		1323	Squadron stood down. No Flying carried out. Local Weather. Variable wind. Sleet showers. Visibility 3-6miles.	
HONINGTON.	31/12.		No Flying carried out. Nothing of importance occurred. Local Weather. Wind mainly S.W. 10-15 mph. Mist persisting locally. Visibility 2-4 Miles.	

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(*2408—220) Wt. 26310—1577 14,000 12/36 T.S. 667

Appendix "C" R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1200 hrs. 3 / 12 / 39 to 1605 hrs. 3 / 12 / 39 By No. 9 Squadron. No. of pages used for day 1.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON Mark IA.						
N.2872.	F/Lt. I.P.GRANT.		11.55.	16.05.	Sweep carried out over area from East Coast to Terschelling Island, thence along Dutch Coast to HTRA. 3000 to YRA 000 to Base, in accordance with instructions issued by Headquarters No. 3 Group. Apart from one neutral merchantman, no shipping was sighted , anf the sweep was carried out without any opposition.	
	741039. SGT& DOUGLAS.					
	580754. SGT. BETTS.					
	532409. LAC. JACKSON.					
	566797. LAC. GRATTON.					
	546575. ACl. WILLIAMS.					
N.2871.	564392. SGT. PURDY.		11.55.	16.05.	AS ABOVE.	
	580055. SGT. KITSON.					
	550389. SGT. WHEATLEY.				WEATHER OVER SWEEP AREA.	
	550757. LAC. O'NEILL.				Cloud 4/10ths. to 5/10ths. at 3000 feet.	
	521187. CPL. WARE.				Visibility. 20 miles.	
	619397. LAC. PETERS.					
N.2873.	562599. SGT. RAMSHAW.		11.55.	16.05.	AS ABOVE.	
	521236. SGT. HEWITT.					
	531023. LAC. CONOLLY.					
	538024. LAC. LILLEY.					
	636742. ACl. DRIVER.					

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(*2408—226) Wt. 26310—1577 14,000 12/36 T.S. 667

Appendix 1. R.A.F. Form.541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0855hrs 18/12/39 to 1600hrs 18/12/39 By No. 9 SQUADRON. No. of pages used for day 3.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A.						
N.2964.	F/Lt. GRANT, I.P. 741039. Sgt. K.DOUGLAS. 532049. L.AC.R.JACKSON. 566797. AC.1. L.GRAMMON. 546575. AC.1. C.L.WILLIAMS.		0900	1600	Operations as detailed in Headquarters, 3 Group Operation Order Form B.60 dated 16th December, 1939. See narative report attached.	
N.2981.	564392. Sgt. M.PURDY. 580055. Sgt. W.S.KIMSON. 550389. Sgt. W.WHEATLEY. 550757. L.AC. G.O'NEILL. 521187. Cpl. J.WARE. 619397. L.AC. J.PETERS.		0900	1600		
N.2983.	521236. Sgt. R.HEWIMM. 562599. Sgt. J.RAMSHAW. 531023. L.AC. D.CONOLLY. 538024. L.AC. W.LILLEY. 626742. AC.1. C.R.DRIVER&		0900	1530.	Forced landed into sea lat.50° 16' North, long. 1° 15' 30" East at 1530 hours, and members of the crew were picked up by trawler "ERILLAS" (skipper S.SINCLAIR.)	

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(*671) Wt. 14975—G1409. 20,000. 11/26. T. S. 128

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 0855 hrs. 18/12/39 to 1600 hrs. 18/12/39. By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
Wellington Mark. 1A.						
N.2941.	F/Off. D.R.ALLISON. F/Off. D.C.BAILEY. Sgt. J.A.BRISTER. 580848. 521698. Sgt. J.R.MURNBULL. 567249. Cpl. R.T.BLACK. 533017. L.AC. A.G.GOODENOUGH.		0855	-	Failed to return. Reported Missing p.m. 18.12.39.	
N. 2939.	F/Off. J.T.I.CHALLES. P/Off. A.H.R.BOURNE. 580718. Sgt. F.M.MASONM 524025. Sgt. T.H.ENGLISH. 566740. L.AC. G.E.COX. 531938. AC.1. A.TELFER.		0855	-	Failed to return. Reported Missing p.m. 18.12.39.	
N.2940.	P/Off. E.F.LINES. 563436. F/Sgt. PEARNSIDE. A.K. 551731. AC.1. E.M.G.POLHILL. 566708. L.AC. A.M.DICKIE. 627354. AC.2. C.WALKER.		0855.	-	Failed to return. Reported Missing p.m. 18.12.39.	

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(*2408—226) Wt. 26310—1577 14,000 12/36 T.S. 667

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0855 hrs. 18./ 12./ 39. to 1600 hrs. 18 / 12 / 39. By No. 9 Squadron No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
Wellington Mk. 1 A.						
N..2873.	565932. Sgt. F.C.PETTS. Pilot Offr.G.HEATHCOTE. 551263. AC.1. F.S.KEMP. 514815. Sgt. P.W.ROBERTSON. 548758. L.AC. C.BALCH.		0900	1600	Forced landed at SUTTONM BRIDGE. The starboard wing to the rear of the mid cell of wing tanks badly shot up. and had been on fire, but the fire was localised. Armour plating kept fire from tank. The armour plating was pierced but the tank was not holed. Starboard side of fuselage freely peppered. Aircraft in hands of 43 Maintenance Group.	
N.2872.	S/Ldr. A.J.GUTHRIE. P/Off. J.E.ATKINSON. 516328. Sgt. R.W.TYRELL. 550205. L.AC. T.L.MAPLIN. 580809. Sgt. B.J.PICKESS. 520262. L.AC. J.M.F.KEY.		0900		Failed to return. Reported missing p.m. 18/12/39.	
N.2871.	F/Off. W.J.MACRAE. P/Off. J.A.PRITCHARD. 580800. Sgt. C.T.MURPHY. 619094. AC.2. E.A.FAWCETT. 520155. L.AC. F.HORRY. 627240. AC.2. R.W.SMITH		0900	1600	Forced landed at NORTHCOATES FITTIES. The armour plating to the rear of starboard wing tank had been pierced and ragged edge had turned forward and holed tank. Rudder control rod pierced and roller bracket shot away causing partial jamming of rudder control. Starboard tail plane and fuselage peppered. Aircraft in hands of 43 Maintenance Group.	

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Reference:- AIR 27 / 125

(*17020) Wt. 34712—2432 50M 11/45 T.S. 700

(*3182—1154) Wt. 15795—553 20,000 6/37 T.S. 667

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date. 1940	Time.	Summary of Events.	References to Appendices.
HONINGTON.	1/1/40.		Nothing of importance occurred and no flying was carried out.	
HONINGTON.	2/1.	0800 hours	Squadron stood by at one hour's notice with three aircraft in accordance with 3 Group Operation Instruction No. 20.** Alternatively in event of no executive order being issued for fleeting targets, three aircraft to stand by for Coastal Duties in accordance with 3 Group Operation Instruction No. 21.	
		0943	Squadron instructed to stand by at 1030 for Sweep.	
		1032	Squadron instructed to proceed on sweep.	
		1101	Three aircraft, N.2898, N.2895, and 2897 proceeded on Sweep in accordance with 3 Group Operation Instruction No. 21.** over area Base - VLL7 1200 - VLCT.5855 to Base. Weather for Sweep: see relevant F.541.*	** attached as Appendix to lastmonths F.540.
			N.2897. landed at 1430 hours. N.2898 landed 1523 and N.2895 at 1525 hours.	Appendix "A". ✓
HONINGTON.	3/1.	1000 - 1600	High Level Bombing and Air Firing carried out at BERNERS HEATH.	
HONINGTON.	4/1.	1200 - 1600	High Level Bombing and Air Firing practice carried out at BERNERS HEATH.	Appendix " B" ✓
		0908	N.3014 left for NORTHCOATES FITTIES to photograph damage caused to N.2871 by enemy fire. Returned 1526.	
HONINGTON.	5/1.	1000 - 1600	Bombing and Air Firing practice carried out at CATFOSS.	Appendix "C". ✓
HONINGTON.	6/1.		No flying carried out and nothing of importance occurred.	
HONINGTON.	7/1.		No flying carried out and nothing of importance occurred.	

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Reference:- AIR 27 / 125

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	8/1.	A.M.	Local flying carried out. Nothing of importance occurred.	
HONINGTON.	9/1.		Local flying and ground traininge carried out. 3Group Operation Instruction 22 received. App."U". Three Commissioned Gunnery Leaders, PILOT OFFICER W.J.McINTYRE, PILOT OFFICER H.M.ASHTON and PILOT OFFICER J.H.TOZER, were posted to the Squadron.	Appendix "D". ✓
HONINGTON.	10/1.		Bombing and Air Firing carried out at BERNERS HEATH.	Appendix "E". ✓
HONINGTON.	11/1.		Local flying carried out. 39103 FLYING OFFICER T.G.KIRBY-GREEN and 40392 PILOT OFFICER J.M.HILLIER posted to the Squadron for flying duties.	Appendix "F". ✓
HONINGTON.	12/1.		Local Flying - Formation practice carried out. Nothing of importance occurred.	
HONINGTON.	13/1.		Local Flying carried out. Nothing of importance occurred.	
HONINGTON.	14/1.		Air Firing practice carried out, and local flying. Nothing of importance occurred.	
HONINGTON.	15/1.		39337. FLYING OFFICER H.W.POULTNEY posted to the Squadron for flying duties. No flying carried out.	Appendix "F". ✓
HONINGTON.	16/1.		SQUADRON LEADER A.McKEE A.F.C. posted to the Squadron from No. 99 SQUADRON. No flying carried out.	Appendix "G". ✓
HONINGTON.	17/1.		SQUADRON LEADER A.McKEE AFC assumed command of the Squadron vice WING COMMANDER R.A.A.COLE.	Appendix "G". ✓

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(*3182—1154) Wt. 23795—553 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation) No. 9 Squadron.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	18/1.		Wellington N.2964 and N.3000 flown to VICKERS for armour plating of port tanks.	Appendix "H". ✓
			Wellington N.2895 and N.2942 flown to FELTWELL for armour plating to gun turrets.	
		0920 - 1100	Photographic trials carried out. (See Appendix)	Appendix "H". ✓
		1700 - 1945	Night Flying trials and Searchlight co-operation carried out. (See Appendix)	Appendix "I". ✓
HONINGTON.	19/1.		FORM B.66 - Operation Order received from No. 3 Group. (See Appendix)	Appendix "J". ✓
		0930 - 1240 & 1240 - 1500.	Bombing and Air Firing practice carried out at BERNERS HEATH.	Appendix "K". ✓
			Squadron stood by (two aircraft) for NICKELS Operations in HAMBOURG, BREMEN and HANOVER, BRUNSWICK area, in accordance with 3 Group Operation Order B.66.	
		1652	Wellington N.2982, Captain Sgt. LEEKE took off for NICKELS Operations.	
		1655	Wellington N.3015, Captain S/Ldr. McKEE took off for NICKELS Operations.	
		2255	Wellington N.2982 landed. 2357 hours N.3015 landed.	
			For detailed crews see relevant Form 541.* Also see report attached as Appendix "M". ✓	Appendix "L" ✓
			WING COMMANDER R.A.A.COLE posted to No. 75 Squadron, HARWELL.	Appendix "A". ✓
HONINGTON.	20/1.	1015 - 1255.	Three aircraft of this Squadron carried out special sweep of North Sea over area HTAA to YXAA and return to base. All aircraft returned at 1255 hours. Nothing of importance to report. See relevant F.541.	Appendix "O". ✓
HONINGTON.	21/1.		3 Group Operation Order Form B.68 received. Form B.58 destroyed by fire. No flying carried out.	Appendix "E". ✓
HONINGTON.	22/1.		No flying carried out. Nothing of importance occurred.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	23/1.	0700	6 aircraft standing by for Coastal Duties at one hour's notice. ** Alternatively, if no executive order issued for fleeting targets, six aircraft to carry out sweep from LOWESTOFT to HTAA 0030 to YXAA 0030 to BASE. Aerodrome unserviceable owing to snow and no aircraft would be able to leave the ground before 1530 hours. P.O.P.R.B.WANKLYN posted to Squadron for flying duties.**	Appendix "Q".
		1346	Squadron stood down.	
HONINGTON.	24/1	1057	Three aircraft, N.3014, N.3016 and N.3017 undertook special sweep in accordance with 3 Group Instructions over area LOWESTOFT - HTAA 0000 - YXAA 0000 to Base.	Appendix "R"
		1400	N.3014 and N.3016 landed. Nothing of consequence was reported. N.3017 landed 1403 hours.	
HONINGTON.	25/1	A.M.	Fighter Co-operation - evasion tactical exercises carried out.	
HONINGTON.	26/1	0700	Six aircraft stood by at one hour's notice for Coastal Duties. Alternatively, if no executive issued for Fleeting targets, sweep to be carried out. Area HTAA. 0000 to YXAA.0000 to HTAA.0000 to Base.	
		0950	Three aircraft instructed to proceed on sweep - area HTAA to VLAA to Base.	Appendix "S"
		1027	Wellington aircraft N.2898, N.2895 and N.2897 proceeded on sweep.	
		1380	Aircraft landed. See relevant Form 541 attached as appendix. "S".	
HONINGTON.	27/1		Nothing of importance occurred.	
HONINGTON.	28/1		41649. Pilot Officer W.H.ARNOLD, 518025 Sergeant Pilot C. LAWSON, one Air Observer, one Wireless Operator and two Air Gunners. attached from 214 Squadron for operational training. No Flying carried out.	Appendix "T".

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(*3182—1154) Wt. 13795—553 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

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R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	29/1		No Flying carried out. Nothing of importance occurred.	
HONINGTON.	30/1		Local Flying carried out. Nothing of importance occurred.	
HONINGTON.	31/1		No Flying carried out. Nothing of importance occurred.	
			**********	

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(*871) Wt. 14975—G1409. 20,000. 11/26. T. S. 128

Appendix "A". R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

No. 9 Squadron.

From 1100 hrs. 2/1/40 to 1530 hrs. 2/1/40 By..... No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON MARK 1A.						
N. 2898.	S/Ldr. E.P.HUTTON. P/O. P.C.LAMBERT. Sergt. H.HARGRAVES. L.AC. A.GRIFFITHS. Corpl. C.KIRCHER. L.AC. C.WILLIAMS.		1101	1523	Proceeded on sweep in accordance with 3 Group Operation Instruction No. 21 over area Base - VLLZ 1200 - VLCT 5855 - BASE. Nothing of importance was observed. Weather over area : Belt of low cloud 2000 ft. 10/10ths running North and South, extending for 5 miles. Visibility 10-20 miles. Slight sea haze. Cloud 12000 ft 4/10ths to 6/10ths. Bright sunshine at intervals.	
N. 2895.	F/O. J.R.SMALLEY. Sergt. N.BUCKLEY. Sergt. F.SMITH. L.AC. R.GIBSON. L.AC. A.MUSHAM. AC.1. T.L.TAYLOR.		1101	1525		
N.2897.	Sergt. C.R.BOWEN. Sergt. W.BALMER. Sergt. L.ROSEKILLY. AC.2. R.JOWETT. L.AC. R.LAMB. AC.1. J.L.WILKIN.		1101	1430		

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(*2408—226) Wt. 20310—1577 14,000 12/36 T.S. 667

Appendix "L" to 44 R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1652 hrs 19/1/40 to 2357 hrs. 19/1/40 By No. 9 Squadron. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N.2982.	580297 Sgt. G.LEEKE. 566004 Sgt. N.BUCKLEY. 563033 Sgt. J.AITCHISON. 627785 AC2. RR.JOWETT. 631010 AC.2. E.KELSALL. 628033 AC.2. I.LISTER.		1652	2255	Carried out Nickels Operations in accordance with 3 Group Operation Order Form B.66 over Northern German Towns - HAMBOURG, BREMEN, HANOVER and BRUNSWICK area. For complete report of operations see Appendix attached.	
N.3015.	Wing Commander A.McKEE. Flight Lieut. J.W.FORDHAM. 522978 Sgt. TURNER, B. 540110 AC.2. P.RICKETTS. 620757 AC.2. S.PATTERSON. 621204 AC.2. G.R.OLIVER.		1652	2357.		

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(*871) Wt. 14975—G1409. 20,000. 11/26. T.S. 198

Appendix "O" R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1015 hrs. 20 / 1 / 40 to 1255 hrs. 20 / 1 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N.3017.	S/Ldr. JARMAN.		1015	1255	Carried out sweep of the North Sea over area	
Wellington	F/O. KIRBY-GREEN.				HTAA to YXAA and return to base. Nothing of	
1A.	580743 Sgt. WATSON, F.				consequence to report.	
	550757 LAC. O'NEILL, J.					
	631014 AC.2. CLAVES, N.					
	628277 AC2. COWELL, W.					
N.2981.	564392 Sgt. PETTS, T.		1015	1255		
	P/O. PRITCHARD.					
	514815 Sgt. ROBERTSON.P.					
	624066 AC2. WHITHAM. D.					
	548758 LAC. BALCH, C					
	627981 AC2. FRASER, A					
N.2898	562599 Sgt. RAMSHAW, A		1015	1255		
	741039 Sgt. DOUGLAS. K					
	532409 ACH. JACKSON, R					
	626748 LAC. DRIVER, C.					
	546575 LAC. WILLIAMS, C					

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(2871) Wt. 14975—G1409. 20,000. 11/26. T.S. 128

Appendix "R". R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT
No. 9 Squadron.

From 1057 hrs. 24/1/40 to 1400 hrs. 24/1/40 By..... No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1 A. N.3014.	S/Ldr. JARMAN. F/O. KIRBY-GREEN. 580743 Sgt. WATSON, F 550757 LAC. O'NEILL, J. 631014 AC.2. CLAYES, N. 628277 AC2. COWELL, W.		1057	1400	Carried out special sweep in accordance with 3 Group Instruction over area LOWESTOFT - HTAA 0000 - YXAA 0000 to BASE. Nothing of importance was reported.	
N. 3016.	564392 Sgt. PETTS, T. P/O. PRITCHARD. 548815 Sgt. ROBERTSON, F. 624066 AC2. WHITHAM, D. 548758 LAC. RALCH, C. 627981. AC2. FRASER, A.		1057	1400		
N.3017.	F/O. MARPAE. P/O. PRITCHARD. 580800 Sgt. MURPHY, O. 619094 AC2. FAWCETT, S. 520155 LAC. HORRY, F. 627240 AC.2. SMITH, R.W.		1057	1403		

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Appendix "S". R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1027 26/1/40 to 1320 26/1/40 By no 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A.						
N.2898.	S/Ldr. HUTTON, E.		1027	1315	Proceeded on sweep over area NTAA to VLAA to BASE.	
	F/Off. LAMBERT, P.				Nothing of consequence was reported, and no resistance met.	
580775.	SGT. HARGRAVE, M.					
543756.	LAC. GRIFFITHS, W.					
515103.	Cpl. KIRCHER, C.					
N.2895.	F/O. SMALLEY, J.		1027	1315		
	F/O. POULTNEY, H.					
550416.	SGT. SMITH, F.C.					
551702.	LAC. GIBSON, R.					
536183.	LAC. MUSHAM, A.					
536826.	AC1. TAYLOR, T.					
N.2897. 562025.	SGT. BOWEN, C.		1027.	1320.		
564120.	SGT. BALMER, W.					
565022.	SGT. AITCHISON, J.					
540110.	AC1. RICKETTS. P.					
536874.	LAC. LAMB, R.					
534598.	AC1. WILKIN, J.					

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(*3182—1154) Wt. 13795—553 20,000 6/37 T.S. 667

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation) ..... NO. 9 SQUADRON.....

Place.	Date. 1940.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	1/2.	0700	Six aircraft stood by for Coastal Duties in accordance with Headquarters, No. 3 Group signal Ops. 221 (App. C.1.)	C.1.
			H.Q. 3 Group Operation Order Form B.70 received.	
			PILOT OFFICER W.THIMBLETHORPE (COMMISSIONED AIR GUNNER) posted to the Squadron.	F.1.
		1147	Squadron stood down. NO FLYING CARRIED OUT.	
			WEATHER. Wind E. 5-10 m.p.h. Overcast, slight drizzle. Cloud 10/10 at 300-500'. Visibility mainly 500-1000 yds.	
HONINGTON.	2/2.	0700	6 aircraft stood by for Coastal Duties, instructions contained in 3 Group Ops. 221 to be repeated. (See App. C.1.).	
		1317	Squadron stood down. NOTHING OF IMPORTANCE OCCURRED. Weather. N.E. 5 m.p.h. Weather overcast. Slight snow. Cloud 10/10 at 800. Visibility: 100 yds.	
HONINGTON.	3/2	0900	1500. Air Firing and Bombing carried out at BERNERS HEATH.	B.1.
			WEATHER. Wind. E. 10 m.p.h. Overcast with fog from 1600 hrs. onwards. Cloud 10/10 at 1800 falling to 300-800'. Visibility 1000 yds. becoming 200-500 later.	
HONINGTON.	4/2	0700	Six aircraft stood by in accordance with H.Q. 3 Group Signal Ops. 244 (App. C.2)	C.2.
		1105	Squadron stood down. NO FLYING CARRIED OUT.	
			WEATHER. E. 15 m.p.h. Weather overcast, slight rain or drizzle until evening. Cloud 10/10 at 2000 falling to 300' by 0900 hrs. Visibility: 2000 yds. falling to 50 later.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	5/2.	0800	Six aircraft stood by for Coastal Duties in accordance with 3 Group Signal Ops.249. Headquarters 3 Group Operation Instruction 22 received.	C.3.
		1028	Squadron stood down. NO FLYING CARRIED OUT.	
			WEATHER. Light S.W. wind. Fog. Cloud 10/10 surface to 400'. Visibility mainly 50-100 yds.	
HONINGTON.	6/2	0800	Six aircraft stood by at one hour's notice in accordance with 3 Group Signal Ops. 260 (See Appendices C.4 and B.8.)	C.4. B.8.
		1147	Squadron stood down.	
			SQUADRON LEADER G.E.PEACOCK posted to Squadron. (App. F.2.)	F.2.
			NO FLYING CARRIED OUT.	
			WEATHER. Light S. Wind. Overcast with fog. Cloud 10/10 surface to 400 yds. Visibility mainly 100 yds.	
HONINGTON.	7/2		NO FLYING CARRIED OUT. NOTHING OF IMPORTANCE OCCURRED.	
			WEATHER. S.E. wind veering S.W. 5 m.p.h. Overcast with intermittent slight rain with fog after mid-day. Cloud 10/10 at 300-800 ft. Visibility 1000 yds. falling to 500 yds.	I
HONINGTON.	8/2	0800	Six aircraft stood by for Coastal Duties in accordance with 3 Group signal. Ops. 268. (App. C.5. and B.8).	C.5. B.8.
		1033	Squadron stood down. NO FLYING CARRIED OUT.	
			WEATHER. N.W. veering N.E. wind 5-10 m.p.h. Overcast. Slight drizzle. Cloud 10/10. Visibility 100 yds.	

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			WEATHER. N.W. veering N.E. wind 5-10 m.p.h. Overcast. Slight drizzle. Cloud 10/10. Visibility 100 yds.

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OPERATIONS RECORD BOOK

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See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	9/2	0800	Six aircraft stood by for Coastal Duties in accordance with 3 Group signal Ops. 272. (App. C.6.)	C.6.
		1438	Squadron stood down. NOTHING OF IMPORTANCE OCCURRED. WEATHER. N.E. 15 m.p.h. Overcast. Slight drizzle until noon. Cloud 10/10. at 3000 ft. gradually lifting to 1000 ft. with almost complete clearance towards midnight. Visibility mainly 2000 yds. at first, becoming 4 miles later.	
HONINGTON.	10/2		Local Flying, Section Drill etc. carried out. WEATHER. E. Wind 5-10 m.p.h. Weather fair. Little or no low cloud. Fair. Visibility: 4 miles becoming 8 miles deteriorating to 2 miles.	
HONINGTON.	11/2	0800	Six aircraft stood by for Coastal Duties in accordance with 3 Group signal Ops. 282. (App. C.7. and B.4.)	C.7. B.4.
		0938	Six aircraft took off for Special Sweep in accordance with 3 Group Operation Instruction No. 21. (See relevant Form 541 for detail.)	
		1220	All aircraft returned.	
			A/SQUADRON LEADER E.P.W.HUTTON posted from the Squadron to No. 75 SQUADRON.	F.3.
			WEATHER. Light S.W. Wind veering through N.W. to N.E. 10 m.p.h. Fair becoming cloudy. Cloud 10/10 at 1000 to 2000 after noon. Visibility: mainly 4 miles.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	12/2		NO FLYING CARRIED OUT. NOTHING OF IMPORTANCE OCCURRED. WEATHER. Light N.E. Wind backing N.W. 10 m.p.h. Slight snow, variable cloud. Visibility mainly 4-8 miles.	
HONINGTON.	13/2	0800	Six aircraft stood by for Coastal Duties in accordance with 3 Group Signal Ops. 289. (App. C.8.)	C.8.
		1030	Telephonic communication from Group confirmed Routine Sweep to be carried out at Station Commander's discretion. (See App. C. 9)	C.9.
		1106	Three aircraft took off for routine sweep as detailed(See relevant F.541)	
		1415	All aircraft returned.	
			FLIGHT LIEUTENANT I.P.GRANT posted from the Squadron to 214 Squadron.	App. F.4. ✓
			FLIGHT LIEUTENANT E.R.BERRILL posted to the Squadron from 214 Squadron.	App. F.4. ✓
			WEATHER. N. wind 5-10 m.p.h. Continuous slight snow. Cloud mainly 10/10 at 1000 feet with occasional breaks. Visibility 2000 yds. becoming 4-8 miles.	
HONINGTON.	14/2		Local Flying carried out. NOTHING OF IMPORTANCE OCCURRED. 3 Group Operations Order No. 73 received. WEATHER. N.Wind 5-10 m.p.h. Continuous slight snow until 0900 hrs. Cloud mainly 10/10ths. at 1000 to 2000'. Vis. 2 miles improving to 4-8 miles then deteriorating to 2 miles.	
HONINGTON.	15/2	0800	Six aircraft stood by at one hour's notice in accordance with 3 Group Signal Ops: 297 13/2 (See App. C.10.) 1045 hrs. Sweep detailed by C.10 cancelled.	C.10.

P.T.O.

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....NO. 9 SQUADRON.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	15/2.	1045 1145 -	Squadron standing by for Fleeting Targets. 1400 hrs. Squadron stood down. 1430. Air Firing over the WASH. WEATHER. N.W. wind 5-10 m.p.h. becoming S.E. 10-15. Slight snow at first. Cloud 10/10 mainly at 2000-4000' with partial clearance towards evening. Visibility 2 miles improving to 6 miles becoming 2000 yds. towards midnight.	
HONINGTON.	16/2.		Six aircraft stood by for special sweep. 0916 (See. App. B.5.) Information received that no cross country Flights were to be carried out, and that Sweep was not to proceed.	B.5.
		1000	Embargo withdrawn but aircraft were engaged on local flying and sweep was cancelled. WEATHER. W. wind less than 5 m.p.h. becoming S.E. 10-15 m.p.h. Weather mainly cloudy. Cloud 10/10 at 2000-3000' becoming cloudless later. Visibility 2000 yds. deteriorating to 500 then becoming mainly 2 miles.	
HONINGTON.	17/2.		Local Flying carried out. Night Flying in accordance with App. B.6. WEATHER. E. Wind 20 m.p.h. falling light towards midnight. Slight sleet or snow between 0500 and 0900 hrs. 10/10 cloud at 1000 at first 7/10 - 10/10 later in day. Visibility: 2 miles falling in snow, improving to 6 miles.	B.6.

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation).....NO. 9 SQUADRON.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	15/2.	1045 1145 -	Squadron standing by for Fleeting Targets. 1400 hrs. Squadron stood down. 1430. Air Firing over the WASH. WEATHER. N.W. wind 5-10 m.p.h. becoming S.E. 10-15. Slight snow at first. Cloud 10/10 mainly at 2000-4000' with partial clearance towards evening. Visibility 2 miles improving to 6 miles becoming 2000 yds. towards midnight.	
HONINGTON.	16/2.		Six aircraft stood by for special sweep. 0916 (See. App. B.5.) Information received that no cross country Flights were to be carried out, and that Sweep was not to proceed.	B.5.
		1000	Embargo withdrawn but aircraft were engaged on local flying and sweep was cancelled. WEATHER. W. wind less than 5 m.p.h. becoming S.E. 10-15 m.p.h. Weather mainly cloudy. Cloud 10/10 at 2000-3000' becoming cloudless later. Visibility 2000 yds. deteriorating to 500 then becoming mainly 2 miles.	
HONINGTON.	17/2.		Local Flying carried out. Night Flying in accordance with App. B.6. WEATHER. E. Wind 20 m.p.h. falling light towards midnight. Slight sleet or snow between 0500 and 0900 hrs. 10/10 cloud at 1000 at first 7/10 - 10/10 later in day. Visibility: 2 miles falling in snow, improving to 6 miles.	B.6.

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	18/2.		Squadron standing by for special operations in accordance with telephone message consequent upon observations made by Whitley at 0100 hours. Whitley observed 4 large warships, 2 of which appeared to be Battle Cruisers and 3-4 miles S.W. of HELIGOLAND a line of 9 or 10 warships of which 2 or 3 at Northern end were probably destroyers. Remainder were destroyers and one vessel which appeared to be an ice breaker was seen about 1 mile North of this line. All ships were surrounded by ice which extended from the German coast to at least 10 miles West of HELIGOLAND. These observations were made at 200 feet. The C. in C. required Squadron to mobilise at maximum strength for operation, night of 18/19/2. Signal Ops. 333 (App. C.11.) cancelled operations. Local Flying carried out during day.	C.11.
HONINGTON.	19/2.		Headquarters 3 Group Operation Forms B.79 and 80 received. Squadron stood by for operations in accordance with 3 Group Form B.79.	
		2248	Squadron stood down. 3 Group Operation Order No. 76 received.	
HONINGTON.	20/2.		Squadron stood by in accordance with 3 Group Operation Instruction No. 79.	
		1800	Squadron stood down. NO FLYING CARRIED OUT. WEATHER. S.E. Wind 10-15 m.p.h. Overcast with slight rain or drizzle between 0500 and 1000 hours. Fog from 0800 hrs. onwards. Cloud 10/10 at 1000 ft. at first, gradually lowering to 300-600 ft. Visibility 2000 yds. deteriorating to 500 yds. at 0800 hrs. and to 200 yds. at 1600 hrs.	

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...orating to 500 yds. at 0800 hrs. and to 200 yds. at 1600 hrs.

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No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	21/2.		Squadron reverted to normal training. NO FLYING CARRIED OUT. WEATHER. S. wind 5-10 m.p.h. mainly overcast with fog before 1000 hrs. and after 2100 hrs. Cloud mainly 10/10. 200 ft. at first gradually lifting to 1000 feet. Visibility: 200-500 yards becoming 2000-4000 yards deteriorating to 100 yds. at midnight.	
HONINGTON.	22/2		6 aircraft carried out Special Sweep in accordance with Headquarters, 3 Group Operation Instruction No. 21. Aircraft took off at 1010 and landed at 1314. (See relevant p.541.) (See also App. B.9) WEATHER. S. wind 10 m.p.h. fog at first. Cloud mainly 10/10 surface to 300 ft. at first lifting to 4000 ft. towards noon, then little or no cloud. Visibility: 50-100 yds. at first then mainly 2-4 miles deteriorating to 1000 yds. towards evening.	B.9.
HONINGTON.	23/2.	1800	Three aircraft standing by at one hour's notice from 1800 hrs. in accordance with 3 Group Signal Ops. 360 (App. C.12)	C.12.
		1925	Squadron stood down. 3 Group Operation Form B.81 received. WEATHER. S.W. wind 10-15 m.p.h. mainly cloudy becoming overcast during service, slight rain in late afternoon. Continuous rain in evening. Cloud mainly 10/10. 1000' at first lifting to 4000 ft. in afternoon and falling to	

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HONINGTON.	27/2.		Bombing and Air Firing at BERNERS HEATH in accordance with App. B.9.	B.9.
			WEATHER. S. wind 15 m.p.h. Cloud mainly 10/10 to 1000 feet. Visibility	

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No. of pages used for day.....

of (Unit or Formation).....NO.9...SQUADRON.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	27/2.		1000 yds. at 1000 hrs. but improving to 4-6 miles later. Slight rain in early morning clearing at 1000 hrs. Further rain towards midnight.	
			Night Flying in accordance with App. B. 10.	B.10.
HONINGTON.	28/2.	1200	6 aircraft of Squadron standing by for operations on Form B.84.	
		1321	Squadron stood down.	
			WEATHER. S.S.W. wind 10-20 m.p.h. but veering N. towards midnight. Cloud 6/10 to 10/10 at 1000 ft. Visibility 2-6 miles. Drizzle from 2000 hrs. onwards.	
HONINGTON.	29/2.	1010	Three aircraft took off on Special Sweep.	
		1350.	All aircraft returned (See relevant Form 541.)	

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0938 hrs. 11 / 2 / 40 to 1220 hrs. 11 / 2 / 40. By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A.						
N. 3014.	S/Ldr. JARMAN. Sergt. RAMSHAW. Sergt. WATSON. LAC. O'NEILL. P/O. McINTYRE. AC.2. COWELL.		0938	1215	Special sweep in accordance with 3 Group Operation ~~XXXXX~~ Instruction No, 21. over area Corridoor to 53° N. (Lat.) 2° 39' (Long) to 55° N. (Lat.) 2° 39' E. (Long) direct to Wells to base. Raid Serial No, D.C.F. 117.	
N,3018.	Sergt. PETTS. Sergt. LAWSON. Sergt. ROBERTSON. AC.2. WHITHAM. L.AC. WALCH. AC.2. FRASER.		0938.	1216.		
N. 3017.	F/O: MACRAE. P/O: PRITCHARD. Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH. R.		0938	1209.		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N. 2895.	S/Ldr. PEACOCK. P/O. LAMBERT. Sgt. HARGRAVE. LAC. GRIFFITHS. P/O. TOZER. Sgt. KIRCHER.		0938	1213	Special Sweep in accordance with 3 Group Operation Instruction No. 21 over area Corridoor to 53° N. (Lat) 2° E (Lon) to 55° N. (Lat) 2° 30' E. (Long). direct to WELLS to base. Raid Serial No. C.C.F. 116.	
R. 2580.	F/O. SMALLEY. F/O. POULTNEY. Sgt. SMITH, F. L.AC. GIBSON, R. L.AC. MUSHAM. AC.1. TAYLOR.		0938	1214		
N. 3000.	Sergt. BOWEN. Sergt. BALMER. Sergt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.		0938	1217		

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1106 hrs. 13 / 2 / 40 to 1415 hrs. 13 / 2 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N. 3014.	S/Ldr. JARMAN. Sgt. RAMSHAW. Sgt. WATSON. L,Ac. O'NEILL. P/O. McINTYRE. AC.2. COWELL.		1106	1412	Carried out routine sweep over area Corridoor to Lat. 53° N. Long. 2° E. to Lat. 55° Long 2° E. to 53° N. Lat. 2° E. Long. and return base. Nothing of importance was reported.	
N. 3017.	F/O. MACRAE. P/O. PRITCHARD. Sgt. MURPHY. AC.2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R.		1106	1411		
N. 3016.	Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH. AC.2. FRASER.		1106	1413		

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1010 hrs. 22 / 2 / 40 to 1315 hrs. 22 / 2 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N.3014.	S/Ldr. JARMAN. Sgt. RAMSHAW. Sgt. WATSON. L.AC. O'NEILL. P/O. McINTYRE. AC.2. COWELL.		1010	1314.	Special sweep over area Lat. 53° N. Long. 2° E. to Lat. 55° 20' N. Long. 1° E. to WELLS to BASE. Nothing of importance was reported.	
N.3016.	Sgt. PETTS. Sgt. LAWSON. Sgt. ROBERTSON. AC.2. WHITHAM. L.AC. BALCH. AC.2. FRASER.		1010	1259.		
N. 2982.	P/O. HEATHCOTE. Sgt. WOOD. Sgt. ROSEKILLY. AC.2. FINCH. AC.2. READ, K. AC.2. HARDY.		1010	1300.		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N. 3017.	F/O. MACRAE. P/O. PRITCHARD. Sgt. MURPHY. AC2. FAWCETT. L.AC. HORRY. AC.2. SMITH, R.		1010	1310	See reverse.	
N. 2981.	Sgt. PURDY. Sgt. KITSON. Sgt. BETTS. AC.1. GANNON. Cpl. WARE. L.AC. PETERS.		1010"	1314.		
N.3018.	F/O. BAMFORD. P/O. ARNOLD. Sgt. BRADFORD. AC.1. COSTAIN. L.AC. GRATTON. AC.2. COOPER.		1010	1314.		

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1000 hrs 24 / 2 / 40 to 1420 hrs. 24 / 2 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N. 3015.	F/Lt. FORDHAM. P/O. WANKLYN. Sgt. TURNER. L.AC. NICHOLLS. AC.2. PATTERSON. P/O. THIMBLETHORPE.		1005	1412	Special sweep overarea Lat. 53° N. 2° 30' E. Long. to 55° 25' N. (Lat) to 1° 25' E. Long. to WELLS to BASE. Nothing of importance was reported.	
N. 2942.	F/O. TURNER. P/O. GRAIGEN. Sgt. ROGERS. AC.2. POWIS. AC.2. WHITTLE. AC.2. GIBB.		1005	1415		
N. 2898	Sgt. LEEKE. Sgt. BUCKLEY. Sgt. SEYMOUR. AC.2. JOWETT. AC.2 KELSALL. AC.2. LISTER.		1005	1420		

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1010 hrs 29 / 2 / 40 to 1345 hrs. 29 / 2 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
N.2897.	Sgt. BOWEN. Sgt. BALMER. Sgt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. AC.1. WILKIN.		1010	1345.	Special sweep over area Corridoor C to Lat. 53° N. Long. 2° E. to 55° 20' N. (lat) 1° E. (long). to WELLS to BASE. Nothing of importance occurred.	
P. 2520.	S/Ldr. PEACOCK. P/O. LAMBERT. Sgt. HARGRAVE. L.AC. GRIFFITHS. P/O. TOZER. Sgt. KIRCHER.		1010	1345.		
P.2523.	F/O. SMALLEY. F/O. POULTNEY. Sgt. SMITH. LAC. GIBSON. LAC. MUSHAM. AC.1. TAYLOR.		1010	1345		

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R.A.F. Form 540

of (Unit or Formation) No. 9 Squadron.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
	1940.		OPERATIONS.	
HONINGTON.	1/3.	0950.	Six aircraft took off for Special Sweep.	
		1245.	All aircraft returned. For detailed crews and machined see relevant F.541. Form B.86 received..	
		1845.	Two aircraft took off for operations in accordance with Form B.86.	App. C14.
	2/3.	0204.	One aircraft landed at Honington.	
		0230.	One aircraft forced landed at UPWOOD through inability to obtain H/F bearings. For full report and detail see relevant Form 541.	
			WEATHER.	
			Surface Wind N.E. to E. 15 - 25 mph.	
			Weather: mainly fair but cloudy early and later during day.	
			Cloud : 10/10 at 200' at first, clearing from 0500 until 1800 and then 9/10 to 10/10 at 500 to 1200 feet.	
			VISIBILITY: Mainly 4-12 miles.	
HONINGTON.	2/3.		Nothing of importance occurred.	
			WEATHER.	
			Surface Wind: N.E. to E. 10 to 20 mph.	
			Weather : Mainly fair.	
			Visibility : Six miles.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	3/3.		Nothing of importance occurred. WEATHER. Surface Wind: Light variable. Weather : Mainly fair. No low cloud. Visibility : Mainly 6/12 miles, but falling to 1000 yards at 2300.	
HONINGTON.	4/3.		Nothing of importance occurred. Weather : Surface Wind: West to North West, light early increasing to 25 mph, and falling to 15 mph. after 1800 hours. Cloud : No low cloud at first, but 10/10 at 600 feet at 0900 hours gradually lifting and clearing by 1200 hours, 10/10 at 1500 feet after 2000 hours. Visibility : 1000 to 2000 yards at first, gradually improving to 4 miles, but falling to 2000-4000 yards late in period.	
HONINGTON.	5/3		Nothing of importance occurred. WEATHER. Surface Wind: N.W. 10-25 mph. Weather : Some snow showers in the evening. Cloud : Variable above 2000' falling to 1000 in snow. Visibility : 2-12 miles.	

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R.A.F. Form 540

No. of pages used for day.....

of (Unit or Formation)..... NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	6/3		OPERATIONS.	
			3 Group Form B.88 received.	App. C15.
		1810.	Two aircraft took off in accordance with F. B88	
		2314	One aircraft returned.	
	7/3	0015	Remaining aircraft returned. See relevant F.541 for detailed report.	
			WEATHER.	
			Surface Wind: N. 10-15 mph. Decreasing and backing W. about 2200.	
			Cloud : 10/10 at 1000' but rising to 4/10 to 8/10 at 2000' after 1200.	
			Weather : Occasional Snow. Visibility: 2/6 miles.	
HONINGTON.	7/3.		Amendment to 3 Group operation instruction No. 22 received.	
			WEATHER.	
			Surface Wind : W.to N.W. 5-10 mph.	
			Weather : Fair,Cloud NIL to 7/10 at 2000' becoming cloudless at night.	
			Visibility : 2-6 miles.	
HONINGTON.	8/3.	1440.	FLYING ACCIDENT. - VICKERS ARMSTRONG, WEYBRIDGE.	
			Wellington 1A aircraft N.3017 was returning to Squadron after undergoing modification to tank armour plating. Aircraft took off at 1435 hours and was seen to crash shortly afterwards. The aircraft was totally destroyed by fire and all occupants were killed instantaneously. Court of Enquiry was held and found the accident to be due to an error of judgement.	APPENDIX F.8.

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
			Occupants of N.3017.	
			34206 F/LT. E.R. BERRILL.	
			39089. F/O. W.J. MACRAE. D.F.C.	
			580800. Sgt. C.T. MURPHY. Observer.	
			532409. Cpl. R. JACKSON. W/T Operator.	
			621783. A.C.1. L. MACKENSIE. F/Mechanic.	
			WEATHER.	
			Surface Wind, calm becoming S.W. 5-10 mph.	
			Weather : Fine becoming cloudy.	
			Cloud : 8/10 to 10/10 at 3000 to 5000 feet after 0900 hours.	
			Visibility: 1000 to 2000 yards becoming 3/6 miles later.	
HONINGTON.	9/3.		TRAINING. Bombing and Air Firing practise carried out at Berners Heath.	
			OPERATIONS. : NO. 3 Group operation order No. 85 received.	
			PERSONNEL.	
			F/O. C.R.C. HOWLETT, and Sgt. H.E. WOOD proceeded R.A.E. FARNBOROUGH. for oxygen course.	App. 25.
			WEATHER.	
			Wind: W.to S.W. 5/15 mph.	
			Weather: Fair becoming cloudy with continuous rain after 1800 hours.	
			Cloud : 8/10 to 10/10 at 1000 to 2000 feet.	
			Visibility: Mainly 3-6 miles.	

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No. of pages used for day.....

of (Unit or Formation)..... NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	10/3.		PERSONNEL. F/LT. J.W. FORDHAM. proceeded R.A.F. BOSCOMBE DOWN For V.H.F. Course. WEATHER. Surface Wind: W. to S.W. less than 10 miles per hour. Weather : Continuous slight rain till 0800 hours, then fair. Cloud : 10/10 at 2000 feet, at first then breaking to NIL at 1600 then increasing to 10/10 at 3000' by 2300 hours. Visibility : 2000-4000 yds, improving to 6 miles at 1500 hrs. falling to 400yds later.	App. F5.
HONINGTON.	11/3.		Nothing of importance occurred. WEATHER. Surface Wind: S.W. 5-15 mph. Cloud : Variable with rain between 1100 and 1400 hours. Visibility : 2-6 miles.	
HONINGTON.	12/3.		PERSONNEL. P/O. G.W. NICHOLSON and F/LT. RIVETT-CARNAC posted to the Squadron from R.A.F. Station, STRADISHALL. WEATHER. Surface Wind. S. to S.W. 5 mph. increasing to 1520 mph, gusty in evening. Weather: Fair becoming cloudy and slight rain later in day. Cloud : Variable becoming 10/10 at 1000 feet after mid-day. Visibility: Mainly 2-4 miles.	App. F6.

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Place.	Date.	Time.	Summary of Events.	References to Appendices
HONINGTON.	12/3		OPERATIONAL TRAINING.	
			1010 hours. 3 aircraft took off for Special Sweep.	
		1350.	All aircraft returned. See relevant F.541 for details.	
			OPERATION INSTRUCTIONS.	
			NO. 3 Group Operation Instruction No. 24 received.	
			No. 3 Group Operation Instruction No. 25 received.	
			WEATHER.	
			Surface Wind: S.W. 10 mph. Veering N. towards mid-day, falling to 5mph.	
			Weather : Mainly overcast almost continuous slight rain from mid-day.	
			Cloud : 10/10 at 1800' becoming almost cloudless at 0800, then 10/10 at 2000' lowering to 600 to 800'.	
			Visibility : Mainly 2 to 4 miles.	
HONINGTON.	14/3		OPERATIONAL INSTRUCTIONS.	
			No. 3 Group Operation Order No. EX7. received.	
			PERSONNEL.	
			S/LDR. N.W.D. HARWOOD-LTON attached to Squadron from 214 Squadron wef. 13/3.	App. E.b.
			WEATHER.	
			Surface Wind: N.E. 5-15 mph. backing to W. in evening.	
			Weather : Continuous snow till midday, occasional showers later.	
			Cloud : 10/10 at 300 feet, lifting to 2000 feet by midday, and clearing in evening.	
			Visibility : Mainly 1000-2000 yards until midday, then improving to 6/12 miles.	

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No. of pages used for day.....

of (Unit or Formation)..... NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	15/3		OPERATIONS.	
		1012	Three aircraft took off in accordance with NO. 3 Group Operation Order EK. 7.	App. C.10.
		1550.	All aircraft returned. For details, Crews and machines see relevant F. 541.	
		1432.	Three aircraft carried out Special Sweep.	
		1815.	All aircraft returned. For details, Crews and machines see relevant F.541.	
			WEATHER.	
			Surface Wind: N-NW. 5-10 mph.	
			Weather : Mainly cloudy.	
			Cloud : 7/10-10/10 at 2000-4000 feet.	
			Visibility : Mainly 2-4 miles.	
HONINGTON.	16/3	1915-2200.	TRAINING.	
			Night Flying carried out in accordance with Appendix B.11	App. B.11.
			WEATHER.	
			Surface Wind: W'ly backing SE, mainly 10-15 mph, but falling towards midnight.	
			Weather : Fair at first, becoming cloudy with slight drizzle towards midnight.	
			Cloud : Nil at first, Variable 1/10-5/10 at 2000-3000 feet from midday to evening. Then 10/10 falling to 1800 feet.	
			Visibility : Mainly 4-6 miles deteriorating to 2 miles in evening.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	17/3		Nothing of importance occurred. WEATHER. Surface Wind: SE'ly 10-15 mph. Weather : Overcast with continuous rain until mid-afternoon, and rain and fog from evening until midnight. Cloud : 10/10 at 1500 feet at first lowering to 800 feet, sky obscured during late evening. Visibility : 2-4 miles deteriorating to 500 yards in late evening.	
HONINGTON.	18/3		Nothing of importance occurred. WEATHER. Surface Wind: SSE veering SSW mainly 10-15 mph. Weather : Mainly overcast. Rain during late morning until midday and also between 1800 and 2000 hours. Cloud : 10/10 at 600-900 feet until early afternoon, temporarily lifting to 1500 feet, then lowering to 600 feet and lifting to 2000 feet and breaking towards midnight. Visibility : Mainly 2-4 miles improving occasionally to 6 miles.	
HONINGTON.	19/3		OPERATIONAL TRAINING.	
		1019.	Six aircraft took off for Special Sweep.	
		1305.	All aircraft returned. See relevant F. 541.	
			WEATHER.	
			Surface Wind: Mainly SW'ly 10-15 mph. at first increasing to 35 mph. and reaching gale force in gusts. 20 mph. in evening.	
			Weather : Fair ir cloudy. Heavy showers from midday until evening.	
			Cloud : Variable amounts. 2/10-10/10 at 1000-2500 feet.	
			Visibility : 2 miles at first becoming 12 miles except in showers.	

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			Cloud : Variable amounts. 2/10-10/10 at 1000-2500 feet. Visibility : 2 miles at first becoming 12 miles except in showers.

(*319) Wt. 40140—3196 14,125 - 3/38 T.S. 700

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	20/3		OPERATIONS.	
		1900	Two aircraft took off for operations in accordance with No. 3 Group operation F.B.95.	App.C.17.
	21/3	0139.	One aircraft returned. 0256 hours remaining aircraft returned.	
			See relevant F.541 for detailed report.	
			WEATHER.	
			Surface Wind: WSW. 15-25 mph. with stronger gusts.	
			Weather : Occasional showers.	
			Cloud : Nil to 8/10 at 2000-4000 feet.	
			Visibility : 6-12 miles.	
HONINGTON.	21/3		OPERATIONS.	
		1920	Two aircraft took off on operations in accordance with No. 3 Group F.B.97.	App. C.18.
	22/3	0135	One aircraft returned. 0221 hours remaining aircraft returned.	
			See relevant F.541 for detailed report.	
			WEATHER.	
			Surface Wind: WSW. 10-20 mph.	
			Weather : Slight rain and drizzle spreading to Southern half of area in morning and later to Northern half.	
			Cloud : 5/10 to 9/10 above 3000 feet but 8/10 to 10/10 at 600-1000 feet.	
			Visibility : 4-8 miles but 1 mile at times in drizzle and less in occasional fog.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices
HONINGTON.	22/3		OPERATIONS.	
		0700	Six aircraft Stood By at one hours notice for Coastal Duties in accordance with No. 3 Group instructions.	
		1500	Squadron Stood down.	
			WEATHER.	
			Surface Wind: SW - W. 15 mph. early, becoming light.	
			Weather : Mainly fair, some light drizzle in late afternoon.	
			Cloud : Fine early, becoming 10/10 at 3000-5000 feet.	
			Visibility : Good.	
HONINGTON.	23/3		TRAINING.	
		1900	Squadron carried out Night Flying and Bombing and Air Firing at Berners Heath, in accordance with app. B.12.	App. B.12.
			WEATHER.	
			Surface Wind: SW. 5-10mph.	
			Cloud : 9/10-10/10 at 2000-4000 feet, with breaks after midday.	
			Visibility : 3-4 miles.	
HONINGTON.	24/3.		OPERATIONS.	
			No. 3 Group Operation order F.B.100 received.	
			PERSONNEL.	
			F/LT. FORDHAM returned from BOSCOMBE DOWN.(App. F.7).	App. F.7.
			WEATHER.	
			Surface Wind: W. becoming S. after 1700 hours.	
			Weather : Mainly fair.	
			Cloud : Mainly 9/10 to 10/10 at 2000 to 3000 feet, rising to 5000 feet towards midnight. Visibility: 6-10 miles.	

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			Cloud : Mainly 9/10 to 10/10 at 3000 to 3000 feet, rising to 5000 feet towards midnight. Visibility: 6-10 miles.	

(*319) Wt. 40140—3196 14,125 3/38 T.S. 700

OPERATIONS RECORD BOOK

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

R.A.F. Form 540

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day.....

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	25/3		OPERATIONS.	
			Headquarters No. 3 Group F. B.101. received.	
			Eight aircraft were detailed to carry out reconnaisance and Nickels Operations, in accordance with No. 3 Group Form B.101.	
		1915	Eight aircraft took off in pairs at ten minute intervals and all, with the exception of aircraft N.3016, had taken off by 1953 when weather conditions deteriorated, and the aircraft were recalled.	C.19.
		2017-2045	All aircraft received the "Return To Base" and acted upon it and landed by 2045, with the exception of aircraft P.9228. This aircraft did not understand the signal and continued on reconnaisance as detailed.	
	26/3	0225	Aircraft P.9228 returned, having completed operations. See relevant Form 541.	
			WEATHER.	
			Surface Wind: Light E'ly, backing NNE after midday and increasing to 10-15 mph.	
			Cloud : Variable 4/10-10/10 at 2000-4000 feet clearing towards midday and clearing to 5/10-10/10 at 3000-5000 feet after 1800 hours.	
			Visibility : Mainly 4-6 miles.	
HONINGTON.	26/3		Nothing of importance occurred.	
			WEATHER.	
			Surface Wind: N'ly 10/20 mph.	
			Weather : Continuous rain from 0400 hours to 1800 hours.	
			Cloud : 10/10 mainly at 500 feet.	
			Visibility : Mainly 2000-4000 yards.	

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Place.	Date.	Time.	Summary of Events.	References to Appendices
HONINGTON.	27/3		OPERATIONS.	
		1930-2000.	Two aircraft carried out reconnaisance over Germany in accordance with No. 3 Group Form B.102. (See appendix C.20.)	App. C.20
	28/3	0250	Aircraft P.9231 landed at HONINGTON.	
		0445	Aircraft N.2964 forced landed at DIGBY.	
		0700	Aircraft N.2964 returned to HONINGTON. See relevant Form 541.	
			WEATHER.	
			Surface Wind: N.W'ly, 15/30 mph. with stronger gusts.	
			Weather : Occasional showers.	
			Cloud : Variable 4/10-10/10 mainly at 2000-4000 feet.	
			Visibility : Mainly 6-12 miles.	
HONINGTON.	28/3		Nothing of importance occurred.	
			WEATHER.	
			Surface Wind: N.W'ly 15-25 mph, falling to light after 1800 hours.	
			Weather : Fine.	
			Cloud : Variable, 2/10-8/10 at 2000-4000 feet, clearing after dark.	
			Visibility : Mainly 6-12 miles.	
HONINGTON.	29/3		STAND-BY.	
		0800	Six aircraft from No. 9 Squadron Stood-By at one hours notice in accordance with No. 3 Group operation instructions No. 20, dated 6/11/39, or if no executive issued for fleeting targets, in accordance with No. 3 Group Operation Instruction No. 31 dated 23/12/39.	
		1806.	Squadron Stood-Down.	
			WEATHER. See next sheet.	

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WEATHER. See next sheet.

(*319) Wt. 40140—3196 14,125 3/38 T.S. 700

OPERATIONS RECORD BOOK

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place.	Date.	Time.	Summary of Events.	References to Appendices.
HONINGTON.	29/3		WEATHER. Surface Wind: W. 2-5 mph., backing to S. 20-30 mph. from 0800 hours. Weather : Fair until 0800 hours, then becoming cloudy with rain and drizzle from 1400 hours onwards. Cloud : No.low cloud until 1300 hours then 6/10-10/10 until end of period. Visibility : 2-6 miles.	
HONINGTON.	30/3.		Nothing of importance occurred. WEATHER. Surface Wind: W'ly 20-35 mph, backing to 5 mph, after 1800 hours. Weather : Drizzle and rain at first, becoming cloudy and then fair from noon onwards . Cloud : 10/10 at 600 feet at first, gradually decreasing to Nil from 1600 hrs. Visibility : 2000 yards in rain, then 4-6 miles generally.	
HONINGTON.	31/3.		Nothing of importance occurred. WEATHER. Surface Wind: SSW 5 mph. at first becoming 20 mph. towards midday and falling to 10 mph. towards midnight. Weather : Fair at first, becoming mainly cloudy. Cloud : Nil at first then variable 3/10-10/10 at 2000-4000 feet. Visibility : 2 miles at first becoming 6 miles during late morning but 4 miles after midday.	

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(806) Wt. 16262—715 18,000 7/38 T.S. 700
(1431 - 806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix — R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1845 hrs. 1./3/40 to 0230 hrs. 2/3/40 By No. 9 Squadron. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON.	F/O. SMALLEY.		1845	0230	Aircraft took off for Nickels Operations over LUBECK	
I.A.	F/O. LAMBERT.				in accordance with No. 3 Group Form B.86.	App. C.14.
P.2523.	Sgt. HARGRAVE.				For detailed report see attached Appendix D.1.	App. D.1.
	L.AC. GRIFFITHS.				Aircraft forced landed at UPWOOD and returned	
	L.AC. LAMB.				HONINGTON at 1135 hours, 2nd March, 1940.	
	AC.1. READ.				NICKELS: EHWB.7. (11 pkts.) EH.225 (8 pkts.)	
					EH.264. (2 pkts.) EH.~~264~~ 302. (1 pkt.)	
P.2520.	S/Ldr. PEACOCK.		1845.	0204.	Aircraft took off for Nickels Operations over KIEL	
	Sgt. WOOD.				in accordance with No. 3 Group Operation Form B.86.	App. C.14.
	Sgt. SMITH.				For detailed report see attached Appendix D.1.	App. D.1.
	L.AC. GIBSON.				NICKELS : EHWB.7. (12 pkts.) EH.225. (8 pkts.)	
	AC.1. MERTON.				EH.264. (3 pkts.) EH.302. (1 pkt.)	
	AC.1. TAYLOR.					

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1810 hrs. 6 / 3 / 40 to 0015 hrs. 7 / 3 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON I.A. N.3018.	F/O. BAMFORD. P/O. ARNOLD. Sgt. BRADFORD. L.AC. COSTAIN. L.AC. GRATTON. AC.2. COOPER.		1810	2314	Aircraft took off for Nickels Operations in accordance with No. 3 Group Form B.88. For detailed report see attached Appendix D.2. NICKELS : EM.306. (23 packets).	App. C.15. App. D.2.
P.9231.	S/Ldr. JARMAN. Sgt. RAMSHAW. Sgt. WATSON. L.AC. O'NEILL. P/O. ASHTON. AC.2. COWELL.		1810	0015.	Aircraft took off for Nickels Operations in accordance with No. 3 Group Form B.88. For detailed report see attached Appendix D.2. NICKELS : EM.306. (23 packets).	App. C.15. App. D.2.

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(1431 806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From ....hrs 1010 13/3/40 to 1354 hrs. 13/3/40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON I.A.						
N.2942.	S/Ldr. MARWOOD-ELTON. F/O. TURNER. Sgt. ROGERS. AC.2. POWIS. AC.2. WHITTLE AC.2. GIBB.		1010	1354	Aircraft Carried out Special Sweep in accordance with No. 3 Group Operations Instruction No. 21. Area : N.53° E.2° to N.55° E.1° No bombs were carried. Nothing of importance was reported.	
P.2520.	Sgt. LEEKE. Sgt. BUCKLEY. Sgt. SEYMOURE. AC.2. JOWETT. AC.2. KELSALL. AC.2. LISTER.		1010	1201		
N. 2897.	Sgt. BOWEN. F/Lt. HUISH.(Med) Sgt. BALMER. Sgt. AITCHISON. AC.2. RICKETTS. L.AC. LAMB. L.AC. WILKIN.		1010	1254		

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(1431 806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1012 hrs. 15/3/40 to 1550 hrs. 16/3/40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON. I.A.						
P.9232.	S/Ldr. PEACOCK. F/O. LAMBERT. Sgt. HARGRAVE. L.AC. GRIFFITHS. Sgt. KIRCHER. AC.2. READ.		1012	1550	Aircraft carried out Operations as detailed by No. 3 Group Operation Order No. EX. 7. Area : N.56°30' to W.00° 30' to N.56.30' to 01.20' E. to N.52°20' to 01.20' E. to N.55°20' to W.00°30' For detailed report see Appendix D.3.	App. C.16. App. D.3.
P.2523.	F/O. SMALLEY. Sgt. WOOD. Sgt. SMITH. L.AC. GIBSON. L.AC. MUSHAM. AC.1. TAYLOR.		1012.	1550.		
N.2897.	Sgt. BOWEN. Sgt. BALMER. Sgt. AITCHISON. AC.1. RICKETTS. L.AC. LAMB. L.AC. WILKIN.		1012	1550.		

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(*871) Wt. 14975–G1409. 20,000. 11/26. T. S. 128

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1432 hrs. 15./.3../..40 to 1815 hrs. 15../.3.../.40. By.. No. 9 Squadron..... No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A. P.9231.	S/L. JARMAN. SGT. RAMSHAW. SGT. WATSON. L.A.C. O'NEILL. P/O. MCINTYRE. A.C. COWELL.		1432	1815.	Aircraft carried out Special Sweep in accordance with No. 3 Group Operation Instructions No. 21. No bombs were carried. Nothing of importance was reported. Area: N.56.30' -0030' W. to 56°30'N. 01°20' E. to N.55.20' 01°20' E. to 55°20'N. 00°30' W.	
N.2981.	SGT. PETTS. SGT. LAWSON. SGT. ROBERTSON. A.C. WHITHAM. L.A.C. BALCH. A.C. FRASER.		1432.	1815.		
N.2964.	P/O. HEATHCOTE. SGT. DOUGLAS. SGT. ROSEKILLY. A.C. FAWCETT. L.A.C. WILLIAMS. L.A.C. HORRY.		1432.	1815.		

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(306) Wt. 16262—715 18,000 7/38 T.S. 700
(1431—806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1019 hrs 19 / 3 / 40 to 1305 hrs 19 / 3 / 40. By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A. N.3015.	N.3015. W/Cmdr. McKEE. F/L. FORDHAM. P/O. WANKLYN. SGT. TURNER. L.A.C. NICHOLLS. A.C. PATTERSON. P/O. THIMBLETHORPE.		1019.	1305.	Aircraft carried out Special Sweep in accordance with No. 3 Group Operation Instructions No. 31. Nothing of importance was reported. No bombs were carried. Area: 53°00' N. 02°30' E. to 54°00'N. 02°05' E.	
N.2942.	F/O. TURNER. F/O. CRAIGEN. SGT. ROGERS. A.C. POWIS. A.C. WHITTLE. A.C. GIBB.		1019.	1305.		
N.2698.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. A.C. JOWETT. A.C. KELSALL. A.C. LISTER.					

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON MK.1A. N.2981.	S/L. JARMAN. SGT. RAMSHAW. SGT. WATSON. L.A.C.O'NEILL. P/O. MCINTYRE. A.C. COWELL.		1019	1305.	Aircraft carried out special sweep in accordance with No. 3 Group Operation Instructions No. 21. Nothing of importance was reported.	
N. 3016.	SGT. PETTS SGT. LAWSON. SGT. ROBERTSON. A.C. WHITHAM. L.A.C. BAUCH. A.C. FRASER.		1019.	1305.		
N. 2964.	P/O. HEATHCOTE. SGT. DOUGLAS. SGT. ROSEKILLY. A.C. FAWCETT. L.A.C. WILLIAMS. L.A.C. HORN.		1019.	1305.		

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(1431—806) Wt. 20786—2038 15,000 11/38 T.S. 700

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1900 hrs 20 / 3 / 40 to 0256 hrs 21 / 3 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON. 1A. N.3018.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. A.C. LYONS. A.C. MOFFETT. A.C. CLAYES.		1900	0256	Aircraft carried out Operations in accordance with No. 3 Group Operation Order B.95. For detailed report see appendix D.4. NICKELS. : 12 pkts. of EHWB.10. 5 pkts. of EH. 306.	App. C.17. App. D. 4.
N.2897.	SGT. BOWEN. F/. HUISH (MED). SGT. BALMER. SGT. AITCHISON. A.C. RICKETTS. L.A.C. LAMB. L.A.C. WILKIN.		1900.	0139.	Aircraft carried out Operations in accordance with No. 3 Group Operation Order B.95. For detailed report see appendix D.4. NICKELS. : 12 pkts. of EHWB. 10. 5 pkts. of EH. 306.	App. C.17.

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1920 hrs. 21/3/40 to 0221 hrs. 22/3/40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A, P.9252.	S/. PEACOCK. F/O. LAMBERT. SGT. HARGRAVE. L.A.C. GRIFFITHS. SGT. KIRCHER. A.C. READ.		1930.	0221.	Aircraft carried out Operations in accordance with No. 3 Group Operation Order Form B.97. For detailed report see appendix D.5. NICKELS. : 2 packets of H. 15 packets of EH.306.	App. C.18. App. D.5.
N. 2942.	F/O. TURNER. F/O. CRAIGEN. SGT. ROGERS. A.C. PØWIS. A.C. WHITTLE. A.C. GIBB.		1930.	0135.	Aircraft carried out Operations in accordance with No. 3 Group Operation Order Fomm B.97. For detailed report see Appendix D.5. NICKELS : 3 packets of H. 14 packets of EH. 306.	

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(*871) Wt. 14975—G1409. 20,000. 11/26. T. S. 128

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1915 hrs 25.../3.../40.. to 0225 hrs 26.../3.../40. By..No..9..Squadron..... No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON	F/L. RIVETT-CARNAC		1915	2034.		
1A.	P/O. PRITCHARD.					
P.9231.	SGT. JONES.					
	A.C. OLIVER.					
	P/O. ASHTON.					
	A.C. SMITH.					
P. 9239.	S/L. JARMAN.		1915.	2036.		
	SGT. RAMSHAW.					
	SGT. WATSON.					
	L.A.C. O'NEILL.					
	P/O. McINTYRE.					
	A.C. COWELL.					
N. 2898.	F/L. FORDHAM.		1915.	2040.		
	P/O. WANKLYN.					
	SGT. ROGERS.					
	L.A.C. NICHOLLS.					
	A.C. PATTERSON.					
	P/O. THIMBLETHORPE.					

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT

From 1915 hrs. 25./.3../40.. to 0225 hrs. 26../3.../40. By..No..9..Squadron..... No. of pages used for day..THREE.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A. N. 3016.	SGT. PETTS. SGT. LAWSON. SGT. ROBERTSON. A.C. WHITHAM. L.A.C. BALCH. A.C. FRASER.	Did not take off.			Eight aircraft were detailed to carry out reconnaisance and Nickel Operations in accordance with No. 3 Group Form B.101, dated 24th. March. The aircraft commenced to take off in pairs at 1915 hours at ten minute intervals and all had taken off by 1953 hours with the exception of N.3016, Sgt, Petts and Crew, when weather conditions deteriorated, and the aircraft were recalled.	App. C.19.
N. 3018.	F/O. BAMFORD. P/O. ARNOLD. SGT. BRADFORD. A.C. COSTAIN. L.A.C. GRATTON. A.C. COOPER.		1915	2017.	All aircraft received this message and they all acted upon it with the exception of P.9228, Sgt. BUCKLEY & Crew. This aircraft proceeded to the reconnaissance area RIVER WESER - PETERSHAVEN - to MINDEN and completed the reconnaisance. This aircraft landed at 0255 hours on the 26th. March. NICKELS. 3 packets of EH.307.	
N. 2964.	P/O. HEATHCOTE. SGT. DOUGLAS. SGT. ROSEKILLY. A.C. FAWCETT. L.A.C. WILLIAMS. A.U.1. FINCH.		1915.	2025.	For more detailed report see attached Appendix D.6.	App. D.6.

For remainder of crews see two following pages.

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(806) Wt. 16262—715 18,000 7/38 T.S. 700
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OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1915. 25 / 3 / 40 to 0255 hrs. 26 / 3 / 40. By No. 9 Squadron. No. of pages used for day 3

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON	SGT. BULL.		1915	2045.		
1A.	SGT. KITSON.					
N.2981.	SGT. BETTS.					
	A.C. GANNON.					
	CPL. WARE.					
	L.A.C. PETERS.					
P.9228.	SGT. BUCKLEY.		1915.	2045.		
	SGT. RITCHIE.					
	SGT. SEYMOUR.					
	A.C. HJOWETT.					
	A.C. KELSALL.					
	A.C. LISTER.					

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(806) Wt. 16262—715 18,000 7/38 T.S. 700
(1431—306) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1930 hrs. 27 / 3 / 40 to 0445 hrs. 28 / 3 / 40. By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON 1A. P.9231.	F/L. RIVETT-CARNAC. P/O. PRITCHARD. SGT. JONES. A.C. OLIVER. P/O. ASHTON. A.C. SMITH.		2000	0245	Aircraft undertook a reconnaisance over Germany on the night of March 27th to 28th in connection with No. 3 Group Form B.102 dated 25th. March. Area: CPRR 5511 to NIENBURG.	Appendix C.20.
N. 2964.	P/O. HEATHCOTE. SGT. DOUGLAS. SGT. ROSEKILLY. A.C. FAWCETT. L.A.C. WILLIAMS. L.A.C. HORRY.		1930	0445.	Area: NIENBURG to PETERSHAVEN. For detailed report see Appendix D.7. NICKELS: 3 packets of EH. 307.	D.7. Appendix.

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21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No. 1

of (Unit or Formation) 9 SQUADRON.

No. of pages used for day

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	Apl. 1.		Squadron detachment moved from HONINGTON to LOSSIEMOUTH in accordance with instructions received from H.Q. 3 Group (See Appendix C.21)	C.21. ✓
			Move undertaken in accordance with No. 9 Squadron Operation Order No. 1. (See Appendix B.13).	B.13. ✓
HONINGTON & LOSSIEMOUTH.	2.	09.00.	12 aircraft took off for LOSSIEMOUTH (See Appendix B.13).	B.13. ✓
		13.00.	All aircraft landed at LOSSIEMOUTH, Wing Operational Headquarters was formed at LOSSIEMOUTH from personnel of R.A.F. Station, HONINGTON under the command of Group Captain R.HARRISON. No. 9 Squadron at LOSSIEMOUTH and No. 115 Squadron at KINLOSS formed a Bomber Wing. Each Squadron had a strength of 12 Wellingtons. The Wing was intended to operate under the orders of the A.O.C. In C., Coastal Command against enemy ships and was controlled operationally by the A.O.C. No. 18 Group at DONIBRISTLE.	
LOSSIEMOUTH.	3.		Instructions received from No. 18 Group to be bombed up and available by 07.00 hours on April 4th.	
LOSSIEMOUTH.	4.	10.10.	12 aircraft took off for exercises as detailed by No. 18 Group (See relevant form 541).	
LOSSIEMOUTH.	5.	07.30.	Standing by and ready to take off at one hour's notice.	
		19.20.	Squadron stood down.	
LOSSIEMOUTH.	6.	07.00.	Squadron stood by at one hour's notice.	

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Place	Date 1940.	Time	Summary of Events	References to Appendices
LOSSIEMOUTH.	Apl. 6.	11.45.	Squadron put back to two hours' notice.	
		19.20.	Squadron stood down.	
LOSSIEMOUTH.	7.	05.25.	Orders received from No. 18 Group for Squadron to stand by for strike action from 07.30 hours.	
		10.43.	Instructions amplified by a message that all available aircraft would be required to attack a force of one enemy cruiser and six destroyers reported to be under way in a position about 60 miles from the coast of DENMARK. The executive order to go was issued at the same time.	
		11.25	No. 9 Squadron took off in company with 115 Squadron and set course (See relevant form 541).	
LOSSIEMOUTH.	8.	07.30.	Squadron was standing by.	
		08.30.	Squadron brought to absolute readiness.	
		19.00.	Squadron stood down.	
LOSSIEMOUTH.	9.		INTERNATIONAL SITUATION.	
			The invasion of NORWAY and the occupation of DENMARK by GERMANY brought a change in the known situation in the NORTH SEA and an alteration in the roll of LOSSIEMOUTH BOMBER WING and No. 9 Squadron.	
			OPERATIONS.	
		07.40.	Squadron ordered to change its loading from "B" bombs to 500 lb."SAP" bombs.	
			PERSONNEL.	
			During the night of 8-9th April, 19 Naval Observers joined the Wing for Navigational duties in individual aircraft. A few were trained Observers but the majority Sub-Lieutenants and Midshipmen and inexperienced in air work. 9 were located at LOSSIEMOUTH at 10 at KINLOSS.	

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Sub-Lieutenants and Midshipmen and Inexperienced [illegible]

LOSSIEMOUTH at 10 at KINLOSS.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

of (Unit or Formation) 9 SQUADRON.

No. of pages used for day

Place	Date 1940.	Time	Summary of Events	References to Appendices
			OPERATIONS.	
LOSSIEMOUTH.	9/4.	11.23.	Instructions received that reconnaissance by single aircraft would be required.	
		11.50.	Operational order received ordering continuous watch by single aircraft on BERGEN, CHRISTIANSAND and STAVANGER - watch to be maintained until dark with details of reports required. No. 9 Squadron was allotted this comprehensive task which was subsequently modified to bring it well within the compass of the resources available. No maps suitable for reconnaissance were available but the Squadrons were sufficiently well equipped with maps and charts to render the necessary navigation feasible. The situation in NORWAY and the NORTH SEA was at this time obscure. The only information from a really reliable source gave out that two named British cruisers and five destroyers would be in BERGEN at 13.00 hours.	
		12.10.	One aircraft took off for reconnaissance (See relevant form 541).	
		14.03.	One aircraft took off for reconnaissance (See relevant form 541).	
		14.25.	Two aircraft took off for reconnaissance (See relevant form 541).	
		14.35.	One aircraft took off for reconnaissance (See relevant form 541).	
		18.45.	One aircraft returned.	
		20.145.	Four aircraft returned. Weather was favourable for reconnaissance generally with cloud cover in some places. The crews' reports and photographs taken indicated the position and composition of the enemy's sea and air forces at several points. Squadron was in company with 2 sections from 115 Squadron.	
		15.10.	Orders received for all available aircraft to attack cruisers at anchor in BERGEN.	
		15.40.	Two sections from No. 9 Squadron took off (See relevant form 541).	
		21.00.	All aircraft returned safely.	
LOSSIEMOUTH.	10/4.	08.00.	Squadron stood by at one hour's notice.	

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Place	Date 1940.	Time	Summary of Events	References to Appendices
LOSSIEMOUTH.	10/4.	14.25.	Stand by reduced to "short notice".	
		14.52.	Operation order received giving instructions to attack with all available aircraft an enemy warship of cruiser or battleship type at anchor near CHRISTIANSAND.	
		15.20.	11 aircraft from No. 9 Squadron took off in company with 6 aircraft from 115 Sqdn.	
		15.25.	Information received that aircraft were being recalled.	
		19.15.	All aircraft returned. Squadron refuelled and came to "available", but were released at 19.15 hours.	
LOSSIEMOUTH.	11/4.	08.00.	Squadron standing by at "ready".	
		10.50.	Warning order received for two sections to be held in readiness to attack a troopship reported in a position North of BERGEN. Aircraft to be loaded up with 500 lb. "SAP" bombs.	
		12.59.	A sighting report giving a description of the ship, "Levante", was received.	
		13.25.	2 Sections took off (See relevant form 541).	
		20.10.	All aircraft returned.	
LOSSIEMOUTH.	12/4.	05.45.	All available aircraft ordered to stand by to attack a target at sea and three sections of the Squadron were brought to a state of readiness.	
		08.20.	2 Battle Cruisers and one Cruiser were indicated with a course, speed and position obtained from a shadowing aircraft.	
		09.15.	Shadowing aircraft lost touch with the target which was in a position S.W. of NORWAY.	
		09.25.	3 sections took off (See relevant form 541).	
		16.11.	8 aircraft returned.	
			AWARD. H.M. the King has graciously approved the award of the D.F.C. to 33007 S/Ldr. PEACOCK.	F.8 ✓
LOSSIEMOUTH.	13/4.	01.55.	No. 9 Squadron was released for 24 hours for necessary maintenance inspections to be done.	

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LOSSIEMOUTH.	13/4.	01.55.	No. 9 Squadron was released for 24 hours for necessary maintenance inspections to be done.

(*319) Wt. 40140—3196 14,125 3/38 T.S. 700

OPERATIONS RECORD BOOK

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No. of pages used for day.....

of (Unit or Formation).....9...SQUADRON.....

Place.	Date. 1940.	Time.	Summary of Events.	References to Appendices.
LOSSIEMOUTH.	14/4.	08.00.	Instructions received from H.Q. Bomber Command for No. 9 Squadron and No. 115 Squadron to return to their parent stations.	
		11.00	11 aircraft took off for HONINGTON.	
		14.00	All aircraft arrived at HONINGTON.	
		14.00	The following signal received from A.O.C. In C. Coastal Command:- "Before leaving this Command please convey to the Officers and Airmen of your Squadron my appreciation and thanks for the most excellent work they have done."	
			**********	

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OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) No. 9 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	15/4.	0530	STAND-BY. Six aircraft standing by at 3 hours notice loaded with "B" or 250 lb. SAP. bombs.	
		1210	Squadron stood by at 5 hours notice.	
		1800	Squadron stood down and granted leave until 0800 hrs. 17/4.	
			WEATHER. Mainly cloudy, with showers. Cloud variable mainly 3/10 - 8/10. Vis. 6-12 miles.	
HONINGTON.	16/4.		Nothing of operational interest occurred. PERSONNEL. FLYING OFFICER H.W.POULTNEY attached to 214 SQDN pending posting.	App. F.9. ✓
			WEATHER. Fairearly becoming cloudy with rain later. Visi 6-12 miles.	
HONINGTON.	17/4.		Nothing of operational interest occurred.	
			WEATHER. Fair mainly. Cloudless in early morning and after 1900 hrs. Visibility: 6-12 miles after 0800 hours.	
HONINGTON.	18/4.		STAND-BY.	
		0930	Six aircraft standing by at 1 hours notice .	
		1940	Squadron stood down.	
			PERSONNEL.	
			PILOT OFFICER W.S.THIMBLETHORPE (COMMISSIONED GUNNERY LEADER) posted to No. 215(NEW) Squadron. (See Appendix F.9.)	App. F.9. ✓
			WEATHER. Fair at first, rain later. Wind calm at first becoming E.20 mph. Cloud mainly high and medium Visibility: 4-8 miles falling to 1-2 miles in rain.	

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	19/4.		Nothing of importance occurred.	
			WEATHER. Cloudy with intermittent rain early and late in day. Wind W.10-25 mph. backing S. 5-10 mph. after dark. Visibility: 2-6 miles.	
HONINGTON.	20/4.		OPERATIONS.	
		1700.	Six aircraft stood by at one hour's notice in accordance with 3 Group Operation Order Form B.114. (See Appendix C.22)	C.22. ✓
		1901-1937.	Six aircraft took off to attack STAVANGER in accordance with Form B.114. (See relevant Form B.514.)	
	21/4	0250.	All aircraft returned.	
			WEATHER. Cloudy with light rain. Wind calm becoming SE.-E. 5-10 mph. Vis: 4-8 miles.	
			PERSONNEL. PILOT OFFICER F.C.J.BUTLER. posted to the Squadron from 214 Sqdn.	App. F.10. ✓
HONINGTON.	21/4.		Nothing of importance occurred.	
			WEATHER. Mainly fair. Wind S.E. veering S.W. 5-10 mph. Visibility: 4-8 miles.	
HONINGTON.	22/4.		STAND-BY.	
		0700	Six aircraft stood by for possible operations in accordance with 3 Group Operation Order Form B.116. (... ... ...).	
		1648.	Squadron stood down down due to unfavourable meteorological conditions.	
			WEATHER. Fair. Wind E. 10-20 mph. Cloud 4/10 at 2100-3000 ft. Vis.: 4-8 miles.	
HONINGTON.	23/4.		OPERATIONS.	
		1332	Executive order issued for six aircraft to operate in accordance with 3 Group Operation Order Form B.117. (See Appendix C. 23)	C.23. ✓
		1835	Executive order confirmed.	

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OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) No. 9 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	23/4	1945 -2020.	Six aircraft took off to attack WESTERLAND aerodrome in accordance with Form B.117. (See relevant Form 541.) (App. C.23)	App. C.23. ✓
	24/4	0115-0215.	All aircraft returned.	
			WEATHER. Fair, with slight rain at 2200. Wind E. 10 mph. veering W. later. Cloud slight. Visibility 4 miles.	
HONINGTON.	24/4.		Nothing of importance occurred.	
			WEATHER. Cloudy with intermittent slight rain. Wind W. 5-10 mph. Cloud 10/10 at 1500-4000 ft. falling to 800 ft. in rain. Visibility: 1000-2000 yds. falling to 300 yds. later in day.	
HONINGTON.	25/4		Nothing of importance occurred.	
			WEATHER. Fog at first cleared about 0900, becoming cloudy towards midnight. Cloud mainly 6/10 - 9/10 at 25,00 to 65-00 ft. Visibility: 4-6 miles after 0900 hrs.	
			STAND-BY.	
HONINGTON.	26/4	1 50	Nine aircraft standing by for operations in accordance with 3 Group Operation Order Form B.122 (App. C.24.).	App. C.24. ✓
		2245.	Squadron stood down.	
			WEATHER. Cloudy 9/10 -10/10 3,600 ft. S. Wind 2-5 mph. becoming calm. Visibility: 2-6 miles.	

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	27/4.		Nothing of importance occurred. WAETHER. Mainly fair until 1600 then stormy with heavy showers. Visibility : mainly 2 miles.	
HONINGTON.	28/4.		Nothing of importance occurred. WEATHER. N.E. wind less than 10 mph. Cloud 10/10 but breaking in afternoon. Mainly overcast. Visibility: 1000-2000 yds. rising to 4 miles.during day.	
HONINGTON.	29/4.		Nothing of importance occurred. WEATHER. Suface Wind - Northerly at first, veering to East lessthan 10 m.p.h. Cloud - Mainly 10/10ths. below 1000 feet, rising to 2000 feet temporarily at 1800 hours. Visibility - Below 1000 yards in early morning improving 4 - 6 miles. Fog earlym becoming cloudy with occasional drizzle.	
HONINGTON	30/4.	1755.	3 Aircraftxxxxxx took off to attack STAVANGER aerodrome in accordance with 5 Group Form B.126. (See relevant Form 541) App. C.25.	App. C.25
	1/5	0054-0130.	All aircraft returned. WEATHER. Surface Wind - E, to E.N.E. mainly 5 - 10 m.p.h. Fog developing during early morning clearing slowly. Thunderstorm at 20.00 houts. Cloud mainly 8 - 10/10ths at 500 feet, lifting to 1500 feet but falling during storm and clearing towards midnight. Visibilty 2 - 4 miles but detiorating towards end of day.	

ORIGINAL

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ORIGINAL

Appendix 'D' R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2.4.40. to 14.4.40.

From ....hrs...../...../..... to .....hrs...../...../..... By No.9 Squadron (Wellington) No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
		2.4.40.			Wing Operation Headquarters formed at Lossiemouth from personnel at R.A.F. Station, Honington. No. 9 Squadron consisting of 12 Wellingtons arrived at Lossiemouth. The wing was controlled operationally by A.O.C. No.18 Group, Donibristle	
		3.4.40.			Maintenance personnel arrived by train, together with equipment	
		4.4.40.			Wing ready to operate. Its role was given as a striking force. against Naval forces operating in Northern Waters.	
		7.4.40.		1125	No. 9 Squadron off to attack enemy cruiser off the coast of Denmark No contact was made ~~ever~~ and the aircraft returned at 1830 hours.	
		9.4.40.			Owing to invasion of Norway, the Squadron was allotted reconnaisance duty. Five reconnaisance flights were made over the Norwegian Coast and valuable information as to enemy forces obtained.	
				1510	**Orders were received to attack enemy cruisers at Bergen. The targets were located and bombs were dropped but no hits were observed. During the return flight a DO 18 was shot down.**	
		11.4.40.		1325	**Aircraft** were detailed to attack enemy cruisers. ~~This fleet~~ North of Bergen, the target could be located.	
		12.4.40.			The squadron was ordered to attack enemy cruisers. This fleet was not intercepted. One aircraft failed to return. Trhoughout these operations very considerable assistance was given by personnel at Lossiemouth in both technical and domestic matters.	

P Maitland
Group Captain, Commanding
No.15 F.T.S. MIDDLE WALLOP

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1050 hrs. 4 / 4 / 40 to 1500 hrs. 5 / 4 / 40 By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
			4/4/1940.			
Wellington. P. 9239.	S/L. JARMAN. Sgt. RAMSHAW. Sgt. WATSON. LAC. O'NEILL. P/O. McINTYRE. AC2. COWELL.		10.50.	14.40.	Aircraft carried out exercises consisting of search for small island after several changes of course in the area N.W. of the ORKNEY ISLANDS. The exercises were successfully completed.	
N. 2883.	Sgt. PETTS. Sgt. LAWSON. Sgt. ROSEKILLY. AC. WHITHAM. LAC. BALCH. AC. FRASER.		10.50.	14.40.		
N. 2964.	P/O. HEATHCOTE. Sgt. DOUGLAS. Sgt. WHEATLEY. AC. FAWCETT. LAC. HORRY. LAC. WILLIAMS.		10.50.	14.40.		
P. 9231.	WCDR. McKEE. [illegible] AC. F/O. PRITCHARD. Sgt. JONES. AC. OLIVER. P/O. ASHTON. AC. SMITH.		10.50.	14.40.		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON.			4/4/1940 - continued.			
N. 2981.	Sgt. BULL.		10.50.	14. 40.		
	Sgt. KITSON.					
	Sgt. BETTS.					
	AC. GANNON.					
	Cpl. WARE.					
	LAC. PETERS.					
N. 3018.	F/O. BAMFORD.		10.50.	14.40.		
	P/O. ARNOLD.					
	Sgt. BRADFORD.					
	AC. COSTAIN.					
	AC. GRATTON.					
	AC. COOPER.					
P. 9232.	S/L. PEACOCK.		10.50.	14.40.		
	F/O. LAMBERT.					
	Sgt. HARGRAV.E					
	LAC. GRIFFITHS.					
	AC. MURTON.					
	AC. READ.					
P. 2523.	F/O. SMALLEY.		10.50.	14.40.		
	Sgt. WOOD.					
	Sgt. SMITH.					
	AC. FINCH.					
	AC. MUSHAM.					
	AC. TAYLOR.					
P. 2520.	Sgt. BOWEN.		10.50.	14.40.		
	Sgt. BALMER.					
	Sgt. AITCHISON.					
	LAC. LAMB.					
	LAC. WILKIN.					
	AC. RICKETTS.					

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	Sgt. BALMER. Sgt. AITCHISON. LAC. LAMB. LAC. WILKIN. AC. RICKETTS.					

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From.....hrs...../...../..... to .....hrs...../...../..... By....9 SQUADRON..... No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
			4/4/1940 - continued.			
WELLINGTON. N. 2898.	F/Lt. FORDHAM. P/O. NICHOLSON. Sgt. ORCHARD. AC. NICHOLLS. AC. PATTERSON. Sgt. KIRCHER.		10.50.	14.40.		
N. 2942.	F/OL TURNER. F/OL CRAIGEN. Sgt. ROGERS. AC. POWIS. AC. WHITTLE. AC. GIBB.		10.50.	14.40		
P. 9288.	Sgt. BUCKLEY. Sgt. RITCHIE. Sgt. SEYMOUR. AC. JOWETT. AC. KELSALL. AC. LISTER.		10.50.	14.40.		
			7/4/1940.			
P. 9239.	S/Ldr. LEE & Crew.		11.25.	18.35.	Aircraft carried out operations inhaccordance with	
N. 2883.	Sgt. PETTS & Crew.		11.25.	18.35.	instructions received from No. 18 Group. Weather over	
N. 2964.	P/O. HEATHCOTE & Crew.		11.25.	18.35.	Scotland was good, but deteriorated over the NORTH SEA - contd.	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
Wellington.			7/4/40 - contd.			
P. 9231.	F/Lt. RIVETT-CARNAC & Crew.		11.25.	18.35.	and sections and individual aircraft were forced to	
P. 9278.	Sgt. BULL & Crew.		11.25.	18.35.	separate. After flying through an occlusion, clear	
N. 3018.	F/O. BAMFORD & Crew.		11.25.	18 35.	weather was encountered and flights and sections	
P. 9232.	S/L. PEACOCK & Crew.		11.25.	18.35.	succeeded in joining up again.	
P. 2523.	F/O. SMALLEY & Crew.		11.25.	18.35.	They reached the datum point at 13.40 and contd nued	
P. 2520.	Sgt. BOWEN & Crew.		11.25.	18.35.	in an Easterly direction until the position was checked	
N. 2898.	F/LT. FORDHAM & Crew.		11.25.	18.35.	by sighting the coast of DENMARK about 30 miles ahead.	
N. 2942.	F/O. TURNER & Crew.		11.25.	18.35.	In accordance with the signals organisation, listening	
P. 9228.	Sgt. BUCKLEY & Crew.		11.25.	18.35.	watch was to be kept on No. 18 Group frequency by the aircraft. This arrangement did not work satisfactorily partly because the operators left their sets to load the guns and later had to leave them to man the turrets for a considerable period.	
					Efforts were made to pass information from the Group to the Squadrons in the air but it is doubtful whether this information would have been of much assistance in making an interception of the enemy forces.	
					It appears probable that two or more enemy forces were being sighted by reconnaissance aircraft and this tended to give the impressions that the intended target was changing its composition and position in a highly irregular fashion.	
					The two Squadrons working on the original reported position conducted a search for 1½ hours in flight formations but failed to sight the target or any shadowing aircraft. On two occasions a small unidentified black ship was seen but nothing else.	
					There was a thin layer of cloud at 12,000 feet and the search was conducted in a good visibility at a height	

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formations but failed to sight [illegible]

shadowing aircraft. On two occasions a small unidentified black ship was seen but nothing else.

There was a thin layer of cloud at 12,000 feet and the search was conducted in a good visibility at a height

(806) Wt. 16262—715 18,000 7/38 T.S. 700
(1431—806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From.....hrs...../...../..... to .....hrs...../...../..... By.....9 SQUADRON..... No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
			8/4/1940 - contd.		of about 1,000 feet, both Squadrons remaining in company. The lowest visibility encountered in the area was estimated at 6 to 12 miles and in some directions it was up to 30 miles. At 15.20 the Squadrons were about to set course for their bases when three or four enemy fighters, ME 110's were observed. Two of these attacked a flight of No. 115 Squadron which at the time was at 1,000 feet some miles distant from the other flight and in rear of No. 9 Squadron. The leader of No. 9 Squadron throttled down with the intention of allowing the flight selected for attack joining up and secure mutual support, but the distance was not lessened sufficiently for their guns to be brought into action. The combat seems to have lasted for 10 to 15 minutes. On the return journey the flights were again split up in passing through a belt of bad weather with low clouds. Many of them succeeded in joining up again before reaching their bases and the Squadrons landed between 18.14 and 18.34 with an average flying time of 7¼ hours. The failure of the Wellingtons to intercept the enemy force must have been due mainly to a lapse of several hours between the time of origin of the sighting report	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
			7/4/1940 -		contd.	
					and the time of arrival at the datum point. It is considered possible that the fighter interception was secured by co-operation between the small black ship seen in the search area and a patrol of ME. 110's.	
			9/4/1940.			
P. 9239.	S/L. JARMAN & Crew.		12.10.	18.30.	Aircraft covered the area allotted and messages were transmitted from the air and a mass of valuable information brought back. Flying down to 50 feet over CHRISTIANSAND and covering STAVANGER and BERGEN at higher altitudes, remarkably accurate detail was obtained considering that the ~~flight~~ crew commenced the flight in almost complete ignorance of the Norwegian situation.	
N. 296 .	P/O. HEATHCOTE & Crew.		14.03.	20.45.	Reconnaissance over ARENDAL to GRIMSTAD and CHRISTIANSAND. The aircraft encountered heavy but inaccurate Flak fire at CHRISTIANSAND. The Group liaison officer carried in the aircraft reported on shipping seen in great detail and a number of photographic exposures were made.	
P. 9278.	Sgt. BULL & Crew.		14.25.	20.45.	Carried out successful reconnaissance in the area from FLEKKERFJORD to EGERSUND and VARHAUG.	
P. 9231.	F/Lt.RIVETT-CARNAC & Crew.		14.25.	20.45.	Carried out reconnaissance over STAVANGER AND HAUGESUND. Strong air activity was observed but interception was avoided.	
N. 3018.	F/O. BAMFORD & Crew.		14.35.	20.45.	Aircraft detailed to proceed to BERGEN but failed to reach the objective. At 16.58 before reaching BERGEN encountered what was possibly an action between an enemy aircraft and a British destroyer. The destroyer appeared to be disabled, but was not identified. Enemy aircraft was very active in the neighbourhood and after	

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encountered what was possibly an action between an enemy aircraft and a British destroyer. The destroyer appeared to be disabled, but was not identified. Enemy aircraft was very active in the neighbourhood and after

(*1154) Wt. 26347—1934 15,000 12/35 T.S. 667

OPERATIONS RECORD BOOK

SUB.FORM. 541.
R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

No. of pages used for day.....

of (Unit or ~~Formation~~) DETAIL OF WORK CARRIED OUT. No. 9 SQUADRON.

Place ~~xxxxx~~ Aircraft No.	Date.	Time. Up	Time Down.	CREW.	Summary of Events.	References to Appendices.
		9/4/1940 - contd.			being forced to take cover in the clouds on two occasions, the aircraft returned to its base without sighting BERGEN.	
		11/4/1940.				
Wellington. P. 9239.		13.25.	20.10.	S/L. JARMAN & Crew.	The two sections were air borne at 13.25 and set course for a point on the Norwegian coast just north of BERGEN. The intention was to search the waterways between that town and the Datum point; then to continue in a Northerly direction if the troopship had left its anchorage. The weather was not good with poor visibility and clouds 9/10 at 800 feet down on to the mountain tops. One section made a landfall as intended at 15.42 and searched the Fjords to the North of BERGEN in accordance with the prearranged plan, but this was carried out under great difficulties and becuase of the nature of the country could not be conclusive. Before returning the section went South again along the coast and made a reconnaissance of BERGEN. The other section having become detached, reconnoitred the coast and had some difficulty in avoiding interception by unidentified aircraft. The target could not be located and both sections returned to their base at LOSSIEMOUTH.	
P. 9278.		13.25.	20.10.	Sgt. PETTS & Crew.		
N. 2964.		13.25.	20.10.	P/O. HEATH-COTE & Crew.		
P. 9231.		13.25.	20.10.	F/Lt. RIVETT-CARNAC & Crew		
N. 3018.		13.25.	20.10.	F/O. BAMFORD & Crew.		

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(806) Wt. 16262—715 18,000 7/38 T.S. 700
(1437—806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0920 hrs. 12 / 4 / 40 to 1610 hrs. 12 / 4 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
P.9232.	S/Ldr. PEACOCK. & CREW.		0920	1500	Aircraft took off to attack a force of 2 Battle Cruisers and 1 Cruiser in a position S.W. of NORWAY. In the area to be searched the cloud base was 10/10 at 600 feet and rain and sleet accompanied thos low cloud. The horizontal visibility was down to one mile. Two sections were forced to split up during the search because of difficulty of keeping in touch under the adverse weather conditions. No trace of the target was seen and it is thought that the ships may have taken cover in the "front" deliberately to avoid air observation. Eight aircraft returned to LOSSIEMOUTH. One aircraft, Wellington P.2520. Captain Sgt. BOWEN did not return. (See App. F.11) App. F.11. A single Wellington thought to have been the missing one was seen at 1305 hours a few miles from the Southern Coast of NORWAY by the crew of another aircraft in a section of the Squadron who had also lost the section formation.	
P.2523.	F/O. SMALLEY. & CREW.		0920	1605		
P.2520.	Sgt. BOWEN & CREW.		0920	Failed to Return.		
N.2898.	F/Lt. FORDHAM & CREW.		0930	1455		
N.2942.	F/O. TURNER & CREW.		0930	1455		
P.9228.	Sgt. BUCKLEY & CREW.		0930	1445		
P.9231.	W/Cdr. McKEE. F/Lt. RIVETT-CARNAC & CREW.		0920	1530		
N.3018.	F/O. BAMFORD. & CREW.		0920	1530		
P.9278.	Sgt. PETTS. & CREW.		0920	1530.		

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OPERATIONS RECORD BOOK

SUB FORM 541.

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No. of pages used for day.....

of (Unit or Formation)..... No. 9 Squadron. .....

~~Place~~ AIRCRAFT NO.	Date. April.	Time. UP	TIME DOWN.	CREW.	Summary of Events.	References to Appendices.
P. 9239	20/21	1900	2250.	S/Ldr. JARMAN & CREW.	Aircraft took off inn accordance with Headquarters 3 Group Form B.114. (APP. C.22.), to attack STAVANGER AERODROME. Weather was good over the Southern North Sea, except for a belt of rain or drizzle which was lying just off the English Coast. On the route to STAVANGER a front, giving heavy clouds with base between 500-1,000 ft. had to be crossed after which the weather cleared. In Southern Norway the weather remained good but on the west coast low clouds were met with rain and mist inland and practically no visibility. Attempts to locate the objective were foiled by low cloud. Various methods were used to find STAVANGER including calculations of E.T.A. from KVITINGSO light. P.9231 located and bombed the target. Aircraft arrived over area at 7,000 ft. and saw and bombed the aerodrome through a hole in the clouds. No activity was reported at STAVANGER. All aircraft returned undamaged. 3. 250LB. Mk.IV and 2 250 LB Mk.III with 3 and 12 hour delay fuses were dropped.	C.22.
N.2964.		1910	2250.	P/O. HEATHCOTE & CREW.		
P.9276.		1915	0200.	Sgt. PETTS & CREW.		
P.9231.		1920	0255.	F/Lt.RIVETT-CARNAC & CREW		
N.3016.		1940	0210.	Sgt. BULL & CREW.		
P.2523.		1935	2145	F/O. BAMFORD & CREW.		

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(806) Wt. 16262—715 18,000 7/38 T.S. 700
(1431—S06) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1940 hrs 23 / 4 / 40 to 0215 hrs. 24 / 4 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON. MK. =1.A.						
P.9278.	F/Lt. FORDHAM P/O. NICHOLSON. Sgt. ORCHARD. L.AC. NICHOLLS. AE.2. PATTERSON. Sgt. KIRCHER.		1945	0115	Carried out bombing raid against WESTERLAND AERODROME in accordance with 3 Group Form P.117. All aircraft carried two 250 lb. Mk. IV and two 250 lb Mark III G.P. bombs, and two containers of 4lb incendiary bombs were carried by three aircraft and remaining three carried 40 lb. G.P. bombs (two containers). With exception of N.3018, all aircraft successfully attacked the target. Captains of aircraft report that they located WESTERLAND AERODROME and three claim to have hit it with all their bombs. Searchlight activity prevented the remaining tow aircraft from definitley establishing exact fall of their bombs. WEATHER Weather conditions were good with thin High cloud about 3/10ths at approx. 10,000 ft. over most of the route. The target was attacked between 22.28 and 23.50. hrs. and the moon gave sufficient light to make identification of the target fairly easy.	App. C. 23.
P.2523.	F/O. SMALLEY. Sgt. WOOD. Sgt. SMITH. AC.2. FINCH. L.AC. MUSHAM. AC.1. TAYLOR.		2005	0115		
N.2897.	F/O. TURNER. F/O. CRAIGEN. Sgt. ROGERS. AC.2. POWIS. AC.2. WHITTLE AC.2. GIBB.		2000	0105		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
P.9228.	Sgt. BUCKLEY. nSgt. RITCHIE. Sgt. SEYMOUR. AC.2. JOWETT. AC.2. KELSALL. AC.2. LISTER.		2950	0135.	Navigation was by DR. assisted by MF. fixes. Flame floats were constantly used throughout the flight for checking drifts. Intense searchlight activity was reported on the ISLAND OF SYLT which considerably reduced the accuracy of bombing. They were blue and white in colour and very accurate.	
P.9231.	F/O. KIRBY-GREEN. P/O. HILLIER. Sgt. HUNTLEY. AC.2. LYONS. AC.2. MOFFETT. AC.2. CLAYES.		2015	0215.	A considerable amount of light flak and heavy A.A. fire was met over the vicinity of the target. No aircraft were damaged.	
N.3018.	F/O. RAMFORD. P/O. ARNOLD. Sgt. BRADFORD. AC.1. COSTAIN. L.AC. GRATTON. AC.2. COOPER.		2000	0120.		

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(806) Wt. 16262—715 18,000 7/38 T.S. 700
(1431—806) Wt. 29786—2038 15,000 11/38 T.S. 700

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 0054 hrs. 30/4/40 to 0130 hrs. 1/5/40. By..... No. of pages used for day.....

9 Squadron.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Remarks.	References.
WELLINGTON MARK IA.						
N.3015.	F/Lt. FORDHAM. P/O. NICHOLSON. S/Ldr. GRAHAM. L.A.C. NICHOLLS. A.C.2. PATTERSON. SGT. KIRCHER.		1755.	0058.	Carried out bombing raid against STAVANGER AERODROME in accordance with 3 Group Form B.126. Aircraft left HONINGTON at 1855 hours and joined up with No.99 Squadron over WELLS. From this point they proceeded direct to target arriving there at approximately 21.25 hrs. The target was successfully attacked, but as each aircraft only carried one N.D.T. bomb, the actual fall of each bomb could not be pin-pointed. Each Captain claims, however, to have actually hit the aerodromes with the one bomb which was seen to burst. It is assumed that the remaining delayed action bombs were dropped on the aerodrome. The target was easily located due to a bright fire burning S.E. of the aerodrome, which was visible for approximately 25 miles. Attack. A losing height was made between 9000 and 7000 feet.	App. C.25
L.7789.	F/O. TURNER. F/O. CRAIGEN. SERGT.ROGERS. A.C.1.POWIS. A.C.2.WHITTLE. A.C.2.GIBB.		1755.	0130.		
N.2897. N	SERGT.BUCKLEY. SERGT. [redacted]HIE. SERGT. SEYMOUR. A.C.2. JOWETT. A.C.2. KELSALL. A.C.2. LISTER.		1755.	0054.		

BOMB LOAD.

Aircraft.	N.D.T.	3 hr. delay.	6 hr. delay.	9 hr. delay.	12 hr. delay.	TOTAL.
L.7789.	1.	-	2.	3.	1.	6.
N.3015.	1.	1.	2.	1.	1.	6.
N.2897.	1.	1.	1.	2.	1.	6.

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21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) No. 9 Squadron.

Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON.	1/5.		Nothing of importance occurred.	
			WEATHER. Wind: N.E. becoming 5-10 m.p.h.	
			Cloud: 10/10 at 1,000' falling to 400' in fog, lifting and becoming cloudless during evening.	
			Weather:- Fog early clearing towards noon.	
			Visibility:- 2,000 yards, deteriorating 100-200 in fog, 4 miles later.	
	2/5.	1755.	OPERATIONS: Six aircraft took off in accordance with 3 Group Operation Order form B.128, dated 30/4/40 (Appendix C. 30) to carry out a bombing raid against RYE aerodrome.	C.30
		0120.	All aircraft returned safely. (See relevant F.541 for detailed report.)	
			WEATHER: Wind - N.N.E. 5-10 m.p.h., Weather - fair or cloudy. Cloud: Nil becoming 4/10 - 9/10 at 2,000' - 4,000' and becoming Nil later. Visibility: 2-6 miles.	
	3/5.		PERSONNEL: Pilot Officer A.P.WALSH posted to the Squadron from 11 O.T.U.	F. 30
			Nothing of operational importance occurred.	
			WEATHER: Wind: N. 5-15 m.p.h. Weather: Fair becoming cloudy later. Cloud: variable. Visibility: mainly 2-6 miles.	
	4/5.	A.M.	TRAINING: Air firing carried out over the WASH.	
			Nothing of operational importance occurred.	
			WEATHER: Wind: N. 3-15 m.p.h. Weather: Cloudy becoming fair from 0900 onwards.	

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	4/5.		WEATHER Continued:- Cloud: variable. Visibility: 2 miles early becoming mainly 8-12 miles.	
HONINGTON.	5/5.		Captain H.H.Balfour, M.C., M.P., Under-Secretary of State for Air, visited the Station. PERSONNEL: Flying Officer T.w.La. B.BAMFORD posted from the Squadron to 11 O.T.U. Nothing of operational importance occurred. WEATHER: Wind: N. 5-15 m.p.h., veering S.E. 3-5 m.p.h. towards dusk. Weather fair. Cloud: Nil to 4/10 generally at 2,000 to 4,000 feet. Visibility: 4-10 miles.	F.20.
	6/5.		Nothing of operational importance occurred. WEATHER: Wind: Light variable, becoming N. 5-10 m.p.h. towards noon. Cloud: 10/10 at 600-1,000 ft. clearing later to Nil. Weather: slight continuous rain in morning, clearing in afternoon. Visibility: 4-8 miles, but 3-5 in rain.	
			.....	
	7/5.		FATAL ACCIDENT:	
		0935.	624835 A.C.1. SETTLE, F.G. was killed by revolving airscrew whilst engaged in starting up Wellington aircraft N.2987. An investigation was held and found the accident to be purely accidental and attached no blame to any person.	
	1840 - 2100		OPERATIONS: Six aircraft were ordered to carry out a security patrol over BORKUM, NORDENY, SYLT and the coast of DENMARK. The first aircraft away wirelessed back a report of adverse weather conditions and all aircraft were recalled. Two aircraft did not receive the recall and carried out the entire patrol.	

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NORDENY, SYLT and the coast of DENMARK [illegible]
report of adverse weather conditions and all aircraft were recalled. Two aircraft did not receive the recall and carried out the entire patrol.

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

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of (Unit or Formation).....

Place	Date	Time	Summary of Events	References to Appendices
	7/5 - Continued..			
HONINGTON.	8/5	0245.	All aircraft returned safely. (See relevant form 541 for detailed report).	
			WEATHER: Wind: Light W. becoming S. 5 m.p.h. in early evening. Cloud: small amounts at 4,000' clearing in evening but becoming 10/10, 4,000' towards midnight. Weather: fair. Visibility: mainly 6 miles, except for early morning mist.	
	8/5		Nothing of operational importance occurred.	
			WEATHER: Wind: light variable. Cloud: 6/10 - 10/10, 3,000 - 4,000', dispersing in early evening, but becoming 10/10 at 4,000 by midnight. Weather: slight continuous rain at first, clearing after 0900. Visibility: mainly 4-8 miles.	
	9/5.		Nothing of operational importance occurred.	
			WEATHER: Wind: light N.E. Cloud: mainly cloudless, but 10/10 down to 900' before 0800 hours. Weather: fair. Visibility: 6-12 miles.	
	10/5.		INTERNATIONAL SITUATION: Invasion of HOLLAND and BELGIUM by GERMANY.	
		20.00.	OPERATIONS: Six aircraft carried out operations in accordance with 3 Group Operation order, form B.132, dated 10th May. against WAALHAVEN aerodrome.(See relevant Appendix C 31.) also relevant form 541 for detailed report)	C.31.
		2300	All aircraft returned safely.	
			WEATHER: surface wind light, becoming Nil, 5-10 m.p.h. Weather: fair.	

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	Continued: 10/5		Cloud: variable. Visibility: becoming 12 miles towards mid-day, but deteriorating to 4 miles.	
	11/5		Nothing of operational importance occurred. PERSONNEL: S/Ldr. J.P.S.MONYPENNY posted to the Squadron from No. 11 O.T.U. (See Appendix F.21). VISITS: Air Vice Marshal J.E.A.BALDWIN, C.B., D.S.O. visited the Station and presented the Distinguished Flying Medal to 562599 Sgt. RAMSHAW, J.R. WEATHER: Wind: N.E., 5-10 m.p.h. Weather: cloudy, fine at night. Cloud: 6/10 to 9/10 at 2,000 to 4,000', but dispersing after dark. Visibility: 4 to 8 miles.	F.21
	12/5		Nothing of operational importance occurred. PERSONNEL: 42568 P/O. J.L.MAUDE-ROXBY, 42252 P/O. B.A.JAMES, P/O. WEBSTER from No. 214 Sqdn. and P/O. J.R.McDIARMID from No. 11 O.T.U., posted to the Squadron. WEATHER: Wind: calm at first, then N.W. to N.E. 5 to 10 m.p.h. Calm towards midnight. Cloud: mainly 6 to 10/10, 2,000 to 4,000 feet, clearing in evening. Weather: fair. Visibility: 6 to 12 miles.	F.22
	13/5.		Nothing of operational importance occurred. WEATHER: Wind: mainly westerly, 5-15 m.p.h. Weather: fair. Cloud: variable. Visbility:- 4 to 8 miles.	

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21793 Wt. 38805/3593 400,000 12/39—Mcc & Co—51-5658

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Page No.....

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	14/5		INTERNATIONAL SITUATION: Surrender of Dutch army. Nothing of operational importance occurred. WEATHER: Wind: mainly S.W. 5 to 10 m.p.h. Weather: fair. Cloud: variable. visibility: 2 to 6 miles.	
	15/5		PERSONNEL: 27227 S/Ldr. L.E.JARMAN posted to H.Q. No. 20 Group. 40136 F/O. J.A.PRITCHARD posted to 214 Sqdn: 39070 F/O. K.H.V.DAY, P/O. W.S.THIMBLETHORPE (75698) and P/O. H.F.A.LEES posted to the Squadron from 215 Sqdn. (See appendix F.23&24)	F.23 & 24.
		2100	OPERATIONS: Six aircraft carried out operations in accordance with 3 Group Operations order, form B.135, dated 15th May (See Appendix C.32 and relevant form 541 for detailed report). The wireless sets in two aircraft were put out of action by electrical storms. One aircraft forced landed at SHOREHAM and one at NAZEING, ESSEX. Wellington F.9231 which forced landed at NAZEING was badly damaged and did not return. The aircraft which forced landed at SHOREHAM returned safely to base.	
			WEATHER: Wind mainly S.E. becoming E. 5 to 15 m.p.h. Weather: fair. Cloud: variable. Visibility: 2 to 6 miles.	
	16/5.	2100	OPERATIONS: Six aircraft took off for operations in accordance with 3 Group operations order form B.136 dated 16th May (See appendix C) Wellington N. 3015 forced landed at CHERBOURG, one aircraftcwas unable	

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Place	Date	Time	Summary of Events	References to Appendices
	continued:			
HONINGTON.	16/5		to get homing bearings and landed at STRADISHALL, returning to base later. WEATHER: Surface wind Easterly, 15 to 20 m.p.h. Weather: fair. Cloud: Nil after dawn. Visibility: 2 to 4 miles early, mainly 8 to 12 miles.	
	17/5		Nothing of operational importance occurred. WEATHER: S. 5 to 15 m.p.h. Cloud: becoming overcast at 600 to 1,000 feet, dispersing after 0700 hours. Visibility: 4 miles, improving to 8.	
	18/5	2030	OPERATIONS: 12 aircraft carried out operations in accordance with 5 Group operations order forms.140 dated 18th May (See Appendix C. and relevant form 541 for detailed report).	C.33
	19/5	0400	All aircraft returned safely. WEATHER: N.E. to E. wind, 5 to 15 m.p.h. Cloud: early fog; dispersing after 0900 hours to Nil, to 4/10ths. Visibility: 220 yards at first, improving at 0900 hours to 8 miles.	
	19/5.		PERSONNEL: P/O. L.A.VAUGHAN and P/O. L.H.KAY posted to the Squadron from 215 Sqdn. Nothing of operational importance occurred. WEATHER: Wind: light N.E. Weather: fine. Cloud: little or no low cloud. Visibility: 12 to 18 miles.	F. 25.

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21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

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OPERATIONS RECORD BOOK

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of (Unit or Formation) ..NO. 9 SQUADRON.....

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	20/5.		PERSONNEL: P/O. M.T.STEPHENS posted to the Sqdn. from 215 Sqdn.	F. 26.
		2100	OPERATIONS: 12 aircraft carried out operations in accordance with 3 Group operations order form B.144 & 145 (See appendices C.34 & 35 and relevant form 541 for detailed report).	C. 34 & 35.
		0230	All aircraft returned safely.	
			WEATHER: Wind: light N.E. Weather: fine. Cloud: small amounts at 4,000' during evening. Visibility: good.	
	21/5		Nothing of operational importance occurred.	
			WEATHER: Wind: E. to N.E. 5 to 15 m.p.h. Cloud: little or no low cloud. Visibility: good.	
	22/5	2100	OPERATIONS: Six aircraft took off for operations in accordance with 3 Group operations order form B.147, dated 22nd May. Wellington L.7777 came home considerably South of the track and eventually forced landed at ABINGDON. The aircraft was severely damaged and placed in Category 3.	C. 36
		0230.	All other aircraft returned safely.	
			WEATHER: Surface wind N.E. veering S.W. Weather: fine with occasional slight rain. Cloud: mainly 5/10 to 10/10 at 2,000 feet. Visibility: mainly 6 to 12 miles but falling to 2,000 yards later.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON	23/5		Nothing of operational importance occurred. WEATHER: Wind: calm, mainly S.W. 2 to 8 m.p.h. Cloud: mainly 9/10-10/10 at 2,000 to 3,000 feet, clearing at 2400 hours. Weather: fog in early morning, cloudy with slight showers later in day. Visibility: 500 yards early, improving to 6xmiles.	
	24/5.	2100	12 aircraft carried out operations in accordance with .o. 3 Group operations order form B.149, dated 24th May (See Appendix C.37 and relevant form 541 for detailed report).	C.37.
	25/5	0400	All aircraft returned safely. WEATHER: Surface wind S. light at first, increasing 10 to 15 m.p.h. Weather: fair. Cloud:mainly 6/10 to 9/10, 2,000 to 3,000'. Visibility: 2,000 yards, increasing to 4 to 6 miles.	
	25/5.		Nothing of operational importance occurred. WEATHER: Surface wind E. mainly 10 to 15 m.p.h., decreasing to 4 to 6 m.p.h. later. Weather: fair. Cloud: considerable medium and high cloud, no low cloud below 800'. Visibility: 3 to 6 miles, increasing to 12 and decreasing 3 to 6 in the evenings	

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21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	26/5	2300	OPERATIONS: In accordance with No. 3 Group operations order form B.151 dated 26th May, four aircraft carried out raids against JUMET Aerodrome (See Appendix C.38 and relevant form 541 for detailed report).	C.38.
	27/5	0430	All aircraft returned safely.	
			PERSONNEL: 42480 P/O. P.E.BERRY and 42587 P/O. N.E. CANTON posted to the Squadron from 214 Sqdn.	F. 27.
			WEATHER: Surface wind: light S. becoming W. in evening. Cloud: much medium and high cloud, 2/10 to 5/10 at 2,000 to 3,000 feet, increasing to 8/10 to 10/10 at 1,000 to 2,000 feet in rain. Weather: light rain until 0400, then fair, but becoming showery in afternoon. Fair at night. Visibility: 2 to 8 miles.	
	27/5.	2100	OPERATIONS: In accordance with No. 3 Group operations order form B. 152 dated 27th May, four aircraft carried out raids against road and rail movements between BRUSSELS and TOURNAI and six aircraft were detailed to carry out raids on the road junctions at COURTRAI.	
	28/5	0400	All aircraft returned safely (See Appendix C. 39 and relevant form 541).	C. 39.
			WEATHER: Wind: S.W. 5 to 10 m.p.h. Weather: showery with thunderstorm at 14.30. Cloud: small amount before sunrise, becoming 10/10 at 2,000 feet at 14.00 hours, then slowly decreasing. Visibility: mainly 12 miles, falling to 4 miles in precipitation.	
	28/5.		Nothing of operational importance occurred.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	28/5 contd.	V	INTERNATIONAL SITUATION: King Leopold of Belgium surrenders and orders withdrawal of Belgian army. WEATHER: Surface wind: light and variable, mainly S.W. Weather: Cloudy, with frequent showers and thunderstorms. Cloud: low cloud, increasing to 8/10 to 10/10 at 2,500 feet, falling to 1,000 feet in precipitation. Visibility: good.	
	29/5		Nothing of operational importance occurred. PERSONNEL: 42635 P/O. M.I.NICHOLLS posted to the Squadron from 214 Squadron. 39070 F/O. K.H.V.DAY posted from the Squadron to 15 O.T.U. FATAL ACCIDENT: 613210 A.C.2. MIDDLETON, W.E. was accidentally shot and died of his injuries WEATHER: Wind: light variable. Weather: mainly fair. Cloud: little or no low cloud. Visibility: mainly 6 to 12 miles.	F. 28.
	30/5		Nothing of operational importance occurred. WEATHER: Fair to cloudy after early morning fog. Wind: N.W. to W. 5 to 10 m.p.h. Cloud: 10/10ths, surface to 1,000', becoming 4 to 8/10ths at 2,000' to 4,000'. Visibility: less than 100 yards in fog at first, improving to 3 to 6 miles during morning.	
	31/5	2140	OPERATIONS: 12 aircraft carried out operations in accordance with No. 3 Group Operations order form B. 156, dated 31st May (See Appendix C.40 and relevant form 541 for detailed report).	C.40.
	1/6	0355	All aircraft returned safely. WEATHER: Fair. Wind: 10 to 15 m.p.h. veering to N. 8 to 12 m.p.h. towards midday. becoming W. and decreasing 1 to 5 m.p.h. Cloud: variable, amount of low cloud at 2,000' to 5,000', generally increasing later with much high cloud. Visibility: 2 miles, increasing 6 to 12 miles.	

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			form 541 for detailed report).
	1/6	0355	All aircraft returned safely.

WEATHER: Fair. Wind: 10 to 15 m.p.h. veering to N. 8 to 12 m.p.h. towards midday. becoming W. and decreasing 1 to 5 m.p.h. Cloud: variable, amount of low cloud at 2,000' to 5,000', generally increasing later with much high cloud. Visibility: 2 miles, increasing 6 to 12 miles.

Wt. 44786/4314. 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1800hrs. 2/5/40 to 0130hrs. 3/5/40. By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7778.	W/Cdr.McKEE. S/Ldr.PEACOCK. Sgt. HARGRAVE. AC. BRENNAN. AC. MURTON. AC. READ.		18.00	01.30	The formation left HONINGTON at 18.00 hours and proceeded direct to 56.00°N., 07.00°E. One aircraft returned to base after reaching a point 100 miles out from the English coast, owing to a leak in the hydraulic system, which made all turrets unserviceable. The Danish coast was	
L. 7785.	F/O. SMALLEY. SGT. WOOD. SGT. SMITH. AC. FINCH. LAC. MUSHAM. AC. TAYLOR.		18.00	01.25	sighted at 21.15 hours, approximately 5 miles South of VORUPOR, but an accurate pinpoint could not be made until KLITMONNER was sighted. From here a course was set direct to RYE. The E.T.A. at target was 2144 and although a search was made, RYE aerodrome could not be located. The	
L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. AC. LYONS. AC. MOFFETT. AC. CLAYES.		18.00	01.15	formation then proceeded to the East coast and ~~AM~~ an accurate pinpoint was made at 55.45°N., 10.05°E. Here the formation separated, each aircraft setting a course from this point to RYE. Two aircraft found the target and carried out attacks. The remaining aircraft searched the area	
P. 9231.	F/Lt.RIVETT-CARNAC. P/O. WANKLYN. SGT. JONES. AC. OLIVER. P/O. PEACE. AC. SMITH.		18.00	01.20	for approximately one hour, between 1,500 and and 8,000 feet, but were unable to find the target, and therefore returned to base with full bomb loads. The attack made by the two aircraft was carried out at 1,500 and 10,000 feet respectively. The	96

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7787.	SGT. BULL. SGT. KITSON. SGT. BETTS. LAC. GANNON. CPL. WARE. LAC. PETERS.		18.00	00.55.	remaining three aircraft searched the area between 1,000 and 8,000 feet, but did not locate the target. Between the English coast and approximately 20 miles from the Danish coast, the aircraft flew above 10/10ths cloud at 3,000 to 4,000 feet. Over	
L. 7788.	F/OL BAMFORD. P/O. ARNOLD. SGT. BRADFORD LAC. COSTAIN. LAC. GRATTON. AC. COOPER.		18.00	21.20	Denmark the weather was clear, but hazy. The Met. wind given was 140 at 10,000 ft. at 30 mph. but the wind experienced worked out to be approximately 330 at 10 mph. Practically no opposition was encountered.	

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Wt. 44785/4314. 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1840 hrs. 7 / 5 / 40 to 0245 hrs. 8 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7787.	SGT. BULL. SGT. KITSON. SGT. BETTS. AC. GANNON. CPL. WARE. LAC. PETERS.		18.40	23.15	Operations on the night of 7/8th May, 1940, were directed against enemy mine laying aircraft operating from BORKUM, NORDERNEY, SYLT and from the coast of DENMARK. Six aircraft from No. 9 Squadron were ordered to carry out these security patrols and to attack all airborne aircraft showing navigation lights, and to bomb flying boats and seaplanes alighting and taking off from the water.	
N. 2898.	F/LT. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. LAC. NICHOLLS. AC. PATTERSON. SGT. KIRCHER.		19.50	02.45.		
N. 2942.	F/O. TURNER. F/O. CRAIGEN. SGT. ROGERS. AC. POWELL. AC. WHITTLE. AC. GIBB.		20.10	02.10	There was a front lying in a N.E. to S.W. direction across SCOTLAND and NORTHERN IRELAND; another front lying from NORWAY to WESTERN FRANCE, approximately 60 miles from the DANISH coast. Both fronts were moving slowly Eastwards. Visibility before this front was excellent, but over DENMARK it deteriorated to about 500 yards with a cloud ceiling 150 - 1,000 feet.	
L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. AC. JOWETT. AC. KELSALL. AC. LISTER.		21.10	22.25.	The first aircraft away wirelessed back a report of the weather conditions and upon this all aircraft were recalled to base. Two aircraft, the Wireless Operator of one having been sent into the front turret, and the other because of wireless failure, did not receive the recall and carried	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7777	P/O. HEATHCOTE. SGT. DOUGLAS. SGT. WHEATLEY. AC. FAWCETT. LAC. WILLIAMS. LAC. HORNY.		19.30	22.45	out the entire patrol. Both these aircraft were unable to observe any activity upon the ground, although they flew at an average of 1,000 feet. Searchlights were active un HUSUM, FLENSBURG and SYLT areas. One aircraft observed A.A. fire through 10/10ths clouds over SYLT.	

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Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1950 hrs. 10/5/40 to 2315 hrs. 10/5/40 By No. 9 Squadron. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington P. 9232.	S/L. PEACOCK. F/O. HOWLETT. SGT. HARGRAVE. LAC. GRIFFITHS. AC. MURTON. AC. READ.		1950	2315	In accordance with No. 3 Group Operations order form B. 132, dated 10th May, 1940, six aircraft of this Squadron carried out a bombing raid against WAALHAVEN aerodrome on the night of 10th May. Three aircraft proceeded to the target in formation and the remainder followed singly at 10-minute intervals. The formation on arrival at the target, attacked singly in a shallow dive and released the bombs at approximately 1,500 feet. The remaining three aircraft carried out bombing attacks from between 1,500 and 6,000 feet. All bombs were dropped and every Captain claims to have dropped his bombs on the aerodrome. The weather on the route was very hazy, but no difficulty was experienced in locating the target as several hangars were already on fire. Visibility in the vicinity of the target was 1 to 2 miles. Navigation was by D.R. and presented no difficulties. No searchlights were observed at the aerodrome. One or two with blue beams were observed approximately 10 miles away to the North, but they were illuminated only for a short time. A.A. fire was plentiful and accurate. Two aircraft suffered considerable damage, while two others were slightly damaged. One Air Gunner, P/O. PEACE	
L. 7785.	F/O. SMALLEY SGT. WOOD. SGT. SMITH. AC. FINCH. LAC. MUSHAM. AC. TAYLOR.		1950	2255		
L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. AC. LYONS. AC. MOFFETT. AC. CLAYES.		1950	2239		
P. 9278.	SGT. KITSON. SGT. LAWSON. SGT. ROSEKILLY. SGT. WHITTHAM. SGT. PARKIN. SGT. READ.		2010	2240		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington. L. 7788	P/O. WALSH. SGT. CANTON. SGT. BRUCE. SGT. COSTAIN. P/O. VAUGHAN. SGT. COOPER.		2020	2245	received a slight shrapnel wound in his left leg.	
L. 7777.	SGT. DOUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		2000	2250		

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Wt. 44735/4334. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2050 hrs. 15 / 5 / 40 to 0320 hrs. 16 / 5 / 40 By No. 9 Squadron. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7795.	S/L.MONYPENNY. P/O.MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O.LEES. SGT. COOK.		2050	0200	In accordance with H.Q. No. 3 Group instructions, form B.135, dated 15th May, 1940, six aircraft of No. 9 Squadron carried out a raid against target A. 69. Aircraft proceeded singly, taking off at irregular intervals between 2050 and 2235 hours. On the route out between the English and Dutch coasts, weather was hazy up to 5,000 feet. Above that it was fairly clear. Between the Dutch coast and target, clouds gradually formed varying between 2/10ths and 8/10ths., between 5,000 and 11,000 feet. Over the target area, the first four aircraft found a cloudless sky, but very hazy. The last two aircraft, arriving at approximately 00.45 to 01.15 hours, encountered 8/10ths. cloud at 10,000 feet. Due to thick haze and clouds, the target was very difficult to locate. Four aircraft encountered a violent thunderstorm between the Dutch and English coasts on the route home. One aircraft DCF. 179, was badly struck three times by lightning, causing a valve to be fused in the wireless set, also terrific sparks shot off from the leading edge of the main planes, airscrews and front turret of the aircraft. The other three aircraft complained of receiving brush discharge	
L. 7796.	SGT. DOUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		21.05	0110		
P. 9278.	SGT. KITSON. SGT. LAWSON. SGT. ROSEKILLY. SGT. WHITHAM. SGT. PARKER. SGT. READ.		2110	0140		
P. 9231.	F/LT. RIVETT-CARNAC. P/O. WANKLYN. SGT. JONES. SGT. SMITH. P/O. ASHTON. SGT. CROUCH.		2130	0225		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7788.	P/O. WALSH. SGT. CANTON. SGT. BRUCE. SGT. COSTAIN. P/O. VAUGHAN. SGT. COOPER.		2210	0310	of a less violent nature. The wireless sets in the aircraft of FCF. 175, LCF.177 and DCF.179 were put out of action by the electrical storms. Due to this, two aircraft were unable to definitely locate themselves. FCF.175 made a forced landing at SHOREHAM, and LCF.177 made a forced landing on	
P. 9239.	SGT. BULL. SGT. BROOKS. SGT. BETTS. SGT. GANNON. SGT. PETERS. SGT. DOBSON.		2230	0320	a dummy flare path at NAZEING, near EPPING. IN connection with this forced landing the Captain states that at the time he was flying in heavy rain, and as the W/T. set was unserviceable, he could not locate his position. On locating this dummy flare path, and after circling round several times, he decided to land, as he thought it was an aerodrome. He also states that he signalled several times, but received no signal from the ground, which is correct for a dummy flare path. High level bombing was carried out by all aircraft between 9,000 and 12,000 feet. Two Captains considered that they had bombed the correct target. The other four Captains were unable to locate the primary target, and therefore carried out attacks on what they considered was the secondary target A.267. Intense searchlight activity was encountered, but A.A. fire, which was fairly plentiful, was inaccurate. There was no opposition from enemy fighters. LCF. 177, which made a forced landing was severely damaged, but on a dummy flarepath at NAZEING, near EPPING. The crew were unhurt.	

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					LCF. 177, which made a forced landing was severely damaged, but on a dummy flarepath at NAZEING, near EPPING. The crew were unhurt.	

Wt. 44785/4514. 200M. 1/40. H.G.S. 51—5059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2045 hrs. 16 / 5 / 40 to 0325 hrs. 17 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington N. 3015.	F/O. SMALLEY. SGT. WOOD. SGT. SMITH. SGT. FINCH. P/O. PEACE. SGT. TAYLOR.		Forced landed at CHERBOURG.		In accordance with H.Q. No. 3 Group operations instructions form B. 136, dated 16th May, 1940, six aircraft of this Squadron carried out raids against targets A. 69, 70 and 71, two aircraft being detailed to attack one of the above targets. Aircraft took off in sections at 20.45 and 2125 hrs. On the route out, between the English and Dutch coasts, 10/10ths. strata cumulus clouds at 4,000 feet. From the Dutch coast to the target, weather was clear with a bright half-moon, but haze limited horizontal visibility to about 5 miles. Over the target area there was a cloudless sky, but the hazy conditions made it difficult to recognise objects on the ground. On the route home, 10/10ths. clouds at 4,000 feet extended between the Dutch coast and 20 miles inland on the English coast. HONINGTON aerodrome was covered with 10/10ths clouds at 300 to 400 feet, when the last aircraft landed at 03.25 hours. Two aircraft returned to base direct after attacking the target. The remaining four aircraft were unable to pinpoint their position on the coast owing to low clouds. All four aircraft eventually arrived at, or near, LONDON. Two homed on HONINGTON	
N. 2897.	P/O. BUTLER. SGT. ELLIOTT. SGT. KELLY. SGT. BRENNAN. P/O. THIMBLETHORPE. SGT. LEGG.		2045	0150		
L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.		2045	0055		
N. 2898.	F/LT. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. SGT. NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.		2120	0325		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7786.	P/O. McDIARMID. SGT. MURGATROYD. SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. KELLY.		2120 * at Stradishall.	0245*	successfully. One aircraft WCF. 185, was unable to get homing bearings due to severe atmospheric conditions and landed at STRADISHALL. Aircraft WCF.181 received homing bearings from HONINGTON, but eventually forced landed in the sea just off CHERBOURG. Due to the errors in navigation, only two Captains consider that they made attacks on the correct target. The remainder made attacks on secondary targets.	
L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER.		2120	0305	A large amount of accurate searchlight activity was encountered over the target area, but there was very little A.A. fire. No opposition was encountered from enemy fighters. Wellington N. 3015, which landed in the sea at CHERBOURG was severely damaged, but no personnel were injured.	

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Reference:- AIR 27 / 125

Wt. [illegible] 100M. 1/40. H.G.S. 51—6059

Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2030 hrs. 18/5/40 to 0355 hrs. 19/5/40. By No. 9 Squadron. No. of pages used for day .....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington P. 9232.	S/Ldr. PEACOCK. P/O. JAMES. SGT. HARGRAVE. SGT. GRIFFITHS. P/O. WEBSTER. SGT. MURTON.		2030	0230	In accordance with H.Q. No. 3 Group operations order, form B.140, dated 18th May, 1940, twelve aircraft of this Squadron carried out raids against targets M.464, M. 435 and M.458. The first seven aircraft to arrive over the target encountered clear weather over the whole route. The remaining five aircraft also encountered clear weather except when attacking the target between the hours of 01.00 and 02.00, when they encountered 7/10ths to 8/10ths clouds at approximately 7,000 feet. These five aircraft on returning to base, encountered small patches of fog over EAST ANGLIA, but HONINGTON aerodrome remained fit throughout the period. High level bombing was carried out by all aircraft, varying between 8,000 and 11,000 feet. As the weather conditions were good, all Captains except one found no difficulty in locating and bombing the target. The aircraft which failed to locate its primary target carried out an attack on a secondary target. No, opposition was encountered from enemy aircraft, while searchlight and A.A. activity was very small.	
L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.		2055	0115.		
N. 2898.	F/LT. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. SGT. NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.		2055	0145		
L. 7786.	P/O. McDIARMID. SGT. MURGATROYD. SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. SELLY.		2055	0240		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington. N. 2897.	P/O. BUTLER. SGT. ELLIOTT. SGT. KELLY. SGT. BRENNAN. P/O. THIMBLETHORPE. SGT. LEGG.		2055	0135		
L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER.		2055	0220.		
L. 7795.	S/L. MONYPENNY. P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.		2350	0330.		
L. 7796.	SGT. DOUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		2335	0355		
P. 9278.	SGT. KITSON. SGT. LAWSON. SGT. ROSEKILLY. SGT. WHITHAM. SGT. PARKIN. SGT. READ.		2335	0315		

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	SGT. LAWSON. SGT. ROSEKILLY. SGT. WHITHAM. SGT. PARKIN. SGT. READ.					

Wt. 44736/4514. 100M. 1/40. H.G.S. 51—6959

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2030 hrs. 18 / 5 / 40 to 0355 hrs. 19 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Continued.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington R. 3173.	F/LT. RIVETT-CARNAC. P/O. WANKLYN. SGT. JONES. SGT. SMITH. P/O. ASHTON. SGT. CROUCH.		2050	0050		
P. 9239.	SGT. BULL. SGT. BROOKS. SGT. BETTS. SGT. GANNON. SGT. PETERS. SGT. DOBSON.		2300	0305		
L. 7788.	P/O. WALSH. SGT. CANTON. SGT. BRUCE. SGT. COSTAIN. P/O. VAUGHAN. SGT. COOPER.		2325	0350		

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Wt. 44785/4214. 100M. 1/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2040 hrs. 20/5/40 to 0425 hrs. 21/5/40 By No. 9 Squadron No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.		2150	0145	In accordance with H.Q. No. 3 Group operations instructions, forms B. 144 and 145, dated 20th May, 1940, twelve aircraft were detailed to carry out bombing raids against the targets and in the area detailed in the above orders. Aircraft ZCF. 202 was forced to return to base shortly after leaving, owing to a fractured pipe, causing the hydraulic system to become completely unserviceable. When landing, the Pilot had to use the emergency system to put the undercarriage down. Aircraft ZCF. 200, after 1h. 20m. out, encountered an enemy fighter. After being chased in and out of clouds, and after running into several heavy concentrations of A.A. fire, got so far off his track that it was not possible to arrive over the area during the time allotted, so returned to base. The weather was fine over EAST ANGLIA and the western half of the NORTH SEA. Low clouds 10/10ths below 1,000 feet over eastern half of NORTH SEA and Dutch coast. Over the target area it was a cloudless moonlight night up to approximately 01.30 hours, when low clouds began to form. The weather over EAST ANGLIA remained cloudless throughout the night.	
N. 2897.	F/O. BUTLER. SGT. ELLIOT. SGT. KELLY. SGT. BRENNAN. P/O. THIMBLETHORPE. SGT. LEGG.		2130	0145		
P. 9232.	S/L. PEACOCK. P/O. JAMES. SGT. HARGRAVE. SGT. GRIFFITHS. P/OL WEBSTER. SGT. MURTON.		2225	0425		
N. 2942.	F/O. TURNER. P/OL BERRY. SGT. ROGERS. SGT. POWIS. SGT. WHITTLE. SGT. GIBB.		2230	0240		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington N. 2898.	F/LT. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. SGT. NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.		2240	0405	High level, or shallow dive bombing attacks were made by all aircraft between 1,000 and 3,000 feet. One aircraft, ZCF. 200, reports having been attacked by one enemy fighter, type unidentified near BRUSSELS. It made six stern attacks, coming into approximately 600 yards and firing bursts of tracer. The rear Air Gunner returned the fire, getting off approximately 400 rounds. The engagement lasted about 20 minutes and was eventually broken off by the Wellington entering a bank of clouds. There was a considerable quantity of light flak and S.A.A. over the target area, which was fairly accurate. A number of searchlights were observed at OSTEND, ANTWERP and BRUSSELS. In the target area only three or four searchlights were observed, but were ineffective.	
L. 7786.	P/O. McDIARMID. SGT. MURGATROYD. SGT. PITT& SGT. HOEY. P/O. STEPHENS. SGT. KELLY.		2245	0320.		
L. 7795.	S/L. MONYPENNY. P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.		2040	0045		
L. 7796.	SGT. DOUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		2040	0030		
L. 7777.	F/O. DAY. SGT. COOK. SGT. READ. SGT. McMAHON. P/O. KAYE. SGT. BOWEN.		2010	2340		

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	SGT. COOK.					
	SGT. READ.					
	SGT. McMAHON.					
	P/O. KAYE.					
	SGT. BOWEN.					

Wt. 44786/4814 1000M. 5/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2040 hrs. 20/5/40 to 0425 hrs. 21/5/40. By No. 9 Squadron. No. of pages used for day.....

Continued.

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington. R. 3173.	F/LT. RIVETT-CARNAC.		2040	0040		
	P/O. WANKLYN.					
	SGT. JONES.					
	SGT. SMITH.					
	P/O. ASHTON.					
	SGT. CROUCH.					
P. 9239.	SGT. BULL.		2130	2215		
	SGT. BROOKS.					
	SGT. BETTS.					
	SGT. GANNON.					
	SGT. PETERS.					
	SGT. DOBSON.					
L. 7788.	P/O. WALSH.		2130	0210		
	SGT. CANTON.					
	SGT. BRUCE.					
	SGT. COSTAIN.					
	P/O. VAUGHAN.					
	SGT. COOPER.					

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Wt. 44786/4613a 100M. 1/42. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2100 hrs. 22 / 5 / 40 to 0240 hrs. 23 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington P. 9278.	SGT. KITSON. SGT. LAWSON. SGT. ROSEKILLY. SGT. WHITHAM. SGT. PARKIN. SGT. READ.		2115	0020	In accordance with H.Q. No. 3 Group operations instructions, form B. 147, dated 22nd May, 1940, twelve aircraft were detailed to carry out raids against the targets stated in the above order. As fog was forecasted for 02.00 hours, it was arranged to despatch six on early missions, and six on late missions, in order that the late missions could land in daylight if fog occurred. The last six, however, were cancelled on instructions from H.Q. No. 3 Group. All aircraft returned safely except L.7777, which forced landed at ABINGDON, damaging the aircraft.	
L. 7796.	SGT. BULL. SGT. BROOKS. SGT. BETTS. SGT. GANNON. SGT. PETERS. SGT. DOBSON.		2125.	0025.		
L. 7777.	F/O. DAY. SGT. COOK. SGT. READ. SGT. McMAHON. P/O. KAYE. SGT. BOWEN.		2120	0150	Weather was good, but hazy, over most of the route. Over the target area there were 5/10ths clouds at about 10,000 feet. Aircraft were despatched at irregular intervals. Two aircraft carried out attacks on the bridge at NAMUR and three on AL.	
P. 9232.	S/L. PEACOCK. P/O. JAMES. SGT. HARGRAVE. SGT. GRIFFITHS. P/O. WEBSTER. SGT. MURTON.		2105	0240.	19. All aircraft found and bombed the targets. High level or shallow dive bombing attacks were made by all aircraft between 1,500' and 11,000'. All aircraft made between two and four runs over the target and dropped their bombs in sticks. Intense light flak was met at ANTWERP and NAMUR, which was fairly accurate up to 9,000'. At several	

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Reference:- AIR 27 / 125

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7788-	F/O. SMALLEY. SGT. WOOD. SGT. SMITH. SGT. FINCH. P/O. PEACE. SGT. TAYLOR.		2135	0130	other places innthe area, scattered light flak was encountered. Numerous searchlights were encountered at NAMUR and were quite effective.	
L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER.		2100	0210		

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Wt. 44786/431-8 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2045 hrs. 24 / 5 / 40 to 0435 hrs. 25 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington. N. 2897.	P/O. BUTLER. SGT. ELLIOTT. SGT. KELLY. SGT. BRENNAN. P/O. THIMBLETHORPE. SGT. LEGG.		2045	0025	In accordance with H.Q. No. 3 Group, form B. 149, dated 24/5/40, 12 aircraft carried out raids against the targets stated in the above order. All 12 aircraft completed their missions. Weather was good but hazy up to about 7,000', making it difficult in the moonlight to define objects on the ground. Over most of the route there were 4/10ths. high clouds above 10,000'. The moon did not rise until 23.30 hours, but as the intention was to interfere with the enemy movements and to prevent both rest and activity of troops in and about the target areas throughout the hours of darkness, four early missions were despatched to be over the target area between the hours of 22.25 and 23.10. Two of these raids were successful in finding and bombing convoys and road movements. Owing to the darkness, the third aircraft was unable to locate the target, so bombed the last resort target. The remaining 9 aircraft carried out attacks between the hours of 00.20 and 02.30. Seven were able to locate and bomb the primary targets, the remaining two bombed secondary targets.	
P. 9232.	S/L. PEACOCK. P/O. JAMES. SGT. HARGRAVE. SGT. GRIFFITHS. P/O. WEBSTER. SGT. MURTON.		2230	0245		
L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.		2235	0240		
L. 7786.	P/O. McDIARMID. SGT. MURGATROYD. SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. SELLY.		2255	0310		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7788.	F/O. SMALLEY. SGT. WOOD. SGT. SMITH. SGT. FINCH. P/O. PEACE. SGT. TAYLOR.		2300	0305	High level or shallow dive bombing was carried out by all aircraft between varying heights of 1,500' to 11,000'. Each aircraft made two to four runs, dropping the bombs in sticks. Aircraft carrying out low level or shallow dive attacks also attacked with the front and rear guns. Altogether 7,400 rounds were expended. There was considerable searchlight and A.A. activity, which was accurate, and four aircraft were damaged.	
L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER.		2330.	0415.		
N. 2898.	F/LT. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. SGT. NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.		2350	0435.		
N. 2942.	F/O. TURNER. P/O. BERRY. SGT. ROGERS. SGT. POWIS. SGT. WHITTLE. SGT. GIBB.		2350	0400		
L. 7795.	S/L. MONYPENNY. P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.		2045	0010		

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	P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.					

Wt. 44785/4614: 100M. 2/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2045 hrs. 24 / 5 / 40 to 0435 hrs. 25/ 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Continued

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington R. 3173.	F/LT. RIVETT-CARNAC. P/O. WANKLYN. SGT. JONES. SGT. SMITH. P/O. ASHTON. SGT. CROUCH.		2210	0135		
L. 7799.	P/O. WALSH. SGT. CANTON. SGT. BRUCE. SGT. COSTAIN. P/O. VAUGHAN. SGT. COOPER.	??	2210	0200		
L. 7796.	SGT. DOUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		2220	0200		

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2340 hrs. 26 / 5 / 40 to 0435 hrs. 27 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7799.	P/O. WALSH. SGT. CANTON. SGT. BRUCE. SGT. COSTAIN. P/O. VAUGHAN. SGT. COOPER.		2350	0320	In accordancewith H.Q. No. 3 Group form B. 151 dated 26th May, 1940, four aircraft carried out raids against JUMET aerodrome. Three aircraft found and bombed the target, the fourth aircraft was unable, due to darkness, to locate the target. At the time of take-off the weather between HONINGTON and the ENGLISH COAST was good, visibility being about 6 miles. From the ENGLISH COAST to the target, slightly hazy, average visibility, 5/10ths. high clouds at 10,000'. These conditions remained throughout the period.	
P. 9239.	SGT. BULL. SGT. BROOKS. SGT. BETTS. SGT. GANNON. SGT. PETERS. SGT. DOBSON.		2340	0250	Two aircraft carried out high level bombing, one at 10,000 feet, one at 7,000'. The third aircraft carried out a gliding approach attack from 10,000' to 5,000'. This type of attack proved very successful as very little opposition was met from A.A. guns. The bombs were dropped in sticks, two to three runs being made by each aircraft.	
N. 2942.	F/O. TURNER. P/O. BERRY. SGT. ROGERS. SGT. POWIS. SGT. WHITTLE. SGT. GIBB.		0005	0345	Two aircraft made full use of delayed action parachute flares and these again proved highly successful in that not only did they light up the target area, but attracted a considerable amount of A.A. fire.	
N. 2898.	F/LT. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. SGT. NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.		2340	0435		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					About 30 searchlights were seen in the target area, which were very accurate. A.A. fire was average, and fairly accurate. Aircraft N. 2898 received slight damage to the tail fin by a 20 m.m. shell. This shell was found lodged, unexploded, in the fin.	

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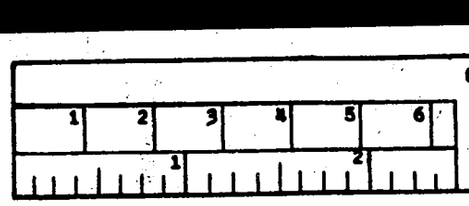

Reference:- AIR 27 / 125

Wt. 44785/4514. 100M. 1/40. H.G.S. 51—5059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2045 hrs. 27 / 5 / 40 to 0350 hrs. 28 / 5 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington. P. 9232.	S/L-PEACOCK. P/O. JAMES. SGT. HARGRAVE. SGT. GRIFFITHS. P/O. WEBSTER. SGT. MURTON.		2110	0045	In accordance with H.Q. No. 3 Group order, form B. 152- dated 27th May, 1940, four aircraft were detailed to carry out raids against road and rail movements between BRUSSELS and TOURNAI and six aircraft were detailed to carry out raids on the road junctions at COURTRAI. All aircraft, except one completed their missions. Weather was good throughout the period, but with a slight haze up to 6,000'. There were 5-6/10ths. high clouds above 10,000'. The moon did not rise until 01.15 hours, and the Pilots state the night was very dark, making it difficult to locate their objectives.	
L. 7787.	SGT. HEWITT. SGT. EDWARDS. SGT. ROUTLEDGE. SGT. YOUNGSON. SGT. ROWLANDS. SGT. HARDY.		2050	0015		
N. 2897.	P/O. BUTLER. SGT. ELLIOTT. SGT. KELLY. SGT. BRENNAN. P/O. THIMBLETHORPE. SGT. LEGG.		2045	0100	Attacks were carried out at irregular intervals, in order to create the greatest disturbance throughout the night. High level, or shallow dive, or gliding approach attacks were made by all aircraft between varying heights of 1,000' to 10,000'. The average bombing height was approximately 5,000'. Seven aircraft found and bombed the primary targets. Two aircraft bombed secondary targets. Intense heavy and light flak fire was encountered at COURTRAI by the early raids. Captains of aircraft on later raids state that they met very little A.A.	
L. 7786.	P/O. McDIARMID. SGT. MURGATROYD. SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. SELLY.		2145	0245.		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER.		2225	0320	fire in this area. Considerable A.A. was also encountered in the ANTWERP and BRUSSELS area. There were heavy concentrations of searchlights at COURTRAI which were very accurate.	
L. 7788.	F/O. SMALLEY. SGT. WOOD. SGT. SMITH. SGT. FINCH. P/O. PEACE. SGT. TAYLOR.		2330	0350		
L. 7789.	F/O. KIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.		0010	0255		
L. 7795.	S/L. MONYPENNY. P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.		2340	0250	Continued:-	
R. 3173.	F/LT. RIVETT-CARNAC. P/O. WANKLYN. SGT. JONES. SGT. SMITH. P/O. ASHTON.		2250	0225		

Continued:-

Aircraft	Crew.	Time up.	Time down.
P. 9278.	SGT. KITSON.	2250.	0325.
	SGT. LAWSON.		
	SGT. ROSEKILLY.		
	SGT. WHITHAM.		
	SGT. PARKIN.		
	SGT. READ.		

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	SGT. JONES. SGT. SMITH. P/O. ASHTON.				SGT. READ.	

W4. 44785/4324. 300M. 2/40. H.G.S. 51—5059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2140 hrs. 31 / 5 / 40 to 0355 hrs. 1 / 6 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7795.	S/L. MONYPENNY. P/O. MAUDE-ROXBY. SGT. WATSON. SGT. COWELL. P/O. LEES. SGT. COOK.		2140	0035	In accordance with H.Q. No. 3 Group operation order form B. 156, dated 31st May, 1940, 12 aircraft of this Squadron carried out raids against the road junctions at SOEX. Nine aircraft found and bombed the correct target, two aircraft bombed the road-way in the village of WARMHOUDT which was 5 miles away from the target. One aircraft was unable to locate the primary target and therefore bombed the secondary target, which was NIEUPORT. The weather throughout the night was reasonably good. At HONINGTON 10/10ths. clouds at 4,000' persisted throughout most of the evening. Over the target it was very hazy up to about 6,000' with 8/10ths. clouds at approximately 8,000' to 10,000'. The night was very dark making it very difficult to locate the target. High level and medium level attacks were carried out by most aircraft, varying in heights between 2,000' and 7,000'. Two aircraft carried out shallow dive attacks down to approximately 1,000'. The night was very dark and all aircraft had to use parachute flares to locate their objective. There was a small amount of A.A. and searchlight activity.	
L. 7796.	SGT. DOUGLAS. SGT. COOLING. SGT. GILMOUR. SGT. OLIVER. SGT. HORRY. SGT. WILLIAMS.		2140	0015		
P. 9278.	SGT. PURDY. SGT. COOK. SGT. READ. SGT. McMAHON. SGT. PARKIN. SGT. BOWEN.		2140	0010		
R. 3173.	F/LT. RIVETT-CARNAC. P/O. WANKLYN. SGT. JONES. SGT. SMITH. P/O. ASHTON. SGT. CROUCH.		2250	0130		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington P. 9239.	SGT. BULL.		2305	0115		
	SGT. BROOKS.					
	SGT. BETTS.					
	SGT. GANNON.					
	SGT. PETERS.					
	SGT. DOBSON.					
L. 7799.	P/O. WALSH.		2330	0245		
	SGT. CANTON.					
	SGT. BRUCE.					
	SGT. COSTAIN.					
	P/O. VAUGHAN.					
	SGT. COOPER.					
N. 2897.	P/O. BUTLER.		2215	0045		
	SGT. ELLIOTT.					
M	SGT. KELLY.					
	SGT. BRENNAN.					
	P/O. THIMBLETHORPE.					
	SGT. LEGG.					
L. 7787.	SGT. HEWITT.		2230	0050		
	SGT. EDWARDS.					
	SGT. ROUTLEDGE.					
	SGT. YOUNGSON.					
	SGT. ROWLANDS.					
	SGT. HARDY.					
L. 7786.	P/O. McDIARMID.		2345	0220		
	SGT. MURGATROYD.					
	SGT. PITT.					
	SGT. HOEY.					
	P/O. STEPHENS.					
	SGT. SELLY.					

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	SGT. PITT. SGT. HOEY. P/O. STEPHENS. SGT. SELLY.					

Wt. 44726/4814. 100M. 1/40. H.G.S. 51—2059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2140 hrs. 31 / 5 / 40 to 0355 hrs. 1 / 6 / 40 By No. 9 Squadron. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington N. 2898.	F/L. FORDHAM. P/O. NICHOLSON. SGT. ORCHARD. SGT. NICHOLLS. P/O. MARSHALL. SGT. PATTERSON.		0050	0325		
L. 7778.	SGT. BUCKLEY. SGT. RITCHIE. SGT. SEYMOUR. SGT. JOWETT. SGT. KELSALL. SGT. LISTER.		0055	0355		
L. 7789.	F/O. MIRBY-GREEN. P/O. HILLIER. SGT. HUNTLEY. SGT. LYONS. SGT. MOFFETT. SGT. CLAYES.		0115	0330		

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21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day.....

Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON.	1/6.		Nothing of operational importance occurred.	
			WEATHER: Cloudy, clearing during evening. Wind: light, W. - N.W.	
			Visibility: 2-4 miles, but 6-12 miles around noon.	
	2/6.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: light and variable. Weather: fair to fine. Cloud: no low cloud in early morning, then 6/10-9/10, 2,000-3,000 ft. from 0900 hrs. GMT. decreasing to nil in evening. Visibility: 2,000 yds. at sunrise, then improving to 12 miles.	
	3/6	21.30	Twelve aircraft carried out operations in accordance with No. 3 Group Operations order, form B. 161, dated 3/6/40 (See Appendix C/ and relevant form 541)	C.1.
		04.40	All aircraft returned safely.	
			WEATHER: Surface wind: calm, becoming light NE'ly after 0800 hrs. and decreasing again to calm at night. Weather: fine. Cloud: No cloud in morning or evening, 3/10-7/10 Cumulus at 3,000 ft. during afternoon and Tracer during late morning. Visibility: 2-6 miles in early morning, improving from 0800 hrs. onward to 12 miles.	
	4/6		Nothing of operational importance occurred.	
			Weather: Surface wind: NE'ly veering E'ly 5-12 m.p.h. Cloud: sky obscured in early	

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Reference: AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
Continued: HONINGTON	4/6		morning, later cloud lifting and finally dispersing altogether by 1300 hours.GMT. Weather: fair to fine apart from morning fog. Visibility: 500 yards from 0400 to 0700 hours GMT. improving to 12 miles during day.	
	5/6		PERSONNEL: F/Lt. T.S.RIVETT-CARNAC posted from the Squadron to No. 37 Squadron.	F. 1
		21.25.	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B.163 dated 5/6/40(See appendix C 2. and relevant form 541).	C 2
		04.00	Eleven aircraft returned safely. Aircraft P. 9232, (S/Ldr. G.E.PEACOCK and crew) failed to return.	
			WEATHER: Surface wind: light NE'ly increasing to 10-15 mph. towards midday and during afternoon, and decreasing again at night. Weather: fine, except for the period 0400-0600 GMT. when overcast by North Sea cloud. Cloud: 10/10 at 300-600 feet between 0400 and 0600 GMT. otherwise no cloud ora trace of a high cloud. Visibility: 2-6 miles in early morning, improving at 0800 GMT. to 12 miles for remainder of day.	
	6/6		PERSONNEL: P/O. M.T.STEPHENS posted from the Squadron to ~~No. 37 Squadron~~ H.Q. No. 3 Group.	F. 1.
			Nothing of operational importance occurred.	
			WEATHER: Light NE'ly, becoming mainly Easterly 10-15 mph. from 1000-1900 GMT. and decreasing again to light NE'ly at night. Weather: fine. Cloud: a trace of high cloud in early morning and at night, otherwise none. Visibility: 6 miles improving at 0600 GMT. to 12 miles for remainder of day.	
	7/6	22.10	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B.165 and form B.166, dated 7/6/40 (See appendix C 3-4 and relevant form 541).	C. 3. 4

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			order form B.165 and form B.166, dated 7/6/40 (See appendices C 3-4 and relevant form 541).	C.3.4

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day.....

Place	Date	Time	Summary of Events	References to Appendices
	Continued.			
HONINGTON.	7/6	04.30.	All aircraft returned safely.	
			WEATHER: Light NE'ly in early morning, increasing to 5-10 mph. during day, and decreasing again at night. Weather: fine. Cloud: a trace of high cloud appearing in late afternoon, increasing to 2/10 at night. Visibility; 6 miles in early morning and late at night, 12 miles during remainder of day.	
	8/6.	x	Nothing of operational importance occurred.	
			WEATHER: Surface wind: light variable at first, becoming SE'ly 5-10 mph. decreasing at night. Weather: sky obscured by thick fog, dispersing at 0700 GMT. Weather then fine, becoming cloudy in late evening, with slight shower after 2100 GMT. Cloud: Ground fog lifting and lasting for 1 hour as 10/10 stratus at 300 ft. then dispersing. 1/10-2/10 cumulus in afternoon increasing to 4/10-8/10 in late evening. Visibility: 50-100 yards at first, slowly increasing between 0400 and 0800 GMT. to 6-12 miles for greater part of day, and then decreasing to 4 miles at night.	
	9/6	21.40	Twelve aircraft carried out operationsin accordance with No. 3 Group operations order form B.168, dated 9/6/40 (See appendix C.5. and relevant form 541)	C, 5.
		03.25	All aircraft returned safely.	
			WEATHER. Surface wind: light and variable. Weather: fine. Cloud: Traces of Cumulus at 4,000 ft. and variable amounts of high and medium clouds. Visibility: good.	

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	10/6		PERSONNEL.P/O. W.C.HOEY and F/Lt. C.S.OLSSON posted to the Squadron from Bassingbourn.	F.2.
			Nothing of operational importance occurred.	
			WEATHER: Surface wind: calm or light variable, Weather: fine in late morning. Otherwise fair, with a momentary fall of rain at 1600 GMT. Cloud: 3/10-6/10 at 3500-5000 ft. till 0600 GMT. Nil-1/10 at 3000 ft. to above 8000 ft. for rem ainder of day. Visibility: 2-6 miles increasing at 0500 GMT. to 4-8 miles, and decreasing at 1900 GMT. to 2-4 miles.	
			INTERNATIONAL SITUATION, Italy declared war.	
	11/6.		Nothing of operational importance occurred.	
			WEATHER; Surface wind: light variable. Weather: Fair or fine apart from heavy thunderstorm in evening. Cloud: No low cloud at first, becoming 4/10-8/10 at 3000-4000 ft. during afternoon, but 8/10-10/10 at 500-1000 ft. during thunderstorm. Cloud dispersing at night. Visibility: 1000-2000 yds. at first improving to 3-6 miles, but 1000 yds. in thundery rain in evening.	
	12/6		PERSONNEL:F/O. WJ.E.CRAIGEN and F/O.. R.W.TURNER posted from the Squadron to Bassingbourn.	F 2
			Nothing of operational importance occurredd	
			WEATHER: Surfacs wind: S.W. - W, 5-10 mph. Weather: Fair becoming cloudy with slight showers in afternoon. Cloud: Nil to 3/10 at 3000 ft. increasing during late morning to 6/10-8/10 at 2000-3000 ft. Visibility: 2-4 miles at first, becoming 6-12 miles.	

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

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of (Unit or Formation) NO. 9 SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON.	13/6	21.50	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B.173, dated 13/6/40 (See appendix C.6 and relevant form 541)	C.6
		04.42.	Eleven aircraft returned safely. Aircraft L. 7787 (SGT. HEWITT and crew) failed to return.	
			PERSONNEL: P/O. L.G.BULL and F/O. F.W.PAGE posted to the Squadron.	P.3
			WEATHER: Surface wind: W-NW, 5-12 mph. veering N'ly in afternoon. Cloud: much high and medium cloud, and 3/10-9/10 low cloud at 2000-3000 ft. during day. Visibility: 4000 yds. at first, improving to 6 miles.	
	14/6.	21.45	Three aircraft carried out operations in accordance with No. 3 Group operations order form B. 175 dated 14/6/40 (See appendix C.7 and relevant form 541).	C.7.
		06.10	All aircraft returned safely.	
			WEATHER: Surface wind: ~~WX~~NW, 10 mph. veering N'ly in afternoon. Cloud: 2/10-4/10 at 3000 ft. during ~~day~~ early morning, then 2/10-5/10 Cumulus at 3000 ft. during day, followed by 9/10 at 4000-6000 ft. in late evening. Weather: fair to fine. Visibility: good.	
	15/6.		~~Nothing of operational importance occurred.~~	
			WEATHER: Surface wind: NW'ly to W'ly 5-10 mph. veering to NNE. 2-6 mph. from 1500 GMT. onwards. Weather: Cloudy with slight shower after 1500 GMT. Cloud: ~~6/10-10/10, 2000-3000~~ ft. descending to 1000-1500 ft. at 0500-0700 GMT. clearing to 1/10-3/10 in late afternoon and increasing again to 9/10 at 20.00 GMT. Much medium cloud. Visibility: 5-10 miles, decreasing after	

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Place	Date	Time	Summary of Events	References to Appendices
	Continued			
HONINGTON	15/6		2100 GMT. to 2-4 miles.	
	16/6		Nothing of operational importance occurred. WEATHER: Surface wind: NNE. 8-12 mph. falling to light Northerly during evening. Weather: cloudy with intermittent light rain and drizzle in morning and towards midnight. Cloud: 10/10 below 1000 ft. early lifting and breaking to 2/10-5/10 at 2000 ft. falling to 10/10 at 500' at midnight. Visibility: mainly good except in precipitation.	
	17/6		PERSONNEL: P/O. C.M.MILLER and P/O. R.F.HARMAN posted to the Squadron from Warmwell. P/O. J.A.ROGERS and P/O. S.CRAWFORD-MARKS posted to the Squadron from Bassingbourn.	F.3.
		21.45.	Seven aircraft carried out operations in accordance with No. 3 Group operations order form B.178, dated 17/6/40 (See appendix C.8 and relevant form 541)	C.8
		03.05.	All aircraft returned safely. WEATHER: Surface wind: N-NE 10-15 mph. Weather: overcast becoming fair in afternoon. Cloud: 10/10 stratus at 500-1000 ft. dispersing during morning, then 6/10-10/10 at 6000 ft. until 14.00 hrs. No low cloud remainder of day. Visibility: Good except for short period in early morning.	
	18/6	20.45	Seven aircraft carried out operations in accordance with No. 3 Group operations order form B. 179 dated 18/6/40 (See appendic C.9. and relevant form 541).	C.9
		03.00	Six aircraft returned safely. Aircraft N. 2897 (P/O. BUTLER and crew) was forced to land in the North Sea on the return journey and was reported missing.	

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		03.00	Six aircraft returned safely. Aircraft N. 2897 (P/O. BUTLER and crew) was forced to land in the North Sea on the return journey and was reported missing.	

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON

Place	Date	Time	Summary of Events	References to Appendices
	Continued		.....	
ONINGTON	18/6.		WEATHER: Surface wind: NNE. 10-15 mph. Weather: fine. Cloud: small amounts of cloud at 3000 ft. in early morning. Visibility: good.	
	19/6.		Aircraft L. 7789 (P/O. NICHOLSON and crew) was conducting a search for the crew of Wellington N. 2897 which had forcedlanded in the North Sea in the early morning, when the starboard engine caught fire. The aircraft was obliged to land in a field at GRANGE FARM, HESGRAVE M.6863, but no injury was sustained by any member of the crew..	
			WEATHER: Surface wind: N.NNE 10 mph. but lighter at sunrise. Weather: cloudy. Cloud: small amounts at 2500 ft. lifting to 4000 ft. in the afternoon becoming 9/10 at ~~18x00xhrxx~~ 1800 ft. at sunset onwards. Much medium and high cloud. Visibility: good.	
	20/6		Nothing of operational importance occurred.	
			WEATHER: Surface wind: NNE. 10-15 mph. Weather: Cloudy becoming fair until 1700 BST. when again cloudy. Slight drizzle about 1900 BST. Cloud: mainly 10/10 at 2000 ft. dispersing in afternoon, but 10/10 at 600-1000 ft. in late evening. Visibility: good, except in precipitation.	
	21/6	21.05	Eight aircraft carried out operations in accordance with No. 3 Group operations order form B.182 dated 21/6/40 (See appendix C/o and relevant form 541)	C/o

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Place	Date	Time	Summary of Events	References to Appendices
Continued. HONINGTON&	21/6	05.40	Seven aircraft returned safely. Aircraft L. 7807 (P/O. NICHOLSON and crew) experienced heavy A.A. fire over the target, and the pilot took such avoiding actionthat subsequently on his journey home he unconsciously flew considerably North of his return route. A first class fix which was given from HESTON was interrupted and not fully received by the aircraft. Subsequently the wireless receiver appears to have become unserviceable, and the pilot, then completely lost, and having nearly run out of petrol, made a forced landing in the North Sea, close to a convoy of four ships. The crew were picked up by a trawler and landed at GREAT YARMOUTH. The crew were uninjured with the exception of 580745. Sergt. J.P. RAYNE, who received superficial cuts and abrasions on his face and hand.	
			WEATHER: Surface wind: Northerly 10 mph. becoming light and backing Southwest. Weather: cloudy in morning. Fine remainder of day. Cloud: 10/10 at 2500 ft. breaking and lifting finally dispersing about 1800 BST. Visibility: good.	
	22/6		Nothing of operational importance occurred.	
			WEATHER: Surface wind: SW. veering NW'ly. mainly light and becoming calm after dark. Weather: fair, becoming cloudy with light rain after dark. Cloud: Nil-1/10 2000-3000 ft. falling below 1000 ft. in rain at times.	
			INTERNATIONAL SITUATION. France and Germany signed Armistice.	
	23/6		Nothing of operational importance occurred.	
			WEATHER: Surface wind: NW. light, veering NE'ly and increasing to 10 mph. at dawn. Weather: cloudy with intermittent rain in early morning. Cloud: variable 2000-3000' but becoming 10/10 at 1000 ft. after dusk.	

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2000-3000' but becoming 10/10 at 1000 ft. after dusk.

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R.A.F. Form 540

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OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	24/6	21.50	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B.186 dated 24/6/40 (See appendix C.W. and relevant form 541)	C.W
		03.35	All aircraft returned safely.	
			WEATHER: Surface wind: light NE'ly becoming calm and becoming SW'ly in early evening. Weather: cloudy. Cloud: mainly 10/10 2000-3000 ft. becoming 3/10 after dark.	
		.....		
	25/6.		PERSONNEL: P/O. W.J. McINTYRE posted from the Squadron to No. 15 O.T.U. Harwell.	F.4
			Nothing of operational importance occurred.	
			WEATHER: Surface wind: Mainly W'ly 10-15 mph. during day, lighter in early morning and towards midnight. Weather: Cloudy with fair periods. Cloud: 6/10-9/10 at 4000 ft. Visibility: 12-18 miles.	
	26/6.		Nothing of operational importance occurred.	
			Air firing and bombing practice carried out at BERNERS HEATH.	
			WEATHER: Surface wind: mainly W'ly 10-15 mph. Lighter in evening. Weather: fair in early morning becoming cloudy with occasional showers, clearing at times in evening. Cloud: small amounts at 6000 ft. early then 7-9/10 at 2500 ft. lifting to 4000 ft. in evening. Visibility: 12-18 miles.	
		.....		
	27/6.		PERSONNEL: P/O. K.W.ROBINSON posted to the Squadron from 15 O.T.U., Harwell.	F.4

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Place	Date	Time	Summary of Events	References to Appendices
	Continued:			
HONINGTON	27/6	21.40	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B.190 dated 27/6/40. (See appendix C 12 and relevant form 541)	C. 12.
		04.30	All aircraft returned safely.	
			WEATHER: Surface wind: W. to N.W. 5-10 mph. veering E. and falling calm in late evening. Weather: fair in early morning, becoming cloudy during day, clearing in late evening. Cloud: small amounts at 4000 ft. early, 7/10-9/10 at 3000-4000 ft. during day, small amount at 3000 in evening. Visibility: mainly 6-12 miles, but 12-18 miles in afternoon and evening.	
	28/6		Nothing of operational importance occurred. WEATHER: Surface wind: calm until 0800 GMT. then S-SE 5-10 mph. Weather: fair becoming cloudy. Cloud: little low cloud early but 9/10 at 4000-5000 ft. during day dispersing at midnight. Visibility: 6-12 miles.	
	29/6.	21.25	Twelve aircraft carried out operations in accordance with No 3 Group operations order form B. 189 dated 29/6/40 (See appendix C.12 and relevant form 541)	C.12
		06.15	Eleven aircraft returned safely. Aircraft P. 9239 (P/O. BULL and crew) was obliged to forceland near MANSTON Aerodrome after carrying out operations, as a result of engine trouble. None of thecrew sustained any injury.	
			WEATHER: Surface wind: S.E'ly 5-15 mph. Weather: fair becoming cloudy in late afternoon. Cloud: mainly medium and high clous, but cloud developing at night to 6/10-10/10 at 900-2000 ft. Visibility: 6-12 miles.	
	30/6		Nothing of operational importance occurred. WEATHER: N.W'ly veering NE'ly in afternoon 5-10 mph. Weather: fair to fine. Cloud: 2-7/10 at 3000-5000 ft. Dispersing at sunset. Visibility: 4-12 miles.	

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	30/6		Nothing of operational importance occurred.			

WEATHER: N.W'ly veering NE'ly in afternoon 5-10 mph. Weather: fair to fine.

Cloud: 2-7/10 at 3000-5000 ft. Dispersing at sunset. Visibility: 4-12 miles.

Wt. 44785/4314. 100M. 1/40. H.G.S. 51—8059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2130hrs. 3 / 6 /40 to 0440hrs. 4 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington					The meteorological forecast for the night was clear sky with a small risk of fog towards dawn. Weather conditions up to 01.00 hours on the 4th were good. At 01.00 hours 10/10ths. cloud formed at base at approximately 150 ft. and at approx. 01.30 hrs. it was impossible for aircraft to land at HONINGTON. At 03.30 hrs. it was thich fog, Weather over the target area remained clear throughout the period of operations. Navigation was carried out by D.R. assisted by D.F. Owing to low clouds which eventually developed into thick fog at base, aircraft had to be directed to proceed to ABINGDON, where four aircraft landed, and FELTWELL, where two aircraft landed. Although the night was fairly dark horizontal visibility was good and the target was easily located. The fires from DUNKIRK made a very good landmark. All aircraft found the target by the use of parachute flares. Nine aircraft carried out high level bombing between five and seven thousand feet. Three aircraft carried out	
L. 7789.	F/O.KIRBY-GREEN and Crew.		2130	2345		
N. 2897.	P/O. BUTLER and crew.		2210	0040		
L. 7786.	P/O. McDIARMID and Crew.		2245	0135		
L. 7788	F/O. SMALLEY and Crew.		2330	0230		
L. 7778.	F/LT. FORDHAM and Crew.		0005	0400		
P. 9232.	S/LDR. PEACOCK and Crew.		0050	0430		
L.7795.	SGT. PURDY and Crew.		0110	0440		
L.7799.	P/O. WALSH and Crew.		2345	0250		
L. 7796.	SGT. DOUGLAS and Crew.		2255	0115		
R. 3173.	F/LT. RIVETT-CARNAC and Crew.		2145	0025		
P. 9239.	SGT. BULL and Crew.		2300	0140		
P. 9278.	SGT. KITSON.and Crew.		0030	0400		
	Crews as per Crew List, Appendix G.1.					

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					shallow diving attacks from approximately five thousand to fifteen hundred feet. Very little flak fire was encountered. One aircraft reported being followed from DUNKIRK to near the ENGLISH COAST by two enemy fighters. No attacks were made.	

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Wt. 44785/4314. 100M. 1/40. H.G.S. 51—5059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2125 hrs. 5/6/40 to 0400 hrs 6/6/40 By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7795.	S/LDR. MONYPENNY and Crew.		2125	0040	Weather conditions over the whole route were good throughout the period of operations. The night was very dark, with a slight haze up to 5,000'. Navigation was carried out by D.R. assisted by D.F. All aircraft experienced very little difficulty in getting to the area of the target, but due to darkness found dicciculty in locating the actual target. The night was very dark and parachute flares were used by all aircraft for locating and attacking the target. Four aircraft failed to find the primary target and bombed the secondary targets. High level bombing attacks were made between heights of 4,000 and 11,000 feet, the average height being about 7,000 ft. All aircraft encountered intense light and heavy flak fire over both the targets attacked. One enemy aircraft was seen, but no attack was made. All Captains complained that they were prevented from doing accurate bombing by the intensity of the searchlight activities. These were very accurate and although avoiding action was taken, Captains found it impossible to get out of them. On previous nights it was found that by dropping a parachute flare the searchlights would concentrate on it,	
LL. 7796.	SGT. DOUGLAS and Crew.		2245	0205		
P. 9278.	SGT. KITSON. and Crew.		2345	0325		
R. 3173.	F/LT. KIRBY GREEN AND Crew.		2235	0220		
L. 7799.	P/O. WALSH and Crew.		2200	0215		
P. 9239.	SGT. BULL and Crew.		2325	0330		
P. 9232.	S/LDR. PEACOCK and Crew.		-	-		
[illegible]	P/O. [illegible] and Crew.		0015	0400		
L. 7786.	P/O. McDIARMID and Crew.		2215	0225		
L. 7787.	SGT. HEWITT and Crew.		2340	0240		
N. 2897.	P/O. BUTLER and Crew.		2210	0155		
L. 7778.	SGT. PURDY and Crew.		2200	0140		
	Crews as per Crew List, Appendix G.1.					

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Wt. 44786/4314. 100M. 1/40. H.G.R. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2125 hrs. 5/6/40 to 0400 hrs 6/6/40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7795.	S/LDR. MONYPENNY and Crew.		2125	0040	Weather conditions over the whole route were good throughout the period of operations. The night was very dark, with a slight haze up to 5,000'. Navigation was carried out by D.R. assisted by D.F. All aircraft experien ed very little difficulty in getting to the area of the target, but due to darkness found diccicult in locating the actual target. The night was very dark and parachute flares were used by all aircraft for locating and attacking the target. Four aircraft failed to find the primary target and bombed the secondary targets. High level bombing attacks were made between heights of 4,000 and 11,000 feet, the average height being about 7,000 ft. All aircraft encountered intense light and heavy flak fire over both the targets attacked. One enemy aircraft was seen, but no attack was made. All Captains complained that they were prevented from doing accurate bombing by the intensity of the searchlight activities. These were very accurate and although avoiding action was taken, Captains found it impossible to get out of them. On previous nights it was found that by dropping a parachute flare the searchlights would concentrate on it,	
LL. 7796.	SGT. DOUGLAS and Crew.		2245	0205		
P. 9278.	SGT. KITSON. and Crew.		2345	0325		
R. 3173.	F/LT. KIRBY GREEN AND Crew.		2235	0220		
L. 7799.	P/O. WALSH and Crew.		2200	0215		
P. 9239.	SGT. BULL and Crew.		2325	0330		
P. 9232.	S/LDR. PEACOCK and Crew.		-	-		
L. 7788.	F/O. SMALLEY and Crew.		0015	0400		
L. 7786.	P/O. McDIARMID and Crew.		2215	0225		
L. 7787.	SGT. HEWITT and Crew.		2340	0240		
N. 2897.	P/O. BUTLER and Crew.		2210	0155		
L. 7778.	SGT. PURDY and Crew.		2200	0140		

Crews as per Crew List, Appendix G.1.

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					but on this occasion it did not happen. The aircraft were held all the time. S/Ldr. PEACOCK and crew who were carrying out a raid in the RUHR area failed to return. ~~xxxxxxxxxxxxxx~~ Two aircraft were hit by shrapnel and received small damage.	

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Reference:- AIR 27 / 125

Wt. 44785/4314. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2210 hrs. 7 / 6 / 40 to 0430 hrs. 8 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
N. 2897.	F/O. BUTLER and Crew.		2210	0240	Three aircraft attacked targets in the BOIS DE	
L. 7788.	F/O. SMALLEY and Crew.		2230	0430	BOULERS and BOIS DE BAILEUX FORESTS in accordance	
L. 7786.	P/O. McDIARMID and Crew.		2220	0350	with instructions on form B.166. The remaining	
L. 7789.	F/O. CRAIGEN and Crew.		2230	0340	nine aircraft carried out operations in accordance	
L. 7787.	SGT. HEWITT and Crew.		2255	0315	with form B. 165. Co-ordination was made with FELTWELL	
L. 7778.	SGT. BUCKLEY and Crew.		2320	0420	and the tasks carried out by this Squadron were in	
N. 2942.	F/O. TURNER and Crew.		2335	0335	accordance with G.2 (4 sorties) G.6 (4 sorties)	
L. 7795.	S/LDR. MONYPENNY and Crew.		2205	0230	G.3 (1 sortie) of form B. 165.	
R. 3173.	F/O. KIRBY-GREEN and Crew.		2315	0336	The weather was as forecasted. There were low clouds	
L. 7799.	P/O. WALSH and Crew.		2215	0405	over the ENGLISH CHANNEL extending into BELGIUM	
P. 9239.	SGT. PURDY and Crew.		2255	0300	and NORTHERN FRANCE. At approximately 0120 hours	
L. 7788.	SGT. KITSON and Crew.		2230	0300	thick fog spread over the aerodrome very quickly,	
	Crews as per Crew list Appendix G.1.				making it impossible for aircraft to land. All aircraft had to be diverted to other aerodromes in the West. Over both the target areas the weather was very hazy, and all Captains report that it was necessary to use flares to locate their objective. Navigation was carried out by D.R. assisted by D.F. bearings and and M.F. fixes. One aircraft which happened to be a new Crew on thei first	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					night out on operations, experienced some difficulty with the Navigation. The landfall on returning to ENGLAND was made in the vicinity of HASTINGS, but after receiving an M.F. fix they were able to locate themselves and land at a clear aerodrome in the West. High level bombing attacks were carried out by all aircraft, varying in heights between 2000 and 9000 feet. Owing to approximately 50% failures with the parachute flares, the results obtained were not very good. There were fairly large concentrations of A.A. fire at ARRAS, ABBEVILLE and DIVION, but they were inaccurate. Isolated groups of searchlights were encountered over the whole area, but all Pilots report that they were very inaccurate.	

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Wt. 44785/4514. 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2140 hrs. 9 / 6 / 40 to 0325 hrs. 10 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L. 7795.	S/L. MONYPENNY and Crew.		2240	0210		
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2235	0300		
P. 9278.	SGT. KITSON and Crew.		2210	0200		
P. 9239.	SGT. PURDY and Crew.		2140	0205		
L. 7799.	P/O. WALSH and Crew.		2210	0230		
L. 7796.	F/O. CRAIGEN and Crew.		2315	0250		
L. 7786.	S/LDR. FORDHAM and Crew.		2140	0325		
L. 7788.	F/LT. SMALLEY and Crew.		2145	0305		
L. 7787.	SGT. HEWITT and Crew.		2140	0125		
ZN. 2942.	F/O. TURNER and Crew.		2215	0220		
L. 7778.	SGT. BUCKLEY and Crew.		2210	0300		
N. 2897.	P/O. BUTLER and Crew.		2310	0305		
	Crews as per Crew list Appendix G.1.				All aircraft were able to attack the primary targets allotted to them. Weather was as forecasted by the Meteorological Service. It was cloudless but hazy over the target area. Navigation was carried out by D.R. assisted by H.F. D.F. bearings and M.F. fixes. No difficulty whatever was experienced. Two aircraft carried out High Level bombing between heights of 4,000' and 9,000'. Two aircraft carried out shallow dive bombing attacks. One aircraft finding a convoy passing along the road in the target area, descended to 900' and carried out machine gunattacks. The main object of the attack was to set fire to the woods. Pilots report that although they were able to drop incendiary bombs in the woods, very few fires were started and these appeared to be quickly put out. Intense light and heavy flak was encountered by all aircraft in the target area, but was not very accurate. One enemy aircraft, type	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					unidentified, was seen with navigation lights on in the vicinity of CHIMAY. It fired approximately 50 rounds of inaccurate tracer. A Number of searchlights were observed, which although they were able to pick out the aircraft, were unable to hold them for long . Avoiding action was taken by altering heights and direction.	

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Wt. 44785/4314. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2150 hrs. 13 / 6 / 40 to 0442 hrs. 14 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington L. 7789.	P/O. HILLIER and Crew.		2155	0205	Six sorties attacked target G.1 - PONT DE L'ARCHE and five sorties target G.13 - FORET DE NOUVION. The six aircraft on PONT DE L'ARCHE found weather fine to CALAIS, then overcast, cloud 10/10ths at 7,000' and 9/10ths low cloud in coastal areas below BOULOGNE. Weather over target was hazy. Aircraft attacking FORET DE NOUVION found visibility en route good, but hazy, and low cloud 1,000' to 3,000', 5/10ths. at first, increasing to 7/10ths over target area. Navigation was carried out by D.R. and M.F. fixes and homing bearings, and several aircraft tried map reading down the coast from CALAIS TO ROUEN. Five aircraft on FORET DE NOUVION attacked their target between 23.17 and 01.15 hours, all making level attacks between 3,000' and 8,000'. Fires were seen after attacks. One large fire observed to start North of railway, which was hit by two bombs. Another fire started South of FORET DE NOUVION. Of the six aircraft which attacked PONT DE L'ARCHE, four aircraft attacked the target. No	
N. 2942.	F/O. OLSSON and Crew.		2242	0442		
L. 7786.	P/O. McDIARMID and Crew.		2245	0350		
L. 7799.	S/LDR. FORDHAM and Crew.		2255	0320		
L. 7778.	F/SGT. BUCKLEY and Crew.		2250	0405		
L. 7787.	SGT. HEWITT and Crew.	?	Failed to return.			
L. 7795.	S/LDR. MONYPENNY and Crew.		2155	0210		
L. 7796.	SGT. DOUGLAS and Crew.		2150	0115		
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2150	0125		
P. 9239.	P/O. BULL and Crew.		2325	0325		
N. 2897	P/O. BUTLER and Crew.		2220	0150		
L. 7797.	F/LT. FORDHAM and Crew.		2250	0315		

CREWS AS PER CREW LIST AP.R G.1.

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
					direct hits on the bridge observed, but several on either banks of river. One aircraft dropped four bombs on a convoy North of target, and another attacked ROMILLY and woods North of ROUEN. Light and heavy flak in both target areas was experienced by all aircraft. One fighter was seen at 6,000' over FORET DE NOUVION, circling parachute flare, but did not attack. A number of accurate searchlights encountered in both target areas. One aircraft failed to return and is presumed to have beel lost due to enemy action.	

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Wt. 44786/4514 10GM. 3/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2145 hrs. 14/6/40 to 0610 hrs. 15/6/40 By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington					Three aircraft of this Squadron and two aircraft	
L 7799.	P/O. WALSH and Crew.		2200	0540		
P. 9278.	SGT. KITSON and Crew.		2150	0450	of 214 Squadron, working from the Station,	
L. 7786.	F/LT. SMALLEY and Crew.		2145	0610	took part in operations on the night of 14/15th June, 1940.	
	CREWS AS PER CREW LIST APP. G.1				Weather at base, visibility good, no low clouds. Over target area, broken cloud 7/10ths at 2,000' 10/10ths at 12,000', 8/10ths at 2,000' on return to base. All aircraft reported difficulty in locating the target owing to low clouds and rain. Navigation was carried out by D.R. and M.F. fixes also Astro navigation. Owing to atmospherics and the number of aircraft requesting bearings, M.F. fixes were difficult to obtain. All five sorties attacked military objectives in the area of operations between 0045 and 0106 hours, making level attacks between 2,000 and 8,000 feet. A number of fires were seen to be started in the area of operations. Accurate heavy flak was encountered over GHENT. Light flak was seen near LIEGE but none in the target area.	

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Wt. 44786/4314. 100M. 1/40. H.G.S. 51—6059

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OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2145 hrs. 17 / 6 / 40 to 0305 hrs. 18 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L. 7795.	S/LDR. MONYPENNY and Crew.		2145	0200	Operations were carried out as ordered.	
P. 9278.	F/O. OLSSON and Crew.		2205	0145		
P. 9239.	P/O. BULL and Crew.		2155	0155		
L. 7796.	SGT. DOUGLAS and Crew.		2200	0159		
L. 7785.	P/O. NICHOLSON and Crew.		2150	0140		
L. 7789.	P/O. HILLIER and Crew.		2150	0140		
L. 7786.	P/O. McDIARMID and Crew.		2155	0305		

Crews as per Crew List.
Appendix G.1.

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Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2045 hrs. 18 / 6 / 40 to 0300 hrs. 19 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2155	0225	Operations were carried out as ordered.	
P. 9278.	SGT. KITSON and Crew.		2220	0235		
N. 2897.	P/O. BUTLER and Crew.		2150			
L. 7799.	P/O. WALSH and Crew.		2210	0215		
L. 7789.	S/LDR. FORDHAM and Crew.		2045	0300		
L. 7778.	F/SGT. BUCKLEY and Crew.		2045	0200		
L. 7788.	F/LT. SMALLEY and Crew.		2220	0225		
	Crews as per Crew List. Appendix G.1.					

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Wt. 44786/4314. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2105 hrs. 21 / 6 / 40 to 0540 hrs. 22 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L. 7785.	P/O. HILLIER and Crew.		2105	0315	Operations were carried out as ordered.	
L. 7788.	F/O. OLSSON and Crew.		2115	0315		
L. 7778.	F/SGT. BUCKLEY and Crew.		2130	0335		
N. 2898.	S/LDR. FORDHAM and Crew.		2145	0100		
L. 7786.	P/O. McDIARMID and Crew.		2140	0340		
L. 7795.	S/LDR. MONYPENNY and Crew.		2125	0325		
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2130	0345		
L. 7807.	P/O. NICHOLSON and Crew.		2105	0505		

Crews as per Crew List.
Appendix G.2.

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Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2150 hrs. 24/6/40 to 0335 hrs. 25/6/40 By NO. 9 SQUADRON No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L. 7795.	S/LDR. MONYPENNY and Crew.		2155	0110	Operations were carried out as ordered.	
L. 7796.	SGT. DOUGLAS and Crew.		2240	0315		
P. 9278.	SGT. KITSON and Crew.		2240	0215		
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2150	0125		
P. 9239.	P/O. BULL and Crew.		2150	0045		
L. 7799.	P/O. WALSH and Crew.		2150	0120		
R. 3216.	SGT. PURDY and Crew.		2240	0200		
L. 7786.	S/LDR. FORDHAM and Crew.		2215	0350		
L. 7778.	F/SGT. BUCKLEY and Crew.		2220	0335		
R. 3220.	F/O. OLSSON and Crew.		2220	0300		
L. 7785.	P/O. HILLIER and Crew.		2240	0220		

Crews as per Crew List.
Appendix G.2.

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Wt. 44785/4514. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2140 hrs. 27 / 6 / 40 to 0430 hrs. 28 / 6 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R.. 3220.	S/LDR. FORDHAM and Crew.		2140	0430	Operations were carried as ordered.	
L. 7786.	P/O. McDIARMID and Crew.		2140	0340		
N. 2943.	F/O. OLSSON and Crew.		2150	0320		
L. 7785.	P/O. HILLIER and Crew.		2155	0235		
L. 7788	F/LT. SMALLEY and Crew.		2205	0255		
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2205	0300		
P. 9339.	P/O. BULL and Crew.		2210	0325		
P. 9278.	SGT. KITSON and Crew.		2215	0245		
L. 7796.	SGT. DOUGLAS and Crew.		2220	0305		
L. 7799.	P/O. WALSH and Crew.		2225	0310		
R. 3216.	SGT. PURDY and Crew.		2220	0330		
R. 3204.	P/O. MAUDE-ROXBY and Crew.		2230	0100		

Crews as per Crew list Appendix G.2.

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Reference:- AIR 27 / 125

Wt. 44785/4314 200M. 2/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2125 hrs. 29 / 6 / 40 to 0615 hrs. 30 / 6 / 40 By NO. 9[illegible] SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R. 3173.	F/L T. KIRBY-GREEN and Crew.		2125	0325	Operations were carried out as ordered.	
L. 7796.	SGT. DOUGLAS and Crew.		2130	0535		
L. 7799.	P/O. WALSH and Crew.		2130	0405		
L. 7795.	SGT. KITSON and Crew.		2125	0340		
R. 3216.	SGT. PURDY and Crew.		2125	0330		
R. 3204.	P/O. MAUDE-ROXBY and Crew.		2215	0110		
P. 9239.	P/O. BULL and Crew.		2130	-		
N. 2898.	S/LDR. FORDHAM and Crew.		2155	0615		
L. 7778.	F/SGT. BUCKLEY and Crew.		2125	0305		
L. 7785.	P/O. HOLLIER and Crew.		2130	0350		
N. 2942.	F/O. OLSSON and Crew.		2125	0355		
L. 7788.	P/O. McDIARMID and Crew.		2135	0415		

Crews as per Crew List Appendix G.2.

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ORIGINAL.

21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	1/7.	2140.	Six aircraft carried out operations in accordance with No. 3 Group operations order form B. 195 dated 1/7/40 (See appendix C 1, and relevant form 541)	C.1.
		0210.	All aircraft returned safely.	
			WEATHER. Surface wind: NNE. becoming easterly later in the day. Weather: fair to fine. Fog in early morning. Cloud: Little low cloud, increasing amount of high and medium cloud. Visibility: mainly 12 miles falling to 220 yards at sunrise.	
	2/7.		Nothing of operational importance occurred.	
			WEATHER. Surface wind: light southerly becoming south-westerly 10 m.p.h. after midday. Cloud: no low cloud at first, then 4/10 to 8/10, 3,000 to 4,000 feet. during day. Much high and medium cloud. Weather: fair to fine. Visibility: good.	
	3/7		PERSONNEL. P/O. L.C.BULL posted from the Squadron to RAF. Boscombe Down.	F.5.
			Nothing of operational importance occurred.	
			WEATHER. Surface wind: mainly westerly 10-15 m.p.h. Weather: cloudy becoming fair in evening. Cloud: 7/10-10/10 at 1,000-2,000 ft. Breaking and lifting in evening. Visibility: 12 miles.	
	4/7.		520155 Sgt. HORRY, F. presented with Distinguished Flying Medal by	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
	(contd)			
HONINGTON	4/7		Air Vice Marshal J.M.A.BALDWIN, M.C., D.S.O., O.B.E. Nothing of operational importance occurred. WEATHER. Surface wind: N.W. at first, 8-12 m.p.h. then backing W. 12-18 m.p.h. becoming W.S.W. 8-12 m.p.h. in late evening. Weather: fine with early morning mist; cloudy during day, clearing late evening. Cloud: Nil- 3/10 early morning, increasing 7/10-8/10 at ,000ft. - 3,000ft. during day, clearing almost completely by midnight. Visibility: 2-4 miles at first, 6-12 miles during remainder of period.	
	5/7	2140	Six aircraft carried out operations in accordance with 3 Group operations order form B. 199 dated 5/7/40 (See appendix C 2 and relevant form 541)	C. 2
		0650.	All aircraft returned safely. 519962 Sgt. MURGATROYD, R. received fatal injuries and died a.m. 6/7/40. WEATHER: Surface wind: S-SW 5 m.p.h. Weather: Cloudy with thunderstorm at 1810 hrs. BST. Cloud: 4/10-8/10, 2,000-3,000 ft. falling below 1,000 ft. during thunderstorm. Visibility: good, but below 4,000 yards in thunderstorm.	
	6/7.		Air firing practice at Bernera Heath. Nothing of operational importance occurred. WEATHER. Surface wind: light S.W'ly backing S. late in evening. Weather: cloudy at first, continuous light rain from midday to early evening, then fine. Cloud: visible at 6,000 ft. at first, lowering to 1,000 ft. at times in rain, then dispersing. Visibility: mainly good but down to 4,000 yds. in rain and around midnight.	

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Reference:- AIR 27 / 125

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	7/7	2140	Three aircraft carried out operations in accordance with No. 3 Group Operations order form B. 201 dated 7/7/40 (See appendix C 3 and relevant form 541)	C.3
		0215	All aircraft returned safely.	
			WEATHER. Surface wind: mainly light SW'ly, except during middle of day when it was West 10 m.p.h. Weather: cloudy. Thundery showers 0520. Cloud: increasing amounts of Cumulus after sunrise dispersing only slowly after sunset. Visibility: improving from 2,000 yds. early to good and remaining so.	
	8/7.		Nothing of operational importance occurred.	
			WEATHER. Surface wind: light Southerly at first becoming Westerly 5-10 m.p.h. Weather: cloudy becoming fair towards evening. Cloud: 9/10 at 3,000 ft. in early morning dispersing Cumulus cloud developing at 3,000 ft. and becoming 9/10 at 1,500 G.T. Dispersing towards dusk. Visibility: 4 miles at first. 6-12 miles remainder of day.	
	9/7.	2155	Seven aircraft took off for operations in accordance with No. 3 Group Operations order form B. 203 dated 9/7/40 (See appendix C 4 and relevant form 541)	C. 4
		2355	Five aircraft returned to base after being recalled.	
		0230	Two aircraft returned safely after carrying out operations.	
			WEATHER. Surface wind: Southwesterly increasing to 20 m.ph. during the day, but becoming lighter at dusk. Weather: little cloud but becoming cloudy	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	9/7 (contd)		with intermittent rain at about midnight. Cloud: little cloud early, but 7/10-10/10 at 3,000 ft. after 1000 BST. Visibility: 6-12 miles.	
	10/7.		Nothing of operational importance occurred. WEATHER. Wind: South to West 5-15 m.p.h. Weather: mainly cloudy with slight rain at times. Cloud: 7/10-10/10 at 2,000-3,000 ft. Visibility: 4-12 miles.	
	11/7	2225	Eight aircraft took off for operations in accordance with 3 Group Operations order form B. 205 dated 11/7/40 (See appendix C and relevant form 541)	C.
		2315	Aircraft R. 3173 returned to base - pump failure.	
		0435	Remainder of aircraft return safely.	
			WEATHER. Wind: calm at first, becoming S.W'ly, 10-20 m.p.h. Weather: light rain at first, becoming fair to fine during afternoon and evening. Cloud: 8/10-10/10 at 600-1500 ft. in rain, becoming 3/10-6/10 at 3,000 ft. and dispersing at night. Visibility: 3-12 miles.	
	12/7		Nothing of operational importance occurred. WEATHER. Wind: S. to S.W., 5-15 m.p.h. Weather: fair to cloudy with occasional light showers. Cloud: little or none at first; becoming 6/10-8/10 at 2,000-3,000 ft. Much high and medium cloud later. Visibility 4-12 miles.	
	13/7	2130	Nine aircraft took off for operations in accordance with 3 Group operations order form B. 207 dated 13/7/40 (See appendix C 6 and relevant form 541)	C.6

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	13/7	2150	Nine aircraft took off for operations in accordance with 3 Group operations order form B. 207 dated 13/7/40 (See appendix C 6 and relevant form 541)	0.6

21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
	contd.			
HONINGTON.	13/7	0410	All aircraft returned safely. WEATHER. Surface wind: SW'ly, moderate. Weather: cloudy with slight showers in evening. Cloud: 10/10 at 1,000-2,000 ft. at first, later lifting and breaking to 3/10-7/10 at 3,000 ft. Visibility: good.	
	14/7		Nothing of operational importance occurred. WEATHER. Surface wind: light S'ly. Weather: fair to fine. Cloud: small amounts at 4,000 ft. later 4/10-8/10 Cumulus at 2,000-3,000 ft. Visibility: good.	
	15/7.		Nothing of operational importance occurred. WEATHER. Surface wind: light E'ly becoming NE'ly 10 m.p.h. Weather: fair at first with rain in evening. Cloud: small amounts of low cloud at first, becoming 10/10 below 1,000 ft. in rain. Vis: Good, but 2-4 miles in precipitation.	
	16/7.		Air Firing practice carried out at Berners Heath. Nothing o operational importance occurred. WEATHER. Surface wind: N.E'ly light becoming moderate. NW'ly later in day. Weather: intermittent slight rain or drizzle most of period. Cloud: mainly 10/10 at 500-1,000 ft. Visibility: poor except for short period about 1800 GMT.	131

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	17/7		PERSONNEL. A/F/L. J.R.T.SMALLEY posted from the Squadron to RAF. BASSINGBOURNE.	F.6
			A/F/L. D.D.MIDDLETON posted to the Squadron from No. 11 O.T.U.	F.6
			Nothing of operational importance occurred.	
			WEATHER. Surface wind: moderate westerly. Weather: rain and slight mist during morning, becoming cloudy during afternoon and fair at night. Cloud: 10/10 low cloud about 600 feet, lifting to 2,500 feet and breaking in afternoon. Visibility: 2,000 to 4,000 yards ar first improving to 6 miles later.	
	18/7.		Air Firing and Bombing practice carried out at Berners Heath.	
			Nothing of operational importance occurred.	
			WEATHER. Surface wind: between W. ans SSW. moderate. Weather: cloudy, rain in the morning, showery in the evening. Cloud: 10/10 in the morning at 5,000 ft. lowering to 800 ft. in rain; lifting to 2,000-3,000 ft. in afternoon and breaking. Visibility: good.	
	19/7.	2010	Eleven aircraft took off for operations in accordance with 3 Group operations order form B. 213 dated 19/7/40 (See appendix C 7 and relevant form 541)	C. 7
		0420	Ten aircraft returned safely. Aircraft L. 7795 (S/L. MONYPENNY and crew) failed to return.	
			PERSONNEL. P/O. H.M.ASHTON posted from the Squadron to No. 15 O.T.U.	F.6
			P/O. C.M.CALON posted to the Squadron from No. 15 O.T.U.	F.6
			WEATHER. Surface wind: S.W'ly moderate to fresh. Weather: cloudy at first, showers between 0600 and 1200, then fine. Cloud: variable amounts, mainly large, of Cumulus cloud, dispersing after sunset. Some medium cloud throughout the day. Visibility: 6-12 miles.	

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of Cumulus cloud, dispersing after sunset. Some medium cloud [illegible] the day. Visibility: 6-12 miles.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON	20/7		Nothing of operational importance occurred.	
			WEATHER. Surface wind: S'ly 15-20 m.p.h. Weather: cloudy with showers towards midday, clearing at night. Cloud: mainly 5/10-9/10 at 1,500-2,500 ft. falling to 1,000 ft. in precipitation, dispersing after sunset. Vis: good.	
	21/7.		P/O. WANKLYN and 742845 Sgt. BENNETT, D. killed in aircraft P. 9205 which crashed at TROSTON during local circuits and landings.	
		2125	Ten aircraft took off for operations in accordance with 3 Group operations order form B. 215 dated 21/7/40 (See appendix C 8 and relevant form 541)	C. 8
		0420.	All aircraft returned safely.	
			Air firing practice carried out at Berners Heath.	
			WEATHER. Surface wind: Westerly 10-15 m.p.h. but lighter after sunset. Weather: cloudy with occasional showers and thunderstorm at 1420 BST. Cloud: little cloud early but becoming 6/10-9/10 at 2,500 feet gradually dispersing after sunset. Visibility: good except in precipitation.	
	22/7.		PERSONNEL. S/LDR. J.O.HINKS, P/O. D. .L.HEB and P/O. J.E.BARTLETT posted to the Squadron from RAF. Sassingbourne.	F. 7
			Nothing of operational importance occurred.	
			WEATHER. Surface wind: mainly Westerly 10-15 m.p.h. becoming lighter and variable towards end of day. Weather: cloudy. Clear after sunset. Cloud: mainly 6/10-10/10 at 3,000-4,000 feet. Dispersing after sunset. Visibility: mainly 6-12 miles but becoming 2,000-4,000 yards at midnight.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON	23/7	2105	Ten aircraft took off for operations in accordance with 3 Group operations order form B. 217 dated 23/7/40. (See appendix C 9 and relevant form 541)	C. 9
		0415	All aircraft returned safely.	
			WEATHER. Surface wind: calm or light and variable. Weather: cloudy with rain at 1700-1800 BST. Cloud: variable amounts at 3000-5000 feet decreasing towards midday increasing later. Falling to 1000 feet in rain. Visibility: 2 miles improving to 4 miles during day and again decreasing after sunset.	
	24/7		PERSONNEL. W/CDR. E.A.REALY posted to the Squadron from H.Q. No. 3 Group and assumed Command vice W/CDR. A. MOKEE.	F. 7
			Nothing of operational importance occurred.	
			WEATHER. Surface wind: calm becoming Westerly 8-13 m.p.h. during day decreasing to S.W. at 5-10 m.p.h. Weather: mainly cloudy, Continuousrain from 1500 -2200 BST. Cloud: increasing to 10/10 at 2,000-3,000 feet. falling to 1,000 feet in precipitation. Visibility: 4-6 miles during daylight, otherwise 2,000-4,000 yards.	
	25/7		PERSONNEL. F/O. C.D.FOX and P/O. R.W.A.TURTLE posted to the Squadron from RAF. HARWELL.	F. 7
		2120	Nine aircraft took off for operations in accordance with 3 Group operations order form B. 219 dated 25/7/40 (See appendix C 10 and relevant form 541)	C. 10
		0430	All aircraft returned safely.	
			WEATHER. Surface wind: mainly Westerly 5-10 m.p.h. decreasing to calm in evening. Weather: cloudless becoming cloudy from midday onwards. Cloud: increasing to 6/10-10/10 at 3,000-4,000 feet. from late forenoon. Visibility: 2-4 miles until midday then 10-15 miles.	

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weather: Outlook: becoming cloudy from midday onwards. Cloud: increasing to 6/10-10/10 at 3,000-4,000 feet. from late forenoon. Visibility: 2-4 miles until mid day then 10-15 ~~miles~~ miles.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	26/7.		Nothing of operational importance occurred. WEATHER. Surface wind: light and variable at first becoming N.W'ly and then W'ly 5-10 m.p.h. with a sudden change to N.N.E. between 2000 and 2100 BST. Weather: continuous rain during morning . Cloudy afternoon. Thunderstorms at 0300 and 2300 BST. Cloud: 4/10 to 6/10 at 2000 to 3,000 feet at first lowering to 600 feet towards 0900 BST. lifting thereafter to 3/10 to 7/10 at 2,000 to 3,000 feet. Much medium cloud throughout the day. Visibility: mainly 4 to 6 miles, but detxeriorating to 2,000 to 4,000 yards between 0700 and 1000 BST.	
	27/7.		Air firing practice carried out at Berners Heath. Nothing of operational importance occurred. WEATHER. Surface wind: light and variable becoming N.W'ly 5-10 m.p.h. Weather: cloudy with occasional showers but becoming fair after sunset. Cloud: 6/10-9/10 at 2,000 feet falling to 1,000 feet in precipitation and clearing after sunset. Visibility: mainly good but deteriorating in precipitation.	
	28/7.	2110.	Nine aircraft took off for operation in accordance with 3 Group operations order form B. 222dated 28/7/40 (See appendix C " and relevant form 541)	C. 1
		0615	All aircraft returned safely. WEATHER. P O	

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Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	28/7.	contd	WEATHER. Surface wind: mainly N.W'ly 5-10 m.p.h. Weather: fair or fine, except for shower at 1700 GMT. Cloud: Nil increasing to 5/10-9/10 at 2,000 - 3,000 ft. during afternoon dispersing in evening. Visibility: mainly 6-12 miles.	
	29/7.		Air to Air firing practice carried out at Weybourne. Nothing of operational importance occurred. WEATHER. Surface wind: light at first, then mainly Westerly 10 m.p.h. Weather: fine at first, cloudy from 0900 BST. onwards. Shower about 1800 BST. and slight drizzle about midnight. Cliud: no low cloud at first, becoming 5/10 to 7/10 at 2,000 to 3,000 feet. and then lifting and increasing to 8/10 to 10/10 at 4,000 to 6,000 feet. Much medium cloud. Visibility: mainly 4 to 6 miles but deteriorating to 2,000 yards between 0500 and 0800 BST.	
	30/7.		Nothing of operational importance occurred. WEATHER. Surface wind: mainly Westerly 10-15 m.p.h. Lighter at sunset. Weather: cloudy with occasional slight drizzle. Cloud breaking latexin period. Cloud: mainly 8/10-10/10 at 1,500 feet but lifting xxxxx to 2,000-3,000 ft. during evening. Breaking late in period. Visibility: mainly 2-4 miles but falling to 1,000-2,000 yards at times.	
	31/7.		PERSONNEL. W/Cdr. A.McKEE posted from the Squadron to H.Q. No. 3 Group. F.7 Nothing of operational importance occurred. WEATHER. Surface wind: westerly 5 to 10 m.p.h. becoming Northerly 5 to 10 m.p.h. decreasing after sunset. Weather: Cloudy, becoming fine after 1700 BST. Cloud: mainly 5/10 to 9/10 at 2,500 to 3,500 feet dispersing after 1900 BST. Some high cloud. Visibility: 1,000 to 2,000 yards at first increasing to 6 to 12 miles during the afternoon and evening and decreasing to 2 to [illegible] towards midnight.	

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WEATHER: Surface wind: Westerly 5 to 10 m.p.h. becoming Northerly 5 to 10 m.p.h. decreasing after sunset. Weather: Cloudy, becoming fine after 1700 BST. Cloud: mainly 5/10 to 9/10 at 2,500 to 3,500 feet dispersing after 1900 BST. Some high cloud. Visibility: 1,000 to 2,000 yards at first increasing to 6 to 12 miles during the afternoon and even ng and decreasing to 2 to 4 miles towards midnight.

Wt. 44786/4514. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2140 hrs. 1/7/40 to 0210 hrs. 2/7/40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L. 7795.	S/L. MONYPENNY and Crew.		2140	0145.	Operations were carried out as ordered.	
R. 3173.	SGT. KITSON and Crew.		2200	0200.		
R. 3216.	SGT. PURDY and Crew.		2200.	0200.		
R. 3204.	P/O. MAUDE-ROXBY and Crew.		2155.	0140.		
R. 3220.	P/O. HILLIER and Crew.		2230.	0210.		
N. 2942.	F/O. OLSSON and Crew.		2145.	0125.		
	Crews as per appendix G.2					
From 2140 hrs. 5/7/40 to 0650 hrs. 6/7/40.						
Wellington						
R. 3204.	P/O. MAUDE-ROXBY and crew.		2140	0250.	Operations were carried out as ordered.	
R. 3296.	S/L. FORDHAM and Crew.		2140	0445.		
L. 7778.	F/SGT. BUCKLEY and Crew.		2145	0330.		
N. 2942.	F/O. OLSSON and Crew.		2150	0425.		
N. 2898.	P/O. HILLIER and crew.		2155.	0325.		
L. 7786.	P/O. McDIARMID and Crew.		2150.	0650.		
	Crews as per appendix G.3					

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 2140 hrs. 7/7/40 to 0215 hrs. 8/7/40.						
Wellington						
L. 7795.	S/L. HONYPENNY and Crew.		2140	0200.	Operations were carried out as ordered.	
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2145	0205.		
R. 3216.	SGT. PURDY and Crew.		2145.	0215.		
	Crews as per appendix G.3					
From 2155 hrs. 9/7/40 to 0330 hrs. 10/7/40.						
Wellington						
R. 3220.	P/O. NICHOLSON and Crew.		2210	0230.	Operations were carried out as ordered.	
R. 3204.	SGT. LAWSON and Crew.		2200.	0225.	" " " " " "	
R. 3296.	S/L. FORDHAM and Crew.		2155.	2315.	Recalled.	
T. 2505.	F/SGT. BUCKLEY and Crew.		2155.	2340.	"	
L. 7788.	F/LT. SHALLEY and Crew.		2200.	2255.	"	
N. 2942.	F/O. OLSSON and Crew.		2200.	2335.	"	
L. 7785.	P/O. HILLIER and Crew.		2200.	2310.	"	
	Crews as per appendix G.3					
From 2240 hrs. 11/7/40 to 0435 hrs. 12/7/40.						
L. 7795.	S/L. HONYPENNY and Crew.		2240.	0240.	Operations were carried out as ordered.	
P. 9278.	SGT. NITSON and Crew.		2255.	0315.	" " " " " "	
R. 3204.	SGT. LAWSON and Crew.		2250.	0240.	" " " " " "	
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2245.	2315.	Returned to base - pump failure.	
L. 7799.	P/O. WALSH and Crew.		2245.	0435.	Operations were carried out as ordered.	
T. 2458.	P/O. NICHOLSON and Crew.		2250.	0225.	" " " " " "	
R. 3216.	SGT. PURDY and Crew.		2245.	0255.	" " " " " "	
L. 7788.	F/LT. SHALLEY and Crew.		2235.	0300.	" " " " " "	
	Crews as per appendix G.3					

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Crews as per appendix G.3

Wt. 44786/4314. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2130 hrs. 13/7/40 to 0410 hrs. 14/7/40. By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
WELLINGTON.						
R. 3175.	F/LT. KIRBY-GREEN and Crew.		2200	0230	Operations were carried out as ordered.	
L. 7796.	P/O. MAUDE-ROXBY and Crew.		2150.	0250.		
T. 2453.	SGT. BROOKS and Crew.		2145.	0310.		
R. 3220.	P/O. NICHOLSON and Crew.		2200.	0225.		
L. 7799.	SGT. PURDY and Crew.		2140.	0245.		
R. 3296.	S/L. FORDHAM and Crew.		2130.	0410.		
L. 7778.	F/SGT. BUCKLEY and Crew.		2130.	0245.		
L. 7738.	F/LT. SHALLEY and Crew.		2140.	0325.		
R. 3283.	P/O. McDIARMID and Crew.		2200.	0300.		
	Crews as per appendix G.3					
From 2010 hrs. 19/7/40 to 0420 hrs. 20/7/40.						
WELLINGTON.						
L. 7795.	S/L. MONYPENNY and Crew.*		2010.	??	Failed to return.	
L. 7796.	SGT. LAWSON and Crew.		? (7hrs) ?		Operations were carried out as ordered.	
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2030.	0300.	" " " " " "	
R. 3204.	P/O. MAUDE-ROXBY and Crew.		? (8 hrs) ?		" " " " " "	
L. 7799.	P/O. WALSH and Crew.		2040.	0440.	" " " " " "	
R. 3220.	P/O. NICHOLSON and Crew.		2040.	0240.	" " " " " "	
R. 3216.	SGT. PURDY and Crew.		2030.	0340.	" " " " " "	

P.T.O.

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 2010 hrs. 19/7/40 to 0420 hrs. 20/7/40 (contd).						
WELLINGTON.						
R. 3296.	S/L. FORDHAM and Crew.		2030.	0410	Operations were carried out as ordered.	
L. 7783.	F/SGT. BUCKLEY and Crew.		2010.	0420.	" " " " " "	
N. 2942.	F/LT. OLSSON and Crew.		2030.	0320.	" " " " " "	
L. 7785.	P/O. HILLIER and Crew.		?	?	" " " " " "	
	Crews as per appendix G.4 *with the exception of S/L. MONYPENNY's crew, which was as follows:- S/L. MONYPENNY. F/O. D.D.MIDDLETON. SGTL WATSON. SGT. COWELL. SGT. GOTT. P/O. LEES.					
From 2125 hrs. 21/7/40 to 0420 hrs. 22/7/40.						
WELLINGTON.						
R. 3173.	F/LT. KIRBY-GREEN and Crew.		2125.	0245.	Operations were carried out as ordered.	
R. 3204.	P/O. MAUDE-ROXBY and Crew.		2125.	0300.		
T. 2458.	SGT. BROOKS and Crew.		2140.	0305.		
L. 7799.	P/O. WALSH and Crew.		2135.	0420.		
R. 3216.	SGT. PURDY and Crew.		2135.	0325.		
R. 3220.	P/O. NICHOLSON and Crew.		2135.	0140.		
R. 3296.	S/L. FORDHAM and Crew.		2130.	0210.		
L. 7788.	F/LT. OLSSON and Crew.		2150.	0240.		
L. 7785.	P/O. HILLIER and Crew.		2145.	0250.		
L. 7786.	P/O. McDIARMID and Crew.		2145.	0345.		
	Crews as per appendix G.5					

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L. 7785.	P/O. HILLIER and Crew.	2145.	0250.	
L. 7786.	P/O. McDIARMID and Crew.	2145.	0345.	
	Crews as per appendix G.5			

Wt. 44785/4314. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2105 hrs. 23/7/40 to 0415 hrs. 24/7/40. By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
WELLINGTON.						
R. 3204.	P/O. MAUDE-ROXBY and Crew.		2105.	0125.	Operations were carried out as ordered.	
L. 7799.	P/O. WALSH and Crew.		2115.	0320.		
R. 3220.	P/O. NICHOLSON and Crew.		2110.	0300.		
L. 7796.	SGT. KITSON and Crew.		2110.	2230.		
R. 3283.	SGT. COOLING and Crew.		2125.	~~0415~~ 0130.		
L. 7785.	P/O. HILLIER and Crew.		2115.	0415.		
L. 7778.	F/SGT. BUCKLEY and Crew.		2115.	0345		
R. 3296.	S/L. FORDHAM and Crew.		2120.	0250.		
L. 7788.	P/O. McDIARMID and Crew		2130.	0140.		
T. 2505.	P/O. HOEY and Crew.		2135.	0340.		
	Crews as per appendix G.6					
From 2120 hrs. 25/7/40 to 0430 hrs. 26/7/40.						
WELLINGTON						
R. 3204.	P/O. MAUDE-ROXBY and Crew.		2130.	0355.	Operations were carried out as ordered.	
R. 3220.	P/O. NICHOLSON and Crew.		2120.	0310.		
R. 3216.	SGT. PURDY and Crew.		2125.	0345.		
R. 3286.	SGT. COOLING and Crew.		2145.	0030.		
R. 3296.	S/L. FORDHAM and Crew.		2135.	0405.		
L. 7788.	P/O. McDIARMID and Crew.		2145.	0400.		
N. 2942.	F/LT. OLSSON and Crew.		2145.	0315.		
T. 2505.	P/O. HOEY and Crew.		2200.	0430.		
L. 7778.	S/L. HINKS and Crew.		2215	0430	Crews as per appendix G.6	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 2110 hrs. 28/7/40 to 0615 hrs. 29/7/40.						
WELLINGTON.						
R. 3173.	S/L. HINKS and Crew.		2110.	0615.	Operations were carried out as ordered.	
L. 7799.	P/O. MAUDE-ROXBY and Crew.		2115.	0305.		
R. 3216.	SGT. PURDY and Crew.		2120.	0300.		
R. 3220.	SGT. COOLING and Crew.		2120.	0245.		
T. 2458.	SGT. BROOKS and Crew.		2130.	0130.		
R. 3296.	S/L. FORDHAM and Crew.		2130.	0515.		
L. 7785.	P/O. HILLIER and Crew.		2135.	0420.		
T. 2505.	P/O. HOEY and Crew.		2130.	0430.		
L. 7778.	SGT. LAWSON and Crew.		2130.	0430.		
	Crews as per appendix G.7.					

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON.	1/8.		Nothing of operational importance occurred. WEATHER: Surface wind: NE'ly 5-10 mph. Weather: cloudy - Strato-cumulus drifting in from North Sea till about 1000 BST. then fine with only small fragments of cloud till 2000 BST. When the cloud again covered the sky. Visibility: 4 miles for the first few hours increasing to 6-12 miles after dawn.	
	2/8.		Nothing of operational importance occurred. WEATHER: Surface wind: Westerly 10-15 mph. Lighter after dusk. Weather: fair to cloudy. Cloud: Small amounts of low cloud. Much medium and high cloud. Visibility: Falling to 1000 yards at dawn but mainly 6 miles. Air firing practice carried out at Weybourne.	
	3/8.	21.00.	Nine aircraft carried out operations in accordance with No. 3 Group Operations order form B.228 dated 3/8/40 (See appendix C.12 and relevant form 541).	C.12.
		22.00	One aircraft returned - engine u/s.	
		04.00.	All other aircraft returned safely. WEATHER: Surface wind: N.E. to E. 5-10 mph. Weather: cloudy becoming fine. Cloud: 10/10 at 500 ft. early lifting and breaking and finally dispersing but becoming 10/10 at 500 feet at midnight. Visibility: mainly good but deteriorating at end of day.	
	4/8.		Nothing of operational importance occurred. WEATHER. Surface wind: calm or light and variable. Weather: cloudy becoming fine. Cloud: 10/10 below 500 feet dispersing by 1000 BST. Becoming 3/10-7/10 at 3000-4000 feet at noon. Dispersing at dusk. Visibility: Poor early. Becoming moderate.	

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Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON	5/8		Air firing practice carried out at WEYBOURNE. Nothing of operational importance occurred. WEATHER: Light variable mainly Westerly. Cloud: small amounts increasing to 9/10 at 5000 feet at 0600 BST. dispersing in forenoon. 4-8/10 at 2500-3000 feet during afternoon/dispersing after sunset. Weather: cloudy with fine periods. Visibikity: moderate to poor.	
	6/8	2105	Nine aircraft carried out operations in accordance with No. 3 Group Operations order form B. x dated 6/8/40 (See appendix C and relevant form 541)	C. x NOT AVAILABLE
		0235	All aircraft returned safely. WEATHER: Surface wind: light NW'ly, becoming NE'ly in afternoon. Weather: fai r. Cloud: 6/10-9/10 at 3000-4000 ft. except for temporary clearance in morning. Visibility: 4000 yards at first, but soon improving to 6 miles.	
	7/8		Nothing of operational importance occurred. WEATHER: Surface wind: westerly, 5-10 mph. Weather: cloudy. Cloud: 8½10 at 4000' in morning and 3/10-6/10 at 4000'-6000' remainder of day. Much medium and high cloud. Visbility: 4-6 miles during morning and afternoon, 4000 yards after sunset.	
	8/8		Air to Ground firing practice carried out at BERNERS HEATH. Nothing of operational importance occurred. PERSONNEL: F/O. P.R.CROMPTON posted to the Squadron from 15 O.T.U., Harwell. WEATHER: Surface wind: Westerly 10-15 mph. becoming light after dusk. Weather: cloudy. Cloud: 6/10-9/10 at 4000 feet becoming 2500 feet in forenoon with variable amounts at that height for remainder of day. Visibility: 6-12 miles becoming 2-4 miles latein day.	F 8 -

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cloudy. Cloud: 6/10-9/10 at 4000 feet becoming 2500 feet in forenoon with variable amounts at that height for remainder of day. Visibility: 6-12 miles becoming 2-4 miles latein day.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON.	9/8	2045	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B. 234 dated 9/8/40 (See appendix C 12a and relevant form 541)	C.12a
		0305.	All aircraft returned safely. WEATHER: Surface wind: SW-W 10-15 mph. Gusty. Weather: cloudy in morning becoming fine later. Cloud: 6-9/10 at 5000 feet early becoming 7/10-10/10 at 2500-3000 feet. in forenoon. Dispersing during afternoon but becoming 8/10 at 2500 ft. after dusk. Visibility: 6 miles.	
	10/8		Nothing of operational importance occurred. WEATHER: Surface wind: S.W'ly becoming W'ly 15-25 mph. Gusty. Weather: fair early but cloudywith occasional showers after 0700 GMT. Fair after sunset. Cloud: Small amounts early becoming 6/10-9/10 at 1500-2000 ft. falling to 1000 ft. in precipitation. Cloud dispersing after sunset. Visibility: good.	
	11/8.		Air firing and bombing practice carried out at BERNERS HEATH. Air to air firing practice carried out at KEYBOURNE. Nothing of operational importance occurred. WEATHER: Surface wind: mainly westerly 15-20 mph. Weather: cloudy during morning but becoming fair to fine later. Cloud: increasing amounts at 2500-3000 feet. 10/10 at 0900 GMT. then gradually dispersing and lifting. Visibility: good.	
	12/8.	2050	Ten aircraft carried out operations in accordance with No. 3 Group operations	

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Place	Date 1940	Time	Summary of Events	References to Appendices
	12/8 (contd)	0315	order form B. 237 dated 12/8/40(See appendix C. 12. and relevant form 541) All aircraft returned safely. WEATHER: Surface wind: W. to N.W. 5-10 mph. becoming Easterly 5 mph. between 2100 and 2300 BST. Weather: Fine in morning, fair in afternoon and clpudy in evening. Cloud: nil at first becoming 5/10-7/10 and later 9/10 at 3000-4000 feet. Visibility: moderate at first becoming good, with slight deterioration towards midnight.	C. 12.
	13/8		Nothing of operational importance occurred. WEATHER: Surface wind: W. to N.W. mainly about 5 mph. Weather: cloudy, apart from clearer period between 0600 and 1100 BST. Cloud: mainly 6/10-10/10 at 3000-4000 ft. but temporary clearance during morning. Base lowering to about 2000 feet towards midnight. Visibility: good during late morning and early afternoon, otherwise mainly 2-6 miles	
	14/8		PERSONNEL: S/Ldr. S.G.PRITCHARD, P/O. D.B.BARNARD and P/O. R.V.DERBYSHIRE posted to the Squadron from No. 11 O.T.U., Bassingbourn. Air Firing practice carried out at WEYBOURNE. Nothing of operational importance occurred. WEATHER: Surface wind: mainly westerly 5-10 mph. Weather: fine at first becoming cloudy with slight rain and drizzle about midday, and a shower in the early afternoon. Cloud: mainly 6/10-10/10 at 2900-3000 feet, with much medium cloud. Visibility: moderate to good.	F.9
	15/8.	2220	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B. 240 dated 15/8/40 (See appendix C14 and relevant form 541).	C.14

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	15/8.	2220	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B. 240 dated 15/8/40 (See appendix C 14 and relevant form 541)	C. 14

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON.	15/8	0405.	All aircraft returned safely. WEATHER: Surface wind: Westerly 5-10 mph. Weather: cloudy with some slight drizzle at first, becoming fine, but cloudy at times from 1800 BST. onwards. Cloud: much cloud at 2000-3000 feet at first, becoming cloudless but medium and high cloud increasing after 1800 BST. Visibility: moderate to good.	
	16/8		PERSONNEL: S/Ldr. J.W.FORDHAM posted from the Squadron to 15 O.T.U., HARWELL. F/O. P.C.LAMBERT posted from the Squadron to RAF. Station, HONINGTON. Nothing of operational importance occurred. WEATHER: Surface wind: W-NW 5-10 mph. decreasing after dusk. Weather: mainly cloudy, but fairer periods in early morning and around dusk. Cloud: no low cloud at first, increasing to 8/10-10/10 at 3000-5000 ft. with some temporary dispersals; much medium cloud. Visibility: 6-12 miles after dispersal of early morning mist; becoming moderate after 1700 BST.	F.9 F.11
	17/8	2040	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B.242 dated 17/8/40 (See appendix C. 15 and relevant form 541)	C 15
		0510	All aircraft returned safely. WEATHER: Surface wind: W. to N.W. 5-10 mph. decreasing towards midnight. Weather: cloudy at first, becoming fine. Cloud: 7/10-10/10 at 2000-4000 feet, lowering to about 1000 feet with fragments below around 0900 BST, then becoming cloudless. Visibility: poor just after sunrise, then moderate and good after midday.	

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Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON	18/8.		Nothing of operational importance occurred. WEATHER: Surface wind: Westerly 5-10 mph. Weather: fair at first, becoming cloudy, with rain between 1700 and 2100 BST. Cloud: little cloud at first, increasing to 5/10-10/10 at 2000-3000 feet, lowering to 700-1000 feet in rain, with much medium cloud. Visibility: moderate to good but deteriorating to 1000-2000 yards at times in rain.	
	19/8.	2045.	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. * dated 19/8/40 (See appendix C and relevant form 541)	C. * NOT AVAILABLE
		0410	All aircraft returned safely. Air firing practice carried out at BERNERS HEATH. WEATHER: Surface wind: N.W'ly 10-15 mph. Weather: cloudy with slight showers of rain in afternoon. Cloud: 3/10-5/10 at 3,000-4,000 ft. in early morning, becoming 9/10 at 2,000 ft. falling to 1500 ft. in showers. Breaking and lifting after sunset. Visibility: mainly 6-12 miles.	
	20/8		Nothing of operational importance occurred. WEATHER: Surfacewind: Westerly increasing to 15-20 mph. Weather: cloudy with rain from 1600-2100 GMT. Cloud: 3/10-7/10 at 4000 ft. becoming 5/10-10/10 at 2000 feet falling below at times in precipitation. Visibility: mainly 6 miles.	
	21/8		PERSONNEL: P/O K G.W.NICHOLSON posted from the Squadron to 11 O.T.U., BASSINGBOURN. Nothing of operational importance occurred. WEATHER: Surface wind: Westerly 15-20 mph. Gusty at times. Weather: cloudy with occasional showers in late afternoon. Cloud: 7/10-10/10 mainly at 2500 feet lifting after sunset to 5,000 ft. Visibility: 6-12 miles.	F.10

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Nothing of operational importance occurred.
WEATHER: Surface wind: Westerly 15-20 mph. Gusty at times. Weather: cloudy with occasional showers in late afternoon. Cloud: 7/10-10/10 mainly at 2500 feet lifting after sunset to 5,000 ft. Visibility: 6-12 miles.

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	22/8		Nothing of operational importance occurred. PERSONNEL: F/O. A.H.COX posted to the Squadron from 11 O.T.U., BASSINGBOURN. WEATHER: Surface wind: mainly N.W'ly 20-25 mph.Gusty. Becoming W-WSW 5&10 mph. at end of period. Weather: cloudy with frequent showers in forenoon. Cloud: 9/10-10/10 at 3000 ft. early falling to 1000 ft. with fragments below in precipitation. Cloud breaking slightly and lifting after sunset. Visibility: 6-12 miles.	F. 10
	23/8		Nothing of operational importance occurred. WEATHER: Surface wind: Between NW. and SW, 5-10 mph. but N'ly, 15 mph. in afternoon. Weather: cloudy with intermittent rain in morning and shower in afternoon. Fine at night. Cloud: mainly 10/10 at 4000 ft. at first lowering to 1000-2000 ft. in precipitation, lifting and dispersing after sunset. Visibility: 4 miles in early morning, improving to 6 miles later.	
	24/8	2040	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B. 249 dated 24/8/40. (See appendix C 16 and relevant form 541)	C. 16
		0245	All aircraft returned safely. PERSONNEL: F/O. C.R.C.HOWLETT posted from the Squadron to RAF. Station, Manby. WEATHER: Surface wind: W-NW, 10-15 mph. Weather: fine, becoming cloudy after midday. Cloud: variable amount, mainly 9/10-10/10 at 3000-5000 ft. Visibility: over 6 miles, but lowering to 4 miles at night.	F. 10

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Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	25/8		Nothing of operational importance occurred. WEATHER: Surface wind: Westerly, about 10 mph. Weather: cloudy. Cloud: mainly 10/10 at 2000-4000 ft. Visibility: over 6 miles but only 4 miles at night.	
	26/8	2050	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. 251 dated 26/8/40 (See appendix C.17 and relevant form 541)	C.17
		0245	All aircraft returned safely. WEATHER: Surface wind: Westerly, 5-10 mph. Weather: cloudy, with some slight rain at first. Cloud: mainly 8/10-10/10 at 3000-5000 feet. Visibility: Moderate to good.	
	27/8		Nothing of operational importance occurred. PERSONNEL: F/O. P.L.B.MORGAN posted to the Squadron from 11 O.T.U., Bassingbourn. WEATHER: Surface wind: moderate W'ly winds in morning, veering NNE in afternoon, becoming calm at night. Weather: cloudy with slight mist at first, rain (intermittent) during late morning and early afternoon, clearing and becoming fine at night. Cloud: mainly 10/10 at 2000-4000 ft. clearing at night. Visibility: moderate at first, becoming good after midday.	F.10.
	28/8.		Nothing of operational importance occurred. WEATHER: Surface wind: calm, becoming S.W'ly 4-8 mph. from 1100 BST. Weather: fair or fine, apart from ground fog at sunrise. Cloud: 3/10-8/10 at 3000-4000 feet dispersing in late morning. 3/10 - 6/10 convection cloud at 2000-3000 feet in afternoon dispersing in evening. Visibility: 2-4 miles in early morning, falling to 500 yards with ground fog at sunrise, then improving to 5-10 miles.	

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with ground fog at sunrise, then improving to 5-10 miles.

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R.A.F. Form 540

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OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON.	29/8	2000	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B. 254 dated 29/8/40 (See appendix C 18 and relevant form 541)	C.18
		0400	0400 All aircraft returned safely. WEATHER: Surface wind: moderate SW'ly winds becoming W'ly during morning and NW-N'ly after midday. Weather: fair to cloudy; rain and drizzle in early morning and slight mist at night. Cloud: mainly 10/10 at 2000-3000 ft. but falling to 700 ft. in rain; breaking to less than 3/10 at night. Visibility: 1-4 miles at first, improving to over 12 miles in afternoon, but falling to 4 miles again at night	
	30/8		Nothing of operational importance occurred. WEATHER: Surface wind: N.W'ly 5-10 mph. becoming light variable. Weather: fair to to fine. Cloud: 3/10-7/10 at 3000 feet dispersing in afternoon. Some high cloud. Visibility: falling to 1000 yards at sunrise otherwise 6 miles.	
	31/8		Air firing practice carried out at BERNERSHEATH. Nothing of operational importance occurred. WEATHER: Surface wind: mainly westerly 5-10 mph. becoming 15 mph. towards midnight. Weather: fine. Cloud: No low cloud apart from small amounts in early morning. Some high cloud. Visibility: moderate to good except for early morning mist.	

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Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2100 hrs. 3 / 8 / 40 to 0435 hrs. 4 / 8 / 40 By NO. 9 SQUADRON. No. of pages used for day .....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L.7786.	P/O. McDIARMID and crew.		2110	2200	Returned to base - engine u/s.	
R.3296.	S/L. FORDHAM and crew.		2115.	0400.	Operations were carried out as ordered.	
R.3286.	F/L. OLSSON and crew.		2110.	0030.	"	
T.2505.	P/O. HOEY and crew.		2200.	0345.	"	
R.3220.	P/O. NICHOLSON and crew.		2150.	0205.	"	
P.9278.	SGT. KITSON and crew.		2145.	0130.	"	
L.7796.	SGT. LAWSON and crew.		2200	0435.	"	
T.2458.	SGT. BROOKS and crew.		2210	0400.	"	
L. 7799.	P/O. WALSH and crew.		2205.	0345.	"	
R.3216.	SGT. PURDY and crew.		2100.	0300	"	
	Crews as per appendix G.1					
From 2105 hrs. 6/8/40 to 0325 hrs. 7/8/4 0.						
Wellington						
R.3286.	P/O. McDIARMID and crew.		2145.	0235.	Operations were carried out as ordered.	
L.7785.	P/O. HILLIER and crew.		2135.	0230.		
T.2505.	P/O. HOEY and crew.		2135.	0325.		
R.3282.	S/L. HINKS and crew.		2105.	0205.		
R.3204.	P/O. MAUDE-ROXBY and crew.		2105.	0150.		
L.7799.	P/O. WALSH and crew.		2125.	0210.		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.		Details of Sortie or Flight.	References.
Wellington							
L.7796.	SGT. LAWSON and crew.		2115.	0115.	Operations	were carried out as ordered.	
R.3216.	SGT. PURDY and crew.		2110.	0140.			
T.2462.	SGT. BROOKS and crew.		2125.	0220.			
	Crews as per appendix G.1						
From 2045 hrs. 9/8/40 to 0305 hrs. 10/8/40.							
Wellington							
R.3296.	S/L. FORDHAM and crew.		2100.	0225.	Operations	were carried out as ordered.	
R.3286.	F/L OLSSON and crew.		2110.	0305.			
T.2505.	P/O. HOEY and crew.		2115.	0225.			
L.7778.	P/O. BERRY and crew.		2120.	0015.			
R.3282.	S/L. HINKS and crew.		2045.	0200.			
R.3220.	P/O. NICHOLSON and crew.		2050.	0055.			
L.7799.	P/O. WALSH and crew.		2100.	0110.			
P.9278.	SGT. KITSON and crew.		2130.	0055.			
T.2462.	SGT. BROOKS and crew.		2140.	0220.			
	Crews as per appendix G.1						
From 2050 hrs. 12/8/40 to 0245 hrs. 13/8/40.							
T.2505.	P/O. McDIARMID and crew.		2105.	0200.	Operations	were carried out as ordered.	
L.7785.	P/O. HILLIER and crew.		2120.	0150.			
R.3286.	F/L. OLSSON and crew.		2110.	0245.			
L.7778.	P/O. BERRY and crew.		2120.	0155.			
R.3282.	S/L. HINKS and crew.		2050.	0250.			
T.2458.	SGT. BROOKS and crew.		2050.	0315.			

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T.2458.	SGT. BROOKS and crew. Contd.....	2050.	0315.	

Wt. 44795/4824. 200M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2050 hrs. 12 / 8 / 40 contd. to 0245 hrs. 13 / 8 / 40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R.3204.	P/O. MAUDE-ROXBY and crew.		2100.	0230.	Operations were carried out as ordered.	
P 9278.	SGT. PURDY and crew.		2055.	0150.		
T.2468.	SGT. COOLING and crew.		2105.	0145.		
L.7796.	SGT. LAWSON and crew.		2050.	0245.		
	Crews as per appendix G. 8					
From 2220 hrs. 15/8/40 to 0405 hrs. 16/8/40.						
Wellington						
R.3286.	F/L. OLSSON and crew.		2230	0300	Operations were carried out as ordered.	
L.7786.	P/O. McDIARMID and crew.		2255.	0330.		
L.7785.	P/O. HILLIER and crew.		2250.	0250.		
R.3296.	P/O. BERRY and crew.		2250.	0320.		
T.2505.	P/O. HOEY and crew.		2240.	0405.		
R.3282.	S/L. HINKS and crew.		2220.	0325.		
L.7796.	SGT. LAWSON and crew.		2220.	0330.		
R.3220.	P/O. NICHOLSON and crew.		2225.	0210.		
T.2464.	P/O. MAUDE-ROXBY and crew.		2235 .	0235.		
T.2468.	SGT. COOLING and crew.		2235.	0240.		
	Crews as per appendix G.9					
From 2040 hrs. 17/8/40 to 0415 hrs. 18/8/40.						

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T.2464.	SGT. PURDY and crew.	2050.	0255.	
R.3286.	P/O. CANTON and crew.	2110.	0130.	

Crews as per appendix G.8.

W.a. 44/25/4814. 200M. 2/40. H.G.S. 51—9050

Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2040 hrs. 24 / 8 / 40 to 0245 hrs. 25 / 8 / 40 By NO. 9 SQUADRON No. of pages used for day .....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
T.2505.	S/L. PRITCHARD and crew.		2045	0200	Operations were carried out as ordered.	
L.7786.	P/O. McDIARMID and crew.		2040.	0115		
N.2942.	F/L OLSSON and crew.		2040.	0135.		
L.7785.	P/O. BERRY and crew.		2040.	0105.		
L.7788.	P/O. HARMAN and crew.		2045.	0245.		
R.3282.	S/L. HINKS and crew.		2045.	0220.		
T.2579.	P/O. MAUDE-ROXBY and crew.		2045.	0100.		
T.2464.	P/O. WALSH and crew.		2045.	0205.		
T.2468.	SGT. COOLING and crew.		2055.	0140.		
R.3220.	P/O. CANTON and crew.		2050.	0010.		
	Crews as per appendix G.9					
From 2110 hrs. 26/8/40 to 0245 hrs. 27/8/40.						
Wellington						
R.3296.	S/L. PRITCHARD and crew.		2115.	0230.	Operations were carried out as ordered.	
L.7786.	P/O. McDIARMID and crew.		2110.	0225.		
L.7785.	P/O. BERRY and crew.		2140.	0245.		
L.7788.	P/O. HARMAN and crew.		2050.	0215.		
R.3286.	F/O. FOX and crew.		2110.	0230.		
N.2942.	P/O. CANTON and crew.		2200.	0210.		
T.2579.	P/O. MAUDE-ROXBY and crew.		2120.	0210.		

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
26/27/8/40 - contd.						
Wellington						
T.2464.	SGT. PURDY and crew.		2125.	0210.	Operations were carried out as ordered.	
P.9278.	P/O. WALSH and crew.		2230.	0330.		
T.2462.	P/O. MILLER and crew.		2115.	0135.		
T.2468.	F/O. COX and crew.		2110.	0045.		
	Crews as per appendix G.9					
From 2000 hrs. 29/8/40 to 0400 hrs. 30/8/40.						
Wellington						
R.3296.	P/O. McDIARMID and crew.		2050.	0310.	Operations were carried out as ordered.	
N.2942.	F/L. OLSSON and crew.		2015.	0400.		
T.2505.	P/O. HOEY and crew.		2030.	0335.		
L.7785.	P/O. BERRY and crew.		2045.	0325.		
L.7788.	P/O. HARMAN and crew.		2015.	0400.		
R.3286.	F/O. FOX and crew.		2030.	0230.		
R.3282.	S/L. HINKS and crew.		2000.	0230.		
T.2462.	P/O. MILLER and crew.		2000.	0250.		
T.2468.	SGT. COOLING and crew.		2050.	0300.		
T.2469	F/O. COX and crew		2040.	2140.		
	Crews as per appendix G.9					

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Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day.....

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	1/9.	1955.	Ten aircraft carried out operations in accordance with No. 3 Group Operations order form B. 257 dated 1/9/40 (See appendix C 19. and relevant form 541)	C.19.
		0620.	All aircraft returned safely.	
			WEATHER: Surface wind: mainly Westerly 10 m.p.h. Lighter after sunset. Weather: fair to cloudy. Cloud: 3/10-8/10 at 5000 feet dispersing in late forenoon. Much medium cloud. Visibility: mainly 6 miles. Falling to 4 miles at dawn and dusk.	
	2/9		PERSONNEL: P/O. J.L.MAUDE-ROXBY posted to R.A.F. Bassingbourn.	F.11.
			Nothing of operational importance occurred.	
			WEATHER: Surface wind: Westerly 10-15 m.p.h. Lighter after dusk. Weather: fair to cloudy. Cloud: small amounts of low cloud. Much medium and high cloud. Visibility: falling to 1000 yards at dawn but mainly 6 miles.	
	3/9		Nothing of operational importance occurred.	
			WEATHER: Surface wind: light Westerly, becoming Easterly towards evening. Weather: fine. Cloud: mainly cloudless at first, then 3/10-6/10 at about 5000 ft. in late afternoon, and increasing amounts of medium cloud. Visibility: 2000-4000 yards at first, gradually improving to 6-12 miles, then falling to 4-6 miles in late evening.	
	4/9	1950	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B. 260 dated 4/9/40 (See appendix C 20 and relevant form 541)	C.20.
		0415	All aircraft returned safely.	
			WEATHER: Surface wind: light Southerly becoming S.S.W. 15 m.p.h. for short	

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Place	Date	Time	Summary of Events	References to Appendices
	4/9 (contd)		period in afternoon. Weather: fine. Cloud: small amounts at 3000-5000 feet during afternoon. Visibility: mainly 6 miles but falling to 1000 yards at dawn.	
	5/9		Nothing of operational importance occurred. WEATHER: Surface wind: light Westerly veering North after dusk. Weather: fine. Cloud: small amounts of Cu. at 4000 feet during afternoon. Visibility: 6-12 miles, but becoming 2000-4000 yards after sunset.	
	6/9.		Bombing practice carried out at BERNERS HEATH. Nothing of operational importance occurred. WEATHER: Surface wind: Northerly becoming Westerly 5-10 m.p.h. Weather: fine to fair. Cloud: small amounts of cloud at 3000-4000 feet. Visibility: mainly 6 miles but 4000 yards at dawn.	
	7/9	1955	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B. 263 dated 7/9/40 (See appendix C 21 and relevant form 541)	C 21
		0330	All aircraft returned safely. WEATHER: Surface wind: Southwesterly to West increasing to 15 m.p.h. Weather: fine becoming fair. Cloud: variable amounts at 3000-4000 ft. in early evening. Visibility: 2-4 miles becoming 6-12 miles.	
	8/9.		Nothing of operational importance occurred. WEATHER: Surface wind: moderate Westerly winds veering Northerly during evening and becoming light. Weather: cloudy with slight rain about 0600 hrs. G.M.T. Fine with slight mist at night. Cloud: 7/10-10/10 at about 3000 ft. but lowering to 1200 ft. in rain. Clearing at night. Visibility: good during daylight hours, slight mist early and at night.	

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Reference:- AIR 27 / 125

1200 ft. in rain. Clearing at night. Visibility: good during daylight hours, slight mist early and at night.

21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2549, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON.	9/9.		Nothing of operational importance occurred. WEATHER: Surface wind: NW-N 5-10 m.p.h. becoming calm at sunset and then S.'ly 5 m.p.h. Weather: fair to cloudy with occasional showers. Fine during evening. Cloud: small amounts at 4000 feet, at first increasing to 7/10-9/10 and lowering to 2000-3000 ft. Dispersing during the evening. Visibility: 4-5 miles at first improving to 6-12 miles deteriorating slightly after sunset.	
	10/9		PERSONNEL: F/O. T.G.KIRBY-GREEN posted to No. 311 Squadron. P/O. G.P.W.AUSTIN, P/O. H.R.BELL and P/O. R.C.SMITHEAD posted from No. 11 O.T.U. Nothing of operational importance occurred. WEATHER: Surface wind: S.W'ly 10-15 m.p.h. veering N.W'ly. Weather: cloudy with slight rain at 0600 BST. and at 1600 BST. Becoming fair to fine after sunset. Cloud: 7/10-8/10 at 5000-4000 ft. falling to 1000 ft. at times. Mainly 2500 feet. after noon and 4/10 at 3000 feet after sunset. Visibility: mainly 4-6 miles.	F.12 F.12
	11/9.		PERSONNEL: F/O. D.LAWRENCE posted from R.A.F. Station, Honington. P/O. H.B.BELL posted to 99 Sqdn. Newmarket. WEATHER: Surface wind: N.W'ly 10-15 m.p.h. becoming light variable. Weather: fair or fine with slight showers around sunrise. Cloud: variable amounts at 2000-4000 ft. dispersing in late afternoon. Visibility: 2-4 miles improving to 8-12 miles.	F.14 F.14
	12/9	1935	Eleven aircraft carried out operations in accordance with No. 5 Group operations order form B. 268 dated 12/9/40. (See appendix C.22 and relevant form 541.)	C.22
		0045.	All aircraft returned safely.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
	1940.			
HONINGTON	12/9 (contd)		WEATHER: Surface wind: S.W'ly becoming 10-15 m.p.h., gusty at times. Weather: fair becoming cloudy with rain in late afternoon. Cloud: small amounts of low cloud at first becoming 9/10 at 1200 feet in rain and lifting to 5000 feet at end of period. Visibility: 4000 yards becoming 4-6 miles.	
	13/9		Nothing of operational importance occurred. WEATHER: Surface wind: S.W'ly 10-20 m.p.h. becoming W.N.W. 15-20 m.p.h. during evening. Weather: cloudy, with intermittent rain between 0300 and 1000 BST. and showers in early afternoon. Cloud: mainly 4/10-8/10 at 2000-3000 ft. with fragments below 1000 ft. at times. Visibility: 4-6 miles at first, soon improving to 6-12 miles.	
	14/9		PERSONNEL: P/O. W.C.HOLY posted to No. 214 Squadron WEATHER: Surface wind: W'ly 10-20 m.p.h. decreasing to 5 m.p.h. during evening. Weather: fair to fine. Cloud: mainly 4/10-7/10 at 2000-3000ft; some medium cloud. Visibility: good.	P.12
	15/9	1945	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. 271 dated 15/9/40 (See appendix C 23 and relevant form 541)	C 23
		0210	All aircraft returned safely. WEATHER: Surface wind: E'ly 10-20 m.p.h. Weather: fair, with slight shower in evening. Cloud: mainly 3/10-7/10 at 2000-3000 ft. dispersing in evening. Small amounts of medium and high cloud. Visibility: good.	
	16/9		Nothing of operational importance occurred. WEATHER: Surface wind: light S.W'ly inceasing to 10-15 m.p.h. Weather: cloudy with slight during morning and afternoon and again towards midnight. Cloud: 3/10-8/10 at 5000 ft., becoming 9/10-10/10 at 1000-2000 ft. and falling at times to 400 ft. in rain. Visibility: 4-6 miles, but 2-4 miles in rain.	

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slight during morning and afternoon and again towards midnight. Cloud: 3/10-8/10 at 5000 ft., becoming 8/10-10/10 at 1000-2000 ft. and falling at times to 400 ft. in rain. Visibility: 4-6 miles, but 2-4 miles in rain.

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. III., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) No. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	17/9	1925	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B. 873 dated 17/9/40 (See appendix C.24 and relevant form 541).	C.24
		0315	All aircraft returned safely.	
			PERSONNEL: P/O. H.G.[illegible]RSHALL posted to 15 O.T.U. Harwell.	F.13
			WEATHER: Surface wind: strong S.S.W.-S.W. winds, gusting at times to 40 m.p.h. Weather: intermittent rain from 0900 to 1100 BST. becoming fine later. Cloud: 8/10-10/10 at 2000-5000 ft. at first, falling to 600 ft. in rain, becoming 8/10-7/10 at 3000 ft. later. Visibility: 4-6 miles at first, improving to 12 miles before midday.	
	18/9		PERSONNEL: P/O. L.A.VAUGHAN posted to [illegible] Bassingbourn.	F.14
			Nothing of operational importance occurred.	
			WEATHER: Surface wind: S'ly 10-20 m.p.h. becoming S. 'ly 10-15 m.p.h. Weather: slight drizzle at 0230 BST., otherwise fair. Cloud: mainly 3/10-8/10 at 2000-3000 ft. lifting and clearing later. Some medium and high cloud. Visibility: good.	
	19/9.		PERSONNEL: P/O. A.J.WALSHAM posted to 214 Squadron.	F.14
			WEATHER: Surface wind: S.S.W.-S.W. moderate, gusting at times to 20 m.p.h. Weather: fair in morning. Heavy rain at 1400 BST. followed by intermittent rain, becoming fair in evening. Clodd: mainly 4/10-8/10 at 2000-3000 ft. but patches below 1000 ft. in rain. Visibility: 4-6 miles in early morning and evening, but 12 miles during day.	
	20/9		PERSONNEL: P/O. B.DEAVES posted from R.A.F. Bassingbourn.	F.14.
			WEATHER: Surface wind: S.W. to W.S.W. 10-15 m.p.h. reaching 20 m.p.h. towards	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	20/9 (contd)		midday and becoming light, variable at dusk. Weather: fair. Cloud: small amounts at 3000 feet. Much medium and high cloud. Visibility: mainly 6-12 miles.	
	21/9	1930	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B. 278 dated 21/9/40 (See appendix C.25 and relevant form 541)	C.25
		2310	All aircraft returned safely. WEATHER: Surface wind: S.S.W'ly or variable less than 5 m.p.h. Weather: fair with mist at sunrise. Cloud: small amounts at 3000 feet during morning, becoming 9/10 at 2500 feet during afternoon and dispersing towards dusk. Visibility: falling to 1000 yards at sunrise but becoming 4-6 miles. Falling again to 4000 yards at dusk.	
	22/9.		Nothing of operational importance occurred. WEATHER: Surface wind: calm at first. Moderate S.W'ly during morning and afternoon. Fresh S.W'ly at night. Weather: fog dispersing after dawn, cloudy during morning, rain during afternoon and evening. Fine at night. Cloud: small amounts at 2000-3000 ft. lowering to 500 ft. in rain and increasing to 10/10; clearing at night. Visibility: 200-500 yds. improving to 6-12 miles after dawn, but falling to 2 miles in rain.	
	23/9	2025.	Thirteen aircraft carried out operations in accordance with No. 3 Group operations order form B.280 dated 23/9/40 (See appendix C.26 and relevant form 541)	C.26
		0535	All aircraft returned safely. WEATHER: Surface wind: S.E. to E. becoming 15-20 m.p.h. at midday but less than 5 m.p.h. after sunset. Weather: fair. Cloud: little or no low cloud during morning increasing to 5/10-8/10 at 2500 ft. dispersing in late afternoon. Visibility: good.	

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21793 Wt.38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
	~~1940~~			
HONINGTON	~~24/9~~		Nothing of operational importance occurred. WEATHER: Surface wind: light N'ly. Weather: fair. Cloud: small amounts of low cloud at 3000 feet but mich medium and hicl cloud. Visibility: 1000 yards at dawn but increasing to 6 miles.	
	25/9	0210	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. 283 dated 25/9/40 (See appendix C 21 and relevant form 541)	C.21
		0550	All aircraft returned safely. WEATHER: Surface wind: N.N'ly at first veering N'ly at midday but backing to W'ly later. 10 m.p.h. Weather: fair to cloudy with light rain in early morning. Cloud: 7/10-9/10 at 2000-3000 feet dispersing towards evening. Fragments at 800-1000 ft. early. Visibility: mainly 8-12 miles but 2000 yards at dawn.	
	26/9		Nothing of operational importance occurred. WEATHER: Surface wind: light N'ly veering N'ly. Becoming calm after sunset. Cloud: 10/10 at 3000-5000 feet. Weather: Cloudy. Visibility: 2000 yards during morning increasing to 4 miles.	
	27/9.		PERSONNEL: P/O. I.R.McDIARMID posted to H.Q. No. 3 Group.	F.15.
			P/O. P.A.M.THOMAS posted from No. 99 Squadron.	F.15.
			WEATHER: Surface wind: mainly N'ly increasing to 15-20 m.p.h. Weather: cloudy. Cloud: little low cloud at furst becoming 8/10-10/10 at 3000-4000 feet during afternoon. Much medium and high cloud. Visibility: 2000 yards increasing to 4-8 miles during morning.	

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Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	28/9	1930	Eleven aircraft took off for operations in accordance with No. Group operations order form B. 286 dated 28/9/40. (See appendix C 28 and relevant form 541)	C. 28
		0455	Ten aircraft returned safely. Wellington T. 2505 (SGT. O'IV R and crew) failed to return.	
			WEATHER: Surface wind: N'ly at first veering to North 15-20 m.p.h. Weather: fair becoming cloudy, with occasional showers during afternoon. Cloud: 3/10-7/10 at 4000 ft. at first, becoming 5/10-9/10 at 2000 feet later rising to 4000 ft. Visibility: 6-12 miles.	
	29/9		Nothing of operational importance occurred.	
			WEATHER: Surface wind: light to moderate 'ly winds, freshening about midday. Weather: fair or cloudy, showers during morning and afternoon. Cloud: mainly 7/10-9/10 at about 2000 feet, but lowering to 600-1000 ft. in showers, lifting to 3000-4000 ft. at night and decreasing. Visibility: 6-12 miles but falling to 4 miles in showers.	
	30/9		Nothing of operational importance occurred.	
			WEATHER: Surface wind: North to N.W., light becoming 5-10 m.p.h. Weather: fair to cloudy with fog patches at dawn. Cloud: variable amounts at 2000-3000 ft. increasing to 9/10 at midday. Visibility: 4-6 miles in early morning and late evening but 6-12 miles during day.	

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Reference:- AIR 27 / 125

Wt. 44786/4314. 100M. 1/40. H.G.S. 51—5059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1950hrs. 1/9/40 to 0620hrs. 2/9/40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R. 3296.	S/L. PRITCHARD and crew.		2010	0530.	Operations were carried out as ordered.	
L. 7785.	P/O. HARMAN and crew.		2010	0420.	" " " " " "	
T. 2505.	P/O. HOEY and crew.		2025	0010	" " " " " "	
L. 7778.	P/O. BERRY and crew.		2020	0620	" " " " " "	
N. 2942.	F/O. FOX and crew.		2027	0417	" " " " " "	
T. 2462.	F/O. MILLER and crew.		1955	0345.	" " " " " "	
T. 2464.	SGT. PURDY and crew.		2000	0245.	" " " " " "	
R. 3220.	SGT. COOLING and crew.		2006.	0256.	" " " " " "	
R. 3282.	F/O. MORGAN and crew.		2003.	0158.	" " " " " "	
T. 2472.	F/O. COX and crew.		2012.	0117	" " " " " "	
	Crews as per appendix G. 10					
From 1950 hrs. 4/9/40 to 0415 hrs. 5/9/40.						
Wellington						
N. 2942.	F/L. OLSSON and crew.		2015.	0235.	Operations were carried out as ordered.	
L. 7778.	P/O. McDIARMID and crew.		2005.	0230.	" " " " " "	
T. 2505.	P/O. HOEY and crew.		2010.	0225.	" " " " " "	
L. 7785.	F/O. FOX and crew.		2015.	0345.	" " " " " "	
T. 2473.	P/O. HARMAN and crew.		2045.	0415.	" " " " " "	
R. 3282.	S/L. HINKS and crew.		1950.	0330.	" " " " " "	
T. 2579.	F/O. COX and crew.		2010.	0340.	" " " " " "	
L. 7799.	P/O. WALSH and crew.		2000.	0240.	" " " " " "	
T. 2462.						

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
T. 2462.	F/O. MILLER and crew.		1955.	0225.	Operations were carried out as ordered.	
T. 2468.	SGT. COOLING and crew.		2015.	0220.	" " " " " "	
	CREWS AS PER APPENDIX G 10.					
From 1950 hrs. 7/9/40 to 0330 hrs. 8/9/40.						
Wellington						
T. 2473.	S/L. PRITCHARD and crew.		2000	0330.	Operations were carried out as ordered.	
T. 2505.	P/O. HARMAN and crew.		2010.	0315.	" " " " " "	
N. 2942.	F/L. OLSSON and crew.		2025.	0155.	" " " " " "	
L. 7788.	F/O. FOX and crew.		2030.	0200.	" " " " " "	
P. 9278.	P/O. McDIARMID and crew.		2010.	0245.	" " " " " "	
T. 2472.	F/O. CROMPTON and crew.		1950.	2215.	" " " " " "	
T. 2462.	F/O. MILLAR and crew.		1955.	0155.	" " " " " "	
T. 2473.	S/L. PRITCHARD and crew.		1955.	0330.	" " " " " "	
R. 3220.	P/O. CANTON and crew.		2000.	0210.	" " " " " "	
L. 7799.	P/O. WALSH and crew.		2005.	0110.	" " " " " "	
T. 2579.	F/O. COX and crew.		2010.	0115.	" " " " " "	
P. 9278.	P/O. McDIARMID and crew.		2020.	0240.	" " " " " "	
	CREWS AS PER APPENDIX G.10.					
From 1925 hrs. 12/9/40 to 0120 hrs. 13/9/40.						
Wellington						
T. 2578.	F/L. OLSSON and crew.		2000.	2300.	Operations were carried out as ordered.	
T. 2505.	P/O. HOEY and crew.		1945.	0045.	" " " " " "	
T. 2564.	P/O. McDIARMID andcrew.		2005.	0105.	" " " " " "	
T. 2744.	P/O. HARMAN and crew.		2000.	0030.	" " " " " "	
R. 3286.	P/O. BERRY and crew.		2015.	2345.	" " " " " "	
P. 9278.	S/L. HINES and crew.		1925.	0055.	" " " " " "	
T. 2472.	F/O. COX and crew.		1940.	2355.	" " " " " "	
L. 7799.	P/O. WALSH and crew.		1935.	00 5.	" " " " " "	
T. 2473.	F/O. FOX and crew.		2020.	0120.	" " " " " "	
R. 3220.	P/O. CANTON and crew.		1955.	0050.	" " " " " "	
T. 2579.	F/O. CROMPTON and crew.		2010.	0 0.	" " " " " "	
	CREWS AS PER APPENDIX G.10.					

Wt. 44785/483/4. 100M. 1/40. H.G.S. 51—6059

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P. 9278.	S/L. HINES and crew.		1925.	0055.	"	"	"	"	"	"	
T. 2472.	F/O. COX and crew.		1940.	2355.	"	"	"	"	"	"	
L. 7799.	P/O. WALSH and crew.		1935.	00 5.	"	"	"	"	"	"	
T. 2473.	F/O. Fox and crew.		2000.	0130.	"	"	"	"	"	"	
R. 3220.	P/O. CANTON and crew.		1955.	0050.	"	"	"	"	"	"	
T. 2579.	F/O. CROMPTON and crew.		2010.	0350.	"	"	"	"	"	"	

Wt. 44786/4514. 100M. 1/40. H.G.S. 51—6059

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1945 hrs 15/9/40 to 0210 hrs. 16/9/40 By NO. 9 SQUADRON. No. of pages used for day

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R. 3286.	P/O. BERRY and crew.		1951.	2325.	Operations were carried out as ordered.	
L. 7852.	S/L. PRITCHARD and crew.		2245.	0210.	" " " " " "	
N. 2745.	SGT. HARRISSON and crew.		2300.	0150.	" " " " " "	
P. 9273.	F/O. MORGAN and crew.		?	?	" " " " " "	
T. 2578.	F/L. OLSSON and crew.		2305.	0130.	" " " " " "	
T. 2434.	SGT. PURDY and crew.		1945.	2315.	" " " " " "	
T. 2473.	P/O. BARNARD and crew.		2305.	0205.	" " " " " "	
T. 2579.	F/O. CROMPTON and crew.		2300.	0100.	" " " " " "	
R. 3282	F/O. FOX and crew.		2300.	0110.	" " " " " "	
T. 2462.	F/O. MILLER and crew.		2300.	0150.	" " " " " "	
P. 9278.	F/O. MORGAN and crew.		2310.	0200.	" " " " " "	

CREWS AS PER APPENDIX G.11

From 1930 hrs. 17/9/40 to 0315 hrs. 18/9/40.

Wellington					
T. 2564.	P/O. McDIARMID and crew.	0020.	0310.	Operations were carried out as ordered.	
R. 3286.	P/O. BERRY and crew.	0020.	0300.	" " " " " "	
T. 2578.	F/L. OLSSON and crew.	1930.	0215.	" " " " " "	
R. 3230.	F/O. MORGAN and crew.	1945.	2125.	" " " " " "	
N. 2745.	SGT. HARRISSON and crew.	1940.	0045	" " " " " "	
T. 2468.	SGT. COOLING and crew.	1925.	2010.	" " " " " "	
T. 2462.	F/O. MILLER and crew.	1930.	0100.	" " " " " "	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
T. 2473.	P/O. BERNARD and crew.		1935	0110.	Operations were carried out as ordered.	
P. 9278.	S/L. HINKS and crew.		0005.	0250.	" " " " " "	
T. 2472.	F/O. COX and crew.		0015.	0390.	" " " " " "	
T. 2579.	P/O. CANTON and crew.		0010.	0515.	" " " " " "	
L. 7799.	SGT. PURDY and crew.		0010.	0230.	" " " " " "	
		CREWS AS PER APPENDIX G.II				
From 1930 hrs. 21/9/40 to 2310 hrs. 22/9/40.						
Wellington						
T. 2578.	S/L. PRITCHARD and crew.		1930.	2230.	Operations were carried out as ordered.	
R. 3286.	P/O. HARMAN and crew.		1930.	2230.	" " " " " "	
T. 2505.	SGT. OLIVER and crew.		1945.	2215.	" " " " " "	
T. 2564.	SGT. HARRISSON and crew.		2035.	2310.	" " " " " "	
R. 3282.	F/L. FOX and crew.		1940.	2230.	" " " " " "	
T. 2579.	F/O. CROMPTON and crew.		1935.	2305.	" " " " " "	
T. 2462.	F/O. HARBARD and crew.		1935.	2310.	" " " " " "	
R. 3220.	P/O. CANTON and crew.		1945.	2150.	" " " " " "	
T. 2464.	SGT. PURDY and crew.		1940.	2215.	" " " " " "	
		Crews as per appendix G. II				
From 2025 hrs. 23/9/40 to 0530 hrs. 24/9/40.						
Wellington						
R. 3286.	P/O. BEAVES and crew.		2055.	0130.	Operations were carried out as ordered.	
L. 7867.	F/O. MORGAN and crew.		2130.	0300.	" " " " " "	
L. 7852.	S/L. PRITCHARD and crew.		2159.	0452.	" " " " " "	
L. 7799.	F/L. OLSSON and crew.		?	?	" " " " " "	
T. 2564.	P/O. McDIARMID and crew.		2225.	0525.	" " " " " "	
T. 2505.	SGT. OLIVER and crew.		2050.	0140.	" " " " " "	
P. 9278.	S/L. HINKS and crew.		2135.	0450.	" " " " " "	

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T. 2505.	SGT. OLIVER and crew.		2050.	0140.	"	"	"	"	"	"	
P. 9278.	S/L. HINKS and crew.		2135.	0450.	"	"	"	"	"	"	

Wt. 44786/4514. 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2025 hrs. 23 / 9 / 40 to 0530 hrs. 24 / 9 / 40 (contd) By NO: 9 SQUADR N. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
WELLINGTON						
R. 3282.	F/L. FOX and crew.		2145.	0515.	Operations were carried out as ordered.	
T. 2464.	P/O. BERRY and crew.		2135.	0415.	" " " " " "	
R. 3220.	P/O. CANTON and crew.		2150.	0430.	" " " " " "	
T. 2473.	P/O. BARNARD and crew.		2210.	0535.	" " " " " "	
T. 2472.	F/O. COX and crew.		2215.	0550.	" " " " " "	
T. 2579.	F/O. CROMPTON and crew.		2025.	0130	" " " " " "	
	Crews as per appendix G.II.					
From 0210 hrs. 25/9/40 to 0550 hrs. 26/9/40.						
Wellington						
L. 7867.	S/L. PRITCHARD and crew.		0300.	0545.	Operations were carried out as ordered.	
T. 2564.	P/O. WHITEHEAD and crew.		0245.	0520.	" " " " " "	
R. 3286.	P/O. DEAVES and crew.		0255.	0540.	" " " " " "	
T. 2578.	F/L. OLSSON and crew.		0235	0500.	" " " " " "	
P. 9278.	S/L. HINKS and crew.		0225.	0535.	" " " " " "	
T. 2462.	F/O. MILLER and crew.		0250.	0545.	" " " " " "	
T. 2464.	SGT. PURDY and crew.		0230.	0515.	" " " " " "	
T. 2473.	F/O. BARNARD and crew.		0210.	0435.	" " " " " "	
L. 7799.	F/L. FOX and crew.		0220.	0505.	" " " " " "	
T. 2579.	F/O. CROMPTON and crew.		0210.	0550.	" " " " " "	
R. 3220.	P/O. CANTON and crew.		0245.	0455.	" " " " " "	
	CREWS AS PER APPENDIX G. II.					

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 1930 hrs. 28/9/40 to 0455 hrs. 29/9/40.						
Wellington.						
R. 3230.	F/O. MORGAN and crew.		2145.	0400.	Operations were carried out as ordered.	
R. 3286.	P/O. DEAVES and crew.		2315.	0455.	" " " " " "	
L. 7867.	F/O. HARMAN and crew.		1930.	0005.	" " " " " "	
T. 2564.	F/O. WHITEHEAD and crew.		1935.	2345.	" " " " " "	
T. 2745.	SGT. HARRESSON and crew.		2035.	0045.	" " " " " "	
T. 2505.	SGT. OLIVER and crew.		?	?	Failed to return.	
T. 2579.	F/O. CRESTON and crew.		1945.	0110.	Operations were carried out as ordered.	
R. 3220.	F/O. CANTON and crew.		1950.	0050.	" " " " " "	
T. 2472.	F/O. COX and crew.		2125.	0250.	" " " " " "	
T. 2473.	F/O. BARNARD and crew.		2130.	0350.	" " " " " "	
T. 2462.	F/O. MILLER and crew.		2315.	0445.	" " " " " "	
	Crews as per appendix G. //					

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21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	1/10	1815.	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. 289 dated 1/10/40 (see appendix C 29 and relevant form 541)	C.29
		0215.	Nine aircraft returned safely. Wellington R. 3230 (F/O. P.L.B. MORGAN and crew) force landed at [illegible] causing damage to the aircraft. The crew escaped injury with the exception of 649885 Sgt. SUNDERLAND, E., who sustained a fractured ankle. Aircraft R. 3282 (F/L. C.J.[illegible]X and crew) failed to return. This aircraft made contact with CUL[illegible]RC[illegible] T[illegible] at 0246 hours when it reported it was coming down into the sea off LOW[illegible]TOFT owing to shortage of petrol. No further communication was received from the aircraft. PERSONNEL: P/O. S.CRA[illegible]FORD- AR[illegible] posted to R.A.F. Station, Ford. WEATHER: Surface wind: NE'ly increasing to 10 mph. during day, and decreasing again in evening. Weather: fair, becoming cloudy in afternoon. Cloud: Nil increasing to 5/10-7/10 during day and decreasing at night, but increasing at midnight. Height 2500-3000 feet. Visibility: 2-4 miles with ground mist at sunrise, improving to 6-12 miles but decreasing to 2-4 miles again at night.	F.16
	2/10	0630 to 1925.	Nine aircraft carried out search for R. 3282 which failed to return, but without success. WEATHER: Surface wind: NE'ly 5-10 mph. Weather: fair to cloudy. Cloud: variable amounts at 2000-3000 ft. becoming 9/10 at 1300 GMT. visibility: becoming 12 miles.	
	3/10.		Nothing of operational importance occurred. WEATHER: Surface wind: NE'ly light veering to SE. in late afternoon 5-10 mph.	

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Reference:- AIR 27 / 125

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	3/10 contd.		Weather: rain or drizzle from 0500 GMT. to 1900 GMT. Cloudy. Cloud: 8/10-10/10 falling to 300-600 feet in precipitation. Visibility : poor.	
	4/10		Nothing of operational importance occurred. Bombing practice carried out at BERNERS HEATH. WEATHER: Surface wind: light E'ly becoming S. to S.W. 15-20 mph. Weather: cloudy with intermittent rain from 1800 onwards. Cloud: 3000-5000 feet in early morning becoming 8/10-10/10 at 2000-2500 feet and falling to 600 feet in rain. Visibility: becoming 4-6 miles towards noon but falling to 1000 yards later in rain.	
	5/10		Nothing of operational importance occurred. WEATHER: Surface wind: S.W'ly 15-20 mph. Weather: fine during morning becoming cloudy with light rain from 2000 onwards. Cloud: Nil to 5/10 at 2500-3000 ft. during morning increasing and becoming 10/10 at 1500 ft. late in evening. Visibility: mainly 4-6 miles but falling to 1000-2000 yards late in evening.	
	6/10		Nothing of operational importance occurred. WEATHER: Surface wind: mainly S-SW. 20-30 mph. veering slightly towards midnight. Weather: clpudy, with intermittent rain or drizzle becoming more continuous towards midnight. Cloud: mainly 7/10-10/10 at 800-1500 feet but lowering occasionally to 500 feet. Visibility: moderate to good, with temporary deterioration into mist about 2000 B.T.	
	7/10.		Nothing of operational importance occurred.	
	2004.		742933 Sgt. CROSS, J.D., 645628. L.A.C. PAINTER, ., 621799. L.A.C WHEELER, K.G. were killed in a flying accident when a Wellington aircraft of No. 149 Squadron attempted to land. This aircraft was returning from an operational flight and was damaged by enemy action. When landing, it struck the chance light, crashed and caught fire, killing the above three airmen who were on duty at the time on the flare path.	

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attempted to land. This aircraft was returning from an operational flight and was damaged by enemy action. When landing, it struck the chance light, crashed and caught fire, killing the above three airmen who were on duty at the time on the flare path.

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 9 Squadron.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	7/10 contd.		WEATHER: Surface wind: W'ly at first, backing S.W. and becoming SW'ly by late afternoon. Weather: cloudy at first, becoming variable and decreasing by late afternoon. Cloud: Mainly 10/10 low cloud at 500 ft. at first, lifting to 3000 ft. and becoming variable, finally clearing by 1800 hrs. G.M.T. Small amounts of high cloud persisting. Visibility: 1-3 miles at first, becoming 6-10 miles later, decreasing again towards midnight.	
	8/10	1830	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B. 296 dated 8/10/40 (see appendix No. 2 and relevant form 541)	No 2.
		0025	All aircraft returned safely.	
			WEATHER: Surface wind: mainly W'ly about 10 mph., occasionally increasing to 15 mph. Weather: fair at first, becoming cloudy, with a short period of continuous rain in the early afternoon. Cloud: small amounts of high cloud at first. Low cloud forming at 1500 feet and increasing to 10/10 lowering to 600 ft. in precipitation. Low cloud clearing towards evening, but reforming and lowering towards end of period.	
	9/10		Nothing of operational importance occurred.	
			WEATHER: Surface wind: W'ly veering N.W. during morning 15-20 mph. Gusty. Weather: cloudy with light rain and drizzle during morning becoming fine in afternoon. Cloud: 8/10-9/10 at 800-1000 ft. and falling to 300 ft. in precipitation during morning breaking and lifting during afternoon. Dispersing after dusk. Visibility 4-6 miles falling to 3000 yards in precipitation.	
	10/10.	2245	Nine aircraft carried out operations in accordance with No. 3 Group operations	No 3

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Place	Date	Time	Summary of Events	References to Appendices
	1940			
HONINGTON	10/10 contd		order form B. 501 dated 10/10/40 (see appendix C 3/ and relevant form 541)	C. 3/.
		0535	All aircraft returned safely.	
			WEATHER: Surface wind: NW'ly 15-20 mph. but less after sunset. Weather: fair to fine with occasional showers. Cloud: variable small amounts at 3000-4000 ft. but 7/10-8/10 at 2000 ft. in showers. Visibility: mainly 4-6 miles falling to 2000 yards after sunset.	
	11/10		Nothing of operational importance occurred.	
			WEATHER: Surface wind: light, W'ly veering N'ly, becoming calm after dusk. Weather: fair or fine, slight mist and ground fog in early morning and again after dusk with fog at night. Cloud: little cloud during morning; 3/10-7/10 at 3000-4000 feet, during afternoon and at night. Visibility: 1000 yards at first improving after sunrise to 6-15 miles but falling again after dusk to less than 1000 yards.	
	12/10	1850	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B. 503 dated 12/10/40 (see appendix C 32 and relevant form 541)	C. 32
		0230	All aircraft returned safely.	
			WEATHER: Surface wind: calm or light W'ly. Weather: fine with fog patches after sunset. Cloud: variable small amounts at 3000-4000 ft. Visibility: 1000 yards early becoming 4-6 miles but decreasing to 1000 yards after sunset.	
	13/10		Nothing of operational importance occurred.	
			WEATHER: Surface wind: calm at first, becoming W'ly 10-15 mph. veering NW'ly and becoming light after dusk. Weather: fair to cloudy after morning fog. Cloud: 3/10-5/10 at 2000 feet from 1000 GMT. increasing later to 10/10 at 2500-3000 ft. Much medium and high cloud. Visibility: becoming 4-3 miles but less than 100 yards in morning mist.	

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9/10 at 2000 feet from 1000 GMT. increasing later to 10/10 at 2500-3000 ft. Much medium and high cloud. Visibility: becoming 4-3 miles but less than 100 yards in morning mist.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON.	14/10	2005	Four aircraft took off for operations in accordance with No. 3 Group operations order form B. 305 dated 14/10/40 (See appendix C.33 and relevant form 541)	C.33
		0245	Three aircraft returned safely. Wellington T. 2464 (S/L. J.O.HINKS and crew) failed to return.	
			WEATHER: Surface wind: E'ly 5-10 mph. becoming S.E'ly. Weather: cloudy with light rain and drizzle in late afternoon. Cloud: 9/10-10/10 at 2500 ft. falling to 1000 ft. in afternoon and to 600 ft. in precipitation. No low cloud after 2000 GMT. Visibility: 4000 yards to 4 miles but 1000 yards in drizzle.	
	15/10 to	0915 1750	~~Nothing~~ Five aircraft carried out search for T. 2464, but without success.	
			WEATHER: Surface wind: S.E. to E. 10-15 mph. Weather: fair to cloudy. Cloud: little or no low cloud at first then variable amounts at 1500-2000 ft. rising to 3000 ft. later. Visibility: becoming 6-12 miles.	
	16/10	1755	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B. 307 dated 16/10/40 (See appendix C.34 and relevant form 541)	C.34
		2330	Wellington T.9278 (Cf. [illegible] and crew) crashed near LUTON when returning from operations. All members of the crew sustained injuries.	
		0055.	All other aircraft returned safely.	
			WEATHER: Surface wind: light S.E'ly, becoming E'ly 10-15 mph. during morning. Weather: fair, but heavy rain after 2200 BST. Cloud: varying amounts of low cloud at first, later becoming 8/10-10/10 at 1000-2000 ft. and falling to 600 ft. in rain. Much medium and high cloud. Visibility: moderate, falling to 2000-4000 yards in rain.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON	16/10 XX	contd.	PERSONNEL: S/LDR. [illegible] posted from No. 11 O.T.U. BASSINGBOURN.	F. 17
	17/10		Nothing of operational importance occurred. WEATHER: Cloud: variable amounts at 1000-2000 ft. and falling below 1000 ft. early. Dispersing after sunset. Surface wind: calm or light variable. SW'ly during morning. Weather: fair to cloudy. Visibility: 2000-4000 yards falling to 500 yards after dusk.	
	18/10.		Nothing of operational importance occurred. WEATHER: Surface wind: light NE'ly becoming [illegible]. 5-10 mph. Weather: fog clearing by 100 GMT. then cloudy with drizzle after dusk. Cloud: sky obscured by fog which lifted to 600 ft. late in morning. Then 5/10-9/10 at 2000-3000 ft. falling to 1800 in precipitation. Visibility: less than 30 yards at times during morning becoming 4000 yards by kidday. 4-6 miles during afternoon decreasing to 4000 yards after dusk. PERSONNEL: P/O. N.[illegible] posted to [illegible] LOSSIEMOUTH.	F. 17
	19/10		Air firing practice carried out at BERNERS HEATH. Nothing of operational importance occurred. WEATHER: Surface wind NE'ly 5-15 mph. Weather: cloudy, drizzle early. Cloud: 5/10-10/10 at 600-800 feet rising at times to 1500 ft. Visibility: 2000-4000 yards falling to 500 yards after dusk. PERSONNEL: P/O. C.C.[illegible] posted from No. 20 O.T.U.	F. 18
	20/10		PERSONNEL: P/O. [illegible] posted to [illegible] Cranwell. Nothing of operational importance occurred. WEATHER: Surface wind: [illegible]'ly 10-15 m.p.h. reducing to 5 m.p.h. towards midnight. Weather: fog at first, becoming fair later, fog again in late evening. Cloud: 10/10 at 700 ft., dispersing during morning. Cloudless during day except for traces of high cloud. Visibility: 800 yards in fog, improving to 2-4 miles, deteriorating in late evening to less than 200 yards.	F. 18

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WEATHER: Surface wind: [illegible] Weather: fog at first, becoming fair later, fog again in late evening. Cloud: 10/10 at 700 ft., dispersing during morning, cloudless during day except for traces of high cloud. Visibility: 200 yards in fog, improving to 2-4 miles, deteriorating in late evening to less than 200 yards.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON.	21/10	1730.	Eight aircraft carried out operations in accordance with No. 3 Group operations order form B. 311 dated 21/10/40 (See appendix C 35 and relevant form 541)	C.35
		0005	All aircraft returned safely.	
			PERSONNEL: F/O. D.G.STANLEY posted from No. 15 O.T.U.	F. 18
			WEATHER: Surface wind: light SE'ly veering W'ly before midday. Weather: fog at first, followed by intermittent rain in late morning. Slight rain again in afternoon and evening. Cloud: cloud becoming 10/10 and falling to 600 ft. in rain during morning, later lifting to 3000-4000 ft. Visibility: less than 200 yards in fog, later improving to 2-4 miles, but again decreasing to 1000-2000 yds. by dusk.	
	22/10		Nothing of operational importance occurred.	
			WEATHER: Surface wind: calm or light Northerly. Weather: fog with a break from 1400 till 1800. Cloud: only small amounts of lifted fog at about 2000 ft. during the break. Visibility: less than 100 yds. in fog. A maximum of 4 miles very temporarily at 1600.	
	23/10.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: light N'ly at first, veering and increasing to NE. 10 m.p.h and remaining so. Weather: fog till 0800, then overcast. Cloud: mainly 10/10. 500 ft. at first, lifting slowly to 3500 ft. before midnight. Visibility: 60 yards at first, improving to 4 miles by 1600 and remaining so.	
	24/10	1750	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B. 314 dated 24/10/40 (See appendix C 36 and relevant form 541)	C.36
		0715	All aircraft returned safely.	

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Reference:- AIR 27 / 125

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	24/10	(contd)	WEATHER: Surface wind: ENE. 10-20 mph. becoming 5-10 mph. in evening. weather: fair to fine, except for heavy shower at 2330 BST. Cloud: mainly 6/10-9/10 at 2000-3000 ft., dispersing by 1800 BST, but again becoming 6/10 at 2500 ft. with fragments at 2000 ft. towards midnight. Visibility: good.	
	25/10		Air firing practice carried out. WEATHER: Surface wind: N. to NE. 5-15 mph. weather: Showery, with fair intervals. Cloud: little at first, increasing to mainly 5/10-8/10 at 1500-2500 ft. lowering occasionally to 1000 ft. in showers. Visibility: moderate to good.	
	26/10		Nothing of operational importance occurred. WEATHER: Surface wind: N-NE'ly, 5-10 mph. weather: fair to cloudy with occasional showers. Cloud: 2000-3000 ft. but falling to 1000 ft. in showers. mainly 5-8/10, but increasing to 9/10 in showers. Visibility: 4 miles at first, increasing to 6-12 miles.	
	27/10		PERSONNEL: P/O. R.F.HARMAN posted to RAF. Cranage. Nothing of operational importance occurred. WEATHER: Surface wind: mainly N. to N.W. 5-10 mph. Weather: mainly fair, but a few showers. Cloud: mainly 8/10-10/10 at 1500-3000 ft. decreasing considerably after dusk. Visibility: moderate to good, but temporary deterioration into fog about 1000 BST.	F.19
	28/10		Nothing of operational importance occurred. WEATHER: Surface wind: N'ly less than 10 mph. at first, becoming N. TO N., 5-10 mph., and lighter after dusk. Weather: fair apart from showers in late morning. Cloud: mainly 8/10-10/10 at 2000-3000 ft. diminishing after dark. Visibility: poor at first, with fog in the early hours, becoming good later, but deteriorating slightly after dusk. PERSONNEL: 535929 A.C.1, SNELL, T.A. killed and 536093. A.C.1. HATTON, R. seriously injured by hostile air action.	

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Cloud: mainly 8/10-10/10 at 2000-3000 ft. diminishing after dark. Visibility: poor at first, with fog in the early hours, becoming good later, but deteriorating slightly after dusk.

PERSONNEL: 535929 A.C.1, SNELL, T.A. killed and 538093. A.C.1. HATTON, R. seriously injured by hostile air action.

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R.A.F. Form 540

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OPERATIONS RECORD BOOK

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No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	29/10		PERSONNEL: P/O. D. McINTOSH and P/O. F.G. COOKE posted from No. 11 O.T.U. Nothing of operational importance occurred. WEATHER: Surface wind: variable, light, mainly between NE. and SE. Calm after 1900. Weather: fair, cloudy - cloud clearing towards midnight. Cloud: 6/10-10/10 at 3000-5000 ft. dispersing towards midnight. Visibility: moderate. Good around midday.	F. 19
	30/10	1715	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B. 320 dated 30/10/40 (See appendix 037 and relevane form 541)	C. 37
		2128	All aircraft returned safely. PERSONNEL: Nil. WEATHER: Surface wind: calm at first, light SE'ly from 0600-1000. Then fresh to strong from SSE. Weather and cloud: fine at first, cloudy after 1500 at 5000 ft. lowering to 800 ft. by midnight. Rain after 2100. Visibility: moderate to poor.	
	31/10		Nothing of operational importance occurred. WEATHER: Surface wind" s'ly veering at night, fresh at first, moderating during morning but becoming strong at night. Weather: cloudy at first, ~~becoming~~ continuous rain, heavy at times from 1200 to 1900 BST. Fine at night. Cloud: mainly 10/10 at about 2500 ft. but lowering to 300 ft. at times in rain. Cloudless after 2200 BST. Visibility- 2-6 miles.	

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Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1815 hrs. 1/10/40 to 0215 hrs. 2/10/40 By NO. 9 SQUADRON. No. of pages used for day .....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington.						
3867.	P/O. HARMAN and crew.		1840	2510	Operations were carried out as ordered.	
2564.	P/O. WHITEHEAD and crew.		1845	2335.	" " " " " "	
2578.	F/L. OLSSON and crew.		1850	2300.	" " " " " "	
2745	SGT. HARRISSON and crew.		1855.	2359.	" " " " " "	
3230.	F/O. MORGAN and crew.		1900.	0045.	" " " " " "	
R.3220.X	P/O. CANTON and crew.		1315.	0215.	" " " " " "	
T.2462.	F/O. MILLER and crew.		1315.	0130.	" " " " " "	
R.3282.	F/L. FOX and crew.		1820	-	Failed to return.	
T.2579.	F/O. CROMPTON and crew.		1340.	2250.	Operations were carried out as ordered.	
R.3278.	S/L. HINKS and crew.		1930.	0015.	" " " " " "	
	Crews as per appendix G. //					
From 1830 hrs. 8/10/40 to 0025 hrs. 9/10/40.						
R.3286.	P/O. TURTLE and crew		1900	2540.	Operations were carried out as ordered	
L. 7852.	S/L. PRITCHARD and crew.		1915.	0005.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1920.	0020.	" " " " " "	
L.7367.	P/O. HARMAN and crew.		1900.	0025.	" " " " " "	
T.2745.	SGT. HARRISSON and crew.		1930.	0015.	" " " " " "	
T.2468.	SGT. BEVAN and crew.		1930.	2230.	" " " " " "	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 1830 hrs. 8/10/40 to 0025 hrs. 9/10/40 - contd.						
Wellington						
T.2579.	F/O. CROMPTON and crew.		1845	2345.	Operations were carried out as ordered.	
T.2462.	F/O. MILLER and crew.		1925.	0000.	" " " " " "	
T.2473.	P/O. CANTON and crew.		1900.	2300.	" " " " " "	
	Crews as per appendix G.10					
From 2245 hrs. 10/10/40 to 0535 hrs. 11/10/40.						
T.2464.	SGT. BEVAN and crew.		2255.	0540.	Operations were carried out as ordered.	
T.2462.	F/O. MILLER and crew.		2245.	0350.	" " " " " "	
T.2579.	F/O. CROMPTON and crew.		2325.	0455.	" " " " " "	
P.9278.	S/L. HINKS and crew.		2315.	0535.	" " " " " "	
R.3296.	P/O. TURTLE and crew.		2250.	0430.	" " " " " "	
T.2745.	F/O. MORGAN and crew.		2300.	0430.	" " " " " "	
L.7367.	P/O. HARMAN and crew.		2300.	0355.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		2320.	0450.	" " " " " "	
L.7814.	P/O. DEAVES and crew.		2345.	0525.	" " " " " "	
	Crews as per appendix G. 12					
From 1820 hrs. 12/10/40 to 0230 hrs. 13/10/40.						
P.9278	P/O. CANTON and crew.		1850	2115	Operations were carried out as ordered.	
T.2579.	F/O. CROMPTON and crew.		1930.	0150.	" " " " " "	
T.2462.	P/O. MILLER and crew.		1945.	0230.	" " " " " "	
T.2477.	F/O. MORGAN and crew.		1905.	0215.	" " " " " "	
L.7867.	P/O. HARMAN and crew.		1820.	0140.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1855.	0155.	" " " " " "	
T.2573.	P/O. TURTLE and crew.		1845.	0125.	" " " " " "	
L.7814.	P/O. DEAVES and crew.		1915.	0145.	" " " " " "	
L.7852.	P/L. PRITCHARD and crew.		1935.	0230.	" " " " " "	
	Crews as per appendix G. 13					

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L.7852.	S/L. PRITCHARD and crew.	1930.	0230.	" " " " " "	
	Crews as per appendix G. /2				

Wt. 44786/4314. 100M. 1/42. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 2005 hrs. 14/10/40 to 0245 hrs. 15/10/40 By NO. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
T.2579.	F/O. CROMPTON and crew.		2035.	0245.	Operations were carried out as ordered	
T.2464.	S/L. HINKS and crew.		2030.	-	Failed to return.	
L.7867.	P/O. HARMAN and crew.		2005.	0205.	Operations were carried out as ordered.	
L.7814.	P/O. DEAVES and crew.		2030	0250.	" " " " " "	
	Crews as per appendix G. /2					
From 1755 hrs. 16/10/40 to 0210 hrs. 17/10/40.						
T.2579.	F/O. CROMPTON and crew.		1800	2345.	Operations were carried out as ordered.	
P.9278.	SGT. BEVAN and crew.		1800	?	" " " " " "	
T.2462.	F/O. MILLER and crew.		1840.	0020	" " " " " "	
L.7867.	P/O. HARMAN and crew.		1755.	2355.	" " " " " "	
T.2619.	F/O. MORGAN and crew.		1828.	0055.	" " " " " "	
T.2745.	SGT. HARRISSON and crew.		1830.	0210.	" " " " " "	
T.2564.	P/O. WHITHEAD and crew.		1830.	0150.	" " " " " "	
L.7814.	P/O. DEAVES and crew.		1845.	0050.	" " " " " "	
L.7852.	S/L. PRITCHARD and crew.		1845.	0100.	" " " " " "	
	Crews as per appendix G. /2					

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Reference:- AIR 27 / 125

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 1730 hrs. 21/10/40 to 0005 hrs. 22/10/40.						
Wellington						
R.3220.	SGT. NICHOLS and crew.		1810.	2130.	Operations were carried out as ordered.	
T.2482.	F/O. MILLER and crew.		1730.	2230.	" " " " " "	
T.2579.	F/O. CROMPTON and crew.		1805.	2150.	" " " " " "	
T.2473.	P/O. BERRY and crew.		1810.	2200.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1746.	2346.	" " " " " "	
T.2619.	F/O. MORGAN and crew.		1745.	0005.	" " " " " "	
N.2745.	SGT. HARRISSON and crew.		1735.	2359.	" " " " " "	
L.7867.	P/O. HARMAN and crew.		1730.	2325.	" " " " " "	
		Crews as per appendix C. 12				
From 1750 hrs. 24/10/40 to 0715 hrs. 25/10/40.						
Wellington						
T.2578.	F/O. MORGAN and crew.		1750.	2350.	Operations were carried out as ordered.	
R.3286.	P/O. TURTLE and crew.		1810.	2355.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1803.	2003.	" " " " " "	
N.2745.	SGT. HARRISSON and crew.		1825.	0015.	" " " " " "	
L.7852.	S/L. PRITCHARD and crew.		1825.	0015.	" " " " " "	
T.2579.	F/O. CROMPTON and crew.		1830.	2340.	" " " " " "	
T.2473.	SGT. NICHOLS and crew.		1845.	2330.	" " " " " "	
T.2477.	S/L. WASSE and crew.		0405.	0715.	" " " " " "	
T.2468.	P/O. LAMB and crew.		0410.	0715.	" " " " " "	
		Crews as per appendix C. 12				
From 1715 hrs. 30/10/40 to 2200 hrs. 30/10/40.						
Wellington						
L.7852.	F/O. MORGAN and crew.		1715.	2200.	Operations were carried out as ordered.	
L.7867.	P/O. WHITEHEAD and crew.		1750.	2100.	" " " " " "	
L.7814	P/O. DAVIS and crew.		1740.	2140.	" " " " " "	
R.3286.	P/O. TURTLE and crew.		1740.	2035.	" " " " " "	
N.2745.	SGT. HARRISSON and crew.		1740.	2014.	" " " " " "	
T.2468.	SGT. NICHOLS and crew.		1725.	2125.	" " " " " "	
R.3220.	F/O. STANLEY and crew.		1730.	2020.	" " " " " "	

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L.7852.	F/O. MORGAN and crew.	1715.	2200.	Operations were carried out as ordered.
L.7867.	P/O. WHITEHEAD and crew.	1750.	2100.	" " " " " "
L.7814	P/O. DAVIS and crew.	1740.	2140.	" " " " " "
R.3286.	P/O. TURITZE and crew.	1740.	2035.	" " " " " "
N.2745.	SGT. HARRISSON and crew.	1740.	2014.	" " " " " "
T.2488.	SGT. NICHOLS and crew.	1725.	2128.	" " " " " "
R.3220.	F/O. STANLEY and crew.	1730.	2020.	" " " " " "

Wt. 44785/4314. 100M. 1/40. H.G.S. 51—6069

Appendix R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1715 hrs. 30/10/40 to 2200 hrs. 30/10/40 By NO. 9 SQUADRON. No. of pages used for day

(continued)

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
T. 2477.	S/L. LASSE and crew.		1720.	2140.	Operations were carried out as ordered.	
T. 2620.	P/O. LAMB and crew.		1730.	2020.	" " " " " "	
T. 2579.	P/O. BERRY and crew.		1735.	2050.	" " " " " "	
T. 2462.	F/O. MILLER and crew.		1745.	2035.	" " " " " "	
	Crews as per appendix G.		12			

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Reference:- AIR 27 / 125

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

of (Unit or Formation) NO. 9 SQUADRON.

No. of pages used for day.....

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	1/11.		Nothing of operational importance occurred. WEATHER: Surface wind: Westerly 20-25 mph. Gusty. Backing S.W'ly 10-15 mph. Weather: fine becoming cloudy after dusk with light rain towards midnight. Cloud: little or no low cloud before midday; 1/10-4/10 at 2500 feet. Increasing amounts after 1800 GMT. lowering from 5,000 to 2,000 ft. and becoming 10/10 in rain. Visibility: 6-12 miles falling to 4,000 yards in rain.	
	2/11.		Nothing of operational importance occurred. WEATHER: Surface wind: fresh Westerly winds backing to S.W'ly and moderating around midday, becoming strong at night. Weather: fine at first, becoming cloudy. Slight drizzle about 0600 BST. continuous rain commencing about 1300 BST. Cloud: variable cloud at about 2500 feet at first. Medium cloud increasing after dawn and lowering to 1000-2000 ft. by early afternoon and falling to 500 ft. at times in rain. Visibility: Good during morning, modrate after midday.	
	3/11.		Nothing of operational importance occurred. WEATHER: Surface wind: West 15-30 mph. backing W.S.W. 10-15 mph. becoming light, variable after sunset. Weather: continuous rain until 0800 BST. becoming intermittent but continuous again after 1400 BST. Cloud: 7/10-10/10 low cloud at 2,000-3,000 feet but falling to 800 feet at times. Visibility: 4,000 yards becoming 6 miles during daylight hours but falling to 2,000 yards after dusk.	
	4/11.		Nothing of operational importance occurred. WEATHER: Surface wind: light, variable at first, then N.E'ly backing to W'ly 10-15 mph. Weather: continuous light rain or drizzle becoming intermittent late in day. Cloud: mainly 10/10 at 300-1,000 feet but falling below 300 ft. at times. Visibility: 2,000 yards at first increasing to 6 miles during morning but falling to 2000 yards after sunset.	

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Reference:- AIR 27 / 125

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	5/11.	1721.	Ten aircraft took off for operations in accordance with No. 3 Group operations order form B. 326 dated 5/11/40(See appendix C.38 and relevant form 541)	C. 38.
		1850.	One aircraft returned - port engine unserviceable.	
		2345.	Remainder of aircraft returned safely.	
			WEATHER: Surface wind: est 10-15 mph. at first, then moderating. Backing before midday and becoming SSE 10-15 mph. and later 15-20 mph. Weather: fine at first with ground mist around dawn, becoming cloudy with slight rain in afternoon and evening. Cloud: little cloud at first, 6/10-10/10 after midday, lowering from 3,000 ft. to 1,500 ft. towards midnight. Visibility: 2,000 yards at first, improving to 4-6 miles after midday.	
	6/11.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: est. 15 mph at first, soon backing to NE and falling light by midday, later increasing to 10-15 from between North and West. Weather: Almost continuous rain. Cloud: 10/10 at 1,000 feet or less (400 ft. at times). lifting after 2000 to 3,000-4,000 ft. Visibility: 2-4 miles in rain at times, but mainly 4-6 miles.	
	7/11.	1830.	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B.328 dated 7/11/40 (See appendix C39 and relevant form 541)	C.39
		0030.	All aircraft returned safely.	
			WEATHER: Surface wind: N)NW 10-15 mph. backing to W. and falling light. Cloud: mainly 2,000-2,500 ft. Variable amounts but becoming 8/10-10/10 at 1500 ft. in showers. Weather: fair with occasional showers. Visibility: 4-6 miles but falling to 2,000 yards towards midnight.	
	8/11.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: N'ly backing to S.SW. 5-10 mph. Cloud: variable amounts at 3,000-5,000 ft. during morning but little or no low cloud after noon. Much medium and high cloud. Weather: fair to cloudy. Visibility: 2,000 yards during early morning becoming 4-6 miles but falling to 4,000 yards after dusk.	

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21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 S HADROM.

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONILTON.	9/11.		Nothing of operational importance occurred. WEATHER: Surface wind: Souther y 15-25 mph. Weather: fair at first. Rain beginning after 1600 and continuing with few breaks until midnight. Cloud: 8/10-10/10 mainly above 2,000 ft. but falling below 1,000 ft in heavier rain. Visibility: Soon becoming 4-6 miles. 6-12 miles around midday.	
	10/11.	0110	Ten aircraft carried out operations in accordance with No. 3 Group operations order form B.333 dated 10/11/40 (See appendix C.40 and relevant form 541)	C.40
		0645.	All aircraft returned safely. WEATHER: Surface wind: S. 'ly 10-20 mph. Cloud: Small amounts of low cloud during morning becoming 9/10 at 800 ft. in precipitation but mainly 4/10-6/10 at 1500-2000 ft. Weather: Fair with rain after noon for two to three hours. Becoming fair with occasional showers. Visibility: 6 miles falling to 4,000 yards but increasing to 6 miles after 1600 GMT.	
	11/11.		Nothing of operational importance occurred. WEATHER: Surface wind: S.W. to S. 15025 mph. Gusty. Weather: Cloudy during morning. Continuous rain for eight hours during afternoon and evening. Cloud: variable amounts of Statp-Cumulus during morning at 4,000-6,000 ft. Breaking temporarily about midday. Becoming 6/10-9/10 and falling to 800 feet in rain. Visibility: 4-6 miles but decreasing to 2,000-4,000 yards in precipitation.	
	12/11.	0055	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B.333 dated 12/11/40 (See appendix C.41 and relevant form 541)	C. 41
		0755.	All aircraft returned safely. WEATHER: Surface wind: S. 'ly veering W'ly 25-40 mph. Gusty. Weather: Cloudy with showers in early morning and intermittent rain from 0700-0900 GMT. Cloud: 4/10-8/10 at 1500-2500 ft. at first becoming 9/10 at 800 ft. breaking and lifting after midday. Visibility: 6-12 miles.	

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Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	13/11		Nothing of operational importance occurred. WEATHER: Surface wind: W - S.W. 20-30 mph. Gusty during morning. Backing S.W'ly, light. Becoming N.E'ly, 15-20 mph. late in day. Weather: fine during early morning but cloudy later with drizzle in late afternoon becoming continuous rain. Cloud: little low cloud until 1900 GMT. then 8/10-9/10 falling from 2500 ft. to 800 ft. Visibility: 6-12 miles falling to 4000 yards in precipitation.	
	14/11.	1655.	Ten aircraft took off for operations in accordance with No. 3 Group operations order form B.335 dated 14/11/40 (See appendix C. 42 and relevant form 541)	C. 42
		0715.	Nine aircraft returned safely. Wellington L.7852 (P/L. PRITCHARD and crew) failed to return. WEATHER: Surface wind: Strong N'ly wind at first, moderating and backing to become moderate S.W'ly during afternoon and evening. Weather: continuous rain at first, ceasing about sunrise. Fair or fine during remainder of day. Cloud: 10/10 at 800-1500 ft. during rain. 3/10-7/10 at about 2000 ft. during daylight hours. Cloudless at night. Visibility: 2000 yds. in rain improving to over 4 miles.	
	15/11.	Nothing of operational importance occurred. WEATHER: Surface wind: Moderate, N'ly at first, veering to S'ly by dawn and becoming fresh E'ly during evening. Weather: fine or fair, becoming cloudy at night with shower about 1800 and intermittent rain commencing about 2230. Cloud: No cloud at first, increasing during afternoon to 10/10 at about 2000 ft. with occasional breaks during evening. Visibility: Moderate, but good for a brief period during afternoon.		
	16/11.	1930.	~~X&X~~ Seven aircraft carried out operations in accordance with No. 3 Group operations order form B. 337 dated 16/11/40 (See appendix C. 43 and relevant form 541)	C. 43
		0135.	All aircraft returned safely. WEATHER: Surface wind: moderate, S/'ly, backing S'ly around midday and becoming E'ly at night. Weather: continuous rain at first becoming cloudy with showers during morning. Fair during afternoon and most of evening but rain recommencing again about 2100. Cloud: mainly 10/10 at 1000-2000 ft. but lifting during early evening, lowering again with onset of rain. Visibility: moderate, but good during daylight hours	

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 S.QUADRON.

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	17/11.		Nothing of operational importance occurred. PERSONNEL: P/O. P.E.BERRY posted to R.A.F. Lossiemouth. WEATHER: Surface wind: N.E'ly at first backing through North to E)S.W'ly and backing further to S.E'ly towards midnight. 10-25 mph. at first becoming 5-10 mph. after early afternoon. Weather: Continuous rain at first, becoming fair in the afternoon, but some showers in the late evening. Cloud: 8/10-10/10 at 300-700 ft. at first, becoming nil to 4/10 at 1500-2500 ft., with temporary increases during showers. Visibility: Moderate to good.	F.20
	18/11.		Nothing of operational importance occurred. WEATHER: Surface wind: E - S.E. 5-10 mph. at first, becoming light and variable. Weather: cloudy with intermittent rain, sometimes heavy, during morning and early afternoon; fog developing after 2130 BST. Cloud: mainly 8/10-10/10 at 2000-4000 ft. at first, lowering later to 1000-2000 ft. and occasionally falling to below 1000 ft. Visibility: poor to moderate with fog temporarily around midday and again after 2130 BST.	
	19/11.		Nothing of operational importance occurred. PERSONNEL: S/Ldr. K.S.BATCHELOR posted from No. 11 O.T.U. Bassingbourn. WEATHER: Surface wind: Light, N'ly until midda , W'ly during afternoon and S'ly at night. Weather: fog for two hours after midnight, then fair with shower about 0800 hrs. Fog again during afternoon and at night except for a period of vis. between 1000 and 2000 yards from 1700-2200 BST. Cloud: variable amounts of cloud at 2000-5000 ft. during morning and mainly 10/10 at 800-1000 ft. during evening, sky obscured during periods of fog. Visibility: Fog with visibility 200-500 yds. around midnight on 18th and 19th and during afternoon;vis. otherwise 1000-2000 yds with a period of about 4 miles around dawn.	F.20
HQ	20/11.	1540.	Five aircraft took off for operations in accordance with No. 3 Group operations order form B. 345 dated 20/11/40 (See appendix C.44 and relevant form 541)	C.44
	21/11	1300.	All aircraft returned safely. WEATHER: /Continued.....	

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Reference:- AIR 27 / 125

Place	Date 1940	Time	Summary of Events	References to Appendices
HONINGTON	20/11 (contd)		WEATHER : Surface wind: S. to S.W. at first veering W. in the afternoon but becoming S.W'ly again at night. Mainly 10-20 mph. gusty in early morning. Weather: Foggy at first, followed by a period of continuous rain. Becoming fine to fair after midday. Cloud: No low cloud at first, increasing and lowering to become 10/10 at 300-600 feet in the morning, lifting and breaking to 2/10-4/10 at 2000-3000 feet after midday. Visibility: Less than 1000 yards up to 0700 hours then becoming moderate to good.	
	21/11.		Nothing of operational importance occurred. WEATHER: Surface wind: S.W'ly 15-20 mph. becoming light and variable in late afternoon, and later S'ly 10-15 mph. Weather: Rain early followed by a fair period, then becoming cloudy with rain starting again at about 1900 hours. Cloud: Low cloud at first above 3000 feet then lowering to 600 feet, breaking to become small amounts at 2000-3000 feet, then increasing again to 8/10-10/10 at 800-1200 feet with onset of rain. Much medium cloud. Visibility: Modrate to good, falling to 1000-2000 yards temporarily in drizzle about 2100 hours.	
	22/11.		Nothing of operational importance occurred. WEATHER: Surface wind: Fresh, S'ly becoming N'ly about 0900 BST. moderating at night and backing SW'ly. Weather; intermittent rain or drizzle at first becoming continuous during morning, becoming fine during afternoon and at night. Cloud: Mainly 10/10 at 1000-2000 ft. 800 ft. in heavier precipitation, cloudless at night. Visibility: Modrate, but good during daylight hours.	
	23/11.		Nothing of operational importance occurred. PERSONNEL: F/O. C.N.GAMON posted to No. 218 Squadron, Oakington. WEATHER: Surface wind: S.W'ly increasing to 15 m.p.h. for short period in afternoon, otherwise light. Weather: Fair to cloudy. Cloud: No low cloud until late afternoon when variable amounts at 3,000-4,000 feet. Much medium and high cloud. Visibility: 2,000 yards at first falling to 1,000 yards and increasing again to 2,000 yards after sunset.	F.21.

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) No. 9 S.U. [illegible].

Place	Date	Time	Summary of Events	References to Appendices
	1940			
[illegible]	24/11.	1645.	Nine aircraft carried out operations in accordance with No. 3 Group operations order form B.345 dated 24/11/40. (See appendix C.45 and relevant form 541)	C. 45
		2310.	All aircraft returned safely.	
			WEATHER: Surface wind: S.W'ly 5-10 mph. Weather: fine. Cloud: little but high and medium cloud. There were small amounts of low cloud at 2,000-4,000 0500-0800, 1800-2000. Visibility: mainly 2-6 miles but 6-12 miles for a time around midday.	
	25/11.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: S.W'ly about 10 mph. Weather: fog around dawn, becoming cloudy with low cloud which lifted and dispersed after 1900. Cloud: None at first, Then sky obscured by fog 0600-0900 Fog lifting to low cloud, 10/10at about 500 ft. Dispersing and leaving only traces of medium cloud after 1000. Visibility: poor - mainly 2,000-4,000 yds. with fog between 0600-0900.	
	26/11.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: S.W'ly 10-20 mph. gusty at times. Weather: fair. Cloud: 10/10at 2,000 ft. clearing after midday but becoming 7/10-10/10 at 1,000 ft. around midnight. Visibility: 2-4 miles at first, improving to 6-12 miles during day.	
	27/11.	1656.	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B. 348 dated 27/11/40. (See appendix C.46 and relevant form 541)	C. 46
		0230.	All aircraft returned safely.	
			WEATHER: Surface wind: S.W'ly veering N.W'ly 15-20 mph. Weather: cloudy at first with intermittent rain during forenoon becoming fair. Cloud: 6/10-10/10 lowering to 900 feet in rain breaking about midday and lifting to 2500-3000 feet. Visibility: 4-6miles.	

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Reference:- AIR 27 / 125

Place	Date 1940.	Time	Summary of Events	References to Appendices
nONINGTON.	28/11.		Nothing of operational importance occurred. WEATHER: Surface wind: N.N'ly 15-20 mph. Weather: fine. Cloud: variable small amounts at 2500-3000 feet. Visibility: 4,000 yards at first becoming 6 miles by midday but falling to 2,000 yards after dusk.	
	29/11.		Air firing practice carried out. WEATHER: Surface wind: N'ly backing N.W. 15-20 m.p.h. but becoming light in late afternoon. Weather: fair. Cloudy periods with occasional showers. Cloud: 5/10-8/10 at 1500-2500 ft. during morning. Variable smallamoints during afternoon at 2000to 3000 feet. Visibility: 2000 yards at first improving slowly to 4-6 miles.	
	30/11.		Nothing of operational importance occurred. WEATHER: Surface wind: calm or light [illegible]. Weather: fog, except for a short period of visibility just over 1,000 yards in the early afternoon. Cloud: only medium and high cloud - when visible. Visibility: mainly less than 1,000 yards -as low as 50 yards at times.	

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Wt. 44785/4314. 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1721hrs. 5 / 11 / 40 to 2345hrs. 6 / 11 / 40. By No. 9 SQUADRON. No. of pages used for day.....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
7852.	S/L. PRITCHARD and crew.		1740.	2345.	Operations were carried out as ordred.	
2619.	F/L. MORGAN and crew.		1750.	2315.	" " " " " "	
2664.	P/O. WHITEHEAD and crew.		1800.	2330.	" " " " " "	
7814.	P/O. TURTLE and crew.		1740.	2130.	" " " " " "	
T.2477.	S/L. WASSE and crew.		1721	2208.	" " " " " "	
T.2462.	F/L. STANLEY and crew.		1735.	2310.	" " " " " "	
T.2579.	F/O. CROMPTON and crew.		1750.	2345.	" " " " " "	
R.1023.	P/O. BERRY and crew.		1755.	2315.	" " " " " "	
L.7871.	SGT. NICHOLLS and crew.		1730.	1850.	Aircraft returned - port engine unserviceable.	
T.2473.	F/O. BARNARD and crew.		1755.	2140.	Operations were carried out as ordered.	
	Crews as per appendix G. 13					
From 1830 hrs. 7/11/40 to 0030 hrs. 8/11/40.						
Wellington						
L.7852.	F/L. MORGAN and crew.		1950.	0015.	Operations were carried out as ordered.	
L.7814.	P/O. DEAKES and crew.		1920.	2340.	" " " " " "	
N.2745.	SGT. HARRISSON and crew.		1910.	2350.	" " " " " "	
R.1023.	F/O. CROMPTON and crew.		1830.	2245.	" " " " " "	
R.3220.	F/L. STANLEY and crew.		1950.	0030.	" " " " " "	
T.2477.	S/L. WASSE and crew.		1845.	2300.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		1905.	2340.	" " " " " "	
L.7871.	SGT. NICHOLS and crew.		1850.	2240.	" " " " " "	
T.2462.	P/O. BERRY and crew.		1931.	0010.	" " " " " "	
T.2620.	P/O. LAMB and crew.		1950.	0010.	" " " " " "	
	Crews as per appendix G. 13					

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
rom 0110 hrs. 10/11/40 to 0645 hrs. 11/11/40.						
Wellington						
L.7852.	S/L. PRITCHARD and crew.		0200.	0620.	Operations were carried out as ordered.	
T.2564.	P/O. WHITEHEAD and crew.		0145.	0610.	" " " " " "	
T.2578.	SGT. HARRISSON and crew.		0145½	0545.	" " " " " "	
L.7314.	F/O. DEAVES and crew.		0150.	0540.	" " " " " "	
L.7871.	S/L. WASSE and crew.		0210.	0700.	" " " " " "	
R.3220.	F/L. STANLEY and crew.		0110.	0650.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		0155.	0635.	" " " " " "	
T.2620.	P/O. LAMB and crew.		0137.	0520.	" " " " " "	
L.7799.	P/O. BERRY and crew.		0140.	0530.	" " " " " "	
T.2468.	F/O. MILLER and crew.		0130.	0645.	" " " " " "	
	Crews as per appendix G. /2					
From 0055 hrs. 12/11/40 to 0735 hrs. 13/11/40.						
Wellington						
T.2564.	P/O. WHITEHEAD and crew.		0055.	0625.	Operations were carried out as ordered.	
N.2744.	P/O. TURTLE and crew.		0100.	0540.	" " " " " "	
T.2578.	SGT. HARRISSON and crew.		0150.	0620.	" " " " " "	
T.2619.	F/L. MORGAN and crew.		0135.	0615.	" " " " " "	
L.7871.	SGT. NICHOLS and crew.		0055.	0450.	" " " " " "	
R.1023.	P/O. LAMB and crew.		0110.	0735.	" " " " " "	
R.3220.	F/L. STANLEY and crew		0115.	0550.	" " " " " "	
T.2477.	S/L. WASSE and crew.		0120.	0715.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		0135.	0600.	" " " " " "	
	Crews as per appendix G. /3					

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Reference:- AIR 27 / 125

Wt. 44795/4314. 100M. 1/40. H.G.S. 51—5059

Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1655 hrs. 14 / 11 / 40 to 0715 hrs. 15 / 11 / 40 By NO. 9 SQUADRON. No. of pages used for day .....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
L.7814.	SGT. HARRISSON and crew.		1655.	0135.	Operations were carried out as ordered.	
L.7852.	S/L. PRITCHARD and crew.		?	?	Failed to return.	
T.2477.	F/L. MORGAN and crew.		?	?	Operations were carried out as ordered.	
N.2744.	P/O. TURTLE and crew.		1720.	0055.	" " " " " "	
R.1096.	SGT. DAWSON and crew.		2055.	0105.	" " " " " "	
T.2578.	P/O. HEMMINGS and crew.		2059.	0115.	" " " " " "	
T.2473.	P/O. WHITEHEAD and crew.		1742.	0158.	" " " " " "	
R.1023.	F/L. STANLEY and crew.		1705.	0130.	" " " " " "	
T.2620.	P/O. LAMB and crew.		1710.	0110.	" " " " " "	
T.2468.	P/O. BERRY and crew.		1715.	0150.	" " " " " "	
	Crews as per appendix G. 12					
From 1830 hrs. 16/11/40 to 0135 hrs. 17/11/40.						
Wellington						
N.2544.	P/O. TURTLE and crew.		1850.	2340.	Operations were carried out as ordered.	
R.1096.	SGT. DAWSON and crew.		1840.	0010.	" " " " " "	
L.7814.	P/O. WHITEHEAD and crew.		1855.	0035.	" " " " " "	
T.2578.	P/O. HEMMINGS and crew.		1850.	0135.	" " " " " "	
T.2620.	P/O. LAMB and crew.		1915.	0015.	" " " " " "	
L.7871.	SGT. NICHOLS and crew.		1850.	0025.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		1900.	2345.	" " " " " "	
	Crews as per appendix G. 12					

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Reference:- AIR 27 / 125

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
1540						
From ~~xxxx~~ hrs. 20/11/40 to 1230 hrs. 21/11/40.						
Wellington						
L.7814.	F/O. DEAVES and crew.		1540.	1800.	Operations were carried out as ordered.	
T.2578.	P/O. HEMMINGS and crew.		2105.	0355.	" " " " " "	
R.1096.	SGT. DAWSON and crew.		1130.	1230.	" " " " " "	
			1540.	1715.	" " " " " "	
			2125.	0345.	" " " " " "	
			1605.	1715.	" " " " " "	
N.2619.	P/O. McINTOSH and crew.		2140.	0340.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1200.	1300.	" " " " " "	
			1630.	2330.	" " " " " "	
			1630.	2340.	" " " " " "	
	Crews as per appendix G. 13					
From 1645 hrs. 24/11/40 to 2310 hrs. 25/11/40.						
Wellington						
T.2619.	SGT. HARRISSON and crew.		1645.	2220.	Operations were carried out as ordered.	
T.2578.	P/O. McINTOSH and crew.		1720.	2110.	" " " " " "	
L.7814.	F/O. DEAVES and crew.		1655.	2245.	" " " " " "	
R.1096.	SGT. DAWSON and crew.		1705.	2300.	" " " " " "	
N.2744.	F/O. TURTLE and crew.		1645.	2240.	" " " " " "	
T.2477.	F/O. STANLEY and crew.		1705.	2255.	" " " " " "	
R.1023.	F/O. MILLER and crew.		1700.	2310.	" " " " " "	
T.2620.	P/O. LAMB and crew.		1700.	2240.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		1715.	2215.	" " " " " "	
	Crews as per appendix G. 13					
From 1656 hrs. 27/11/40. to 0230 hrs. 28/11/40.						
Wellington						
T.2564.	P/O. McINTOSH and crew.		1910.	2335.	Operations were carried out as ordered.	
L.7814.	F/O. DEAVES and crew.		1915.	2330.	" " " " " "	
T.2619.	P/O. HEMMINGS and crew.		2035.	0130½	" " " " " "	
R.1096.	SGT. HARRISSON and crew.		2135.	0225.	" " " " " "	

Contd.....

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Reference:- AIR 27 / 125

.2619.	P/O. HEMMINGS and crew.		2035.	0130½	" " " " " "
.1096.	SGT. HARRISSON and crew.		2135.	0225.	" " " " " "
		Contd.....			

Wt. 44795/431A. 100M. 1/40. H.G.S. 51—6059

Appendix..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1656 hrs. 27/ 11/ 40 to 0230 hrs. 28 / 11/ 40 By NO. 9 SQUADRON. No. of pages used for day.....

(Continued...)

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R.1175.	S/L. WASSE and crew.		2030.	0100.	Operations were carried out as ordered.	
T.2473.	F/O. BARNARD and crew.		2150.	0220.	" " " " " "	
R.1023.	F/O. MILLER and crew.		1906.	2046.	" " " " " "	
T.2477.	F/O. CROMPTON and crew.		2135.	0150.	" " " " " "	
T.2620.	P/O. LAMBE and crew.		2030.	0230.	" " " " " "	
T.2468.	SGT. PARKES and crew.		1656.	2015.	" " " " " "	
L.7799.	SGT. FADDEN and crew.		1700.	2110.	" " " " " "	
L.7871½	SGT. FAIRFAX and crew.		1705.	1945.	" " " " " "	

Crews as per appendix G. B

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Reference:- AIR 27 / 125

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	1/12.		Nothing of operational importance occurred. PERSONNEL: P/O. G.E.WALKER POSTED from No. 15 Squadron, WYTON. WEATHER: Surface wind: calm, or light 'ly. Weather: fog, thinning slightly during daylight hours. Cloud: cloudless until dawn, then mainly 9/10 medium cloud until midday, variable amounts of low cloud thereafter at about 4000 feet. Visibility: 1000 yards during daylight hours, falling to 400-600 yards during hours of darkness, but improving to 1000 yards a few hours before midnight.	F.22
	2/12.		Nothing of operational importance occurred. WEATHER: Surface wind: Moderate, S'ly, veering to NW'ly during afternoon, calm at night. Weather: Fair or fine, misty until dawn, thick fog at night. Cloud: variable amounts of cloud, base 2000-4000 ft., becoming cloudless at night. Visibility: 1000 yards until dawn then improving to 4-6 miles during morning, deteriorating to 2000 yds. in afternoon andfalling to 30 yards in fog at night.	
	3/12.		Nothing of operational importance occurred. WEATHER: Surface wind: calm or light, S'ly, becoming SSW. 10 mph. after midday. Weather: Thick fog thinning after dawn, vis. improving to 1000 yards towards midnight. Slight rain about 0900 GMT, continuous rain from 1500 to 1800 GMT. Cloud: mainly 10/10 at 1500-3000 ft., lifting and breaking at night. Visibility: 50 yards at first, improving gradually to 1000 yards by midnight, apart from deterioration to500 yards about sunset.	
	4/12		Nothing of operational importance occurred. WEATHER: Suface wind: moderate, S'ly, becoming strong, W'ly towards midnight. Weather: drizzle until dawn, then fair during daytime, rain during evening with heavy shower and squall at 2300 GMT. Cloud: mainly 10/10 at 1000-2000 ft. but lowering to 600 ft. in early morning rain. Visibility: 1000-2000 yds. until dawn, 2-4 miles thereafter.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	5/12.		Nothing of operational importance occurred. WEATHER: Surface wind: fresh W'ly winds becoming SW'ly after midday. Weather: fine at first, becoming cloudy after dawn with rain commencing about 1900 BST. and ceasing again about midnight. Cloud: small amounts of medium cloud at first, increasing to 10/10 by afternoon and lowering to 700 ft. in rain at night. Visibility: good until 0900, moderate thereafter. PERSONNEL: P/O. W.P.STRICKLAND posted from 144 Squadron, HEMSWELL.	F.22
	6/12.		Nothing of operational importance occurred. WEATHER: Surface wind: WNW'ly 15-25 mph. backing to W.NSW 30-40 mph. Weather; fair tofine, Cloud: mainly 5/10-9/10 at 2,000-3,000 ft. with periods of little or none. Visibility: 6-12 miles.	
	7/12	1700	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B.358 dated 7/12/40 (See appendix C 47 and relevant form 541)	C. 47
		2320.	Eleven aircraft returned safely. Wellington R.3220 (F/L. STANLEY and crew) failed to return. PERSONNEL: F/L. C.L. OLSSON posted to No. 7 Squadron, OAKINGTON. WEATHER: Surface wind: 15-20 mph. veering to WNW'ly. Weather: fair with one or two slight showers in forenoon. Cloud: mainly 4/10-7/10 at 2000 ft. becoming 10/10 in showers, lifting and breaking after midday, dispersing completely after dusk. Visibility: 4-8 miles deteriorating to 2-5 miles after dusk.	F.23
	8/12.	0945 to 1630.	Nineaircraft carried out sweep in North Sea area for Wellington R.3220 but without success. WEATHER: Surface wind: NW'ly 20-30 mph. backing to WSW'ly, 10 mph. in late evening. Weather: fair becoming cloudy by evening. Cloud: little or no low cloud at first, but 8/10-10/10 at 2000-3000 ft. until dusk, then mainly medium and high cloud. Visibility: 4-8 miles deteriorating after dusk to 1-2 miles.	

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Reference:- AIR 27 / 125

21793 Wt. 38805/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) ....NO. 9 S.HADRON.....

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	9/12.	1700.	Six aircraft carried out operations in accordance with No. 3 Group operations order form B.360 dated 9/12/40 (See appendic C 48 and relevant form 541)	C.48
		0010.	All aircraft returned safely.	
			WEATHER: Surface wind: SW'ly 5-15 mph. veering to WNW'ly 15-20 mph. towards dusk. Weather: frequent periods of rain or drizzle with cloudy intervals. Cloud: 7/10-10/10 at 500-1,000 ft. lifting and breaking in evening. Visibility: 1,000-2,000 yards improving to 2-4 miles after midday.	
	10/12.		Nothing of operational importance occurred.	
			WEATHER: Surface wind: WSW'ly 5-10 mph. becoming 10-20 mph. Weather: cloudy with frequent rain periods during morning. Cloud: becoming 3/10-6/10 at 1,000-2,000 ft. dispersing in late evening. Much medium cloud all day. Visibility: 4-8 miles.	
			PERSONNEL: F/O. C.M.MILLER posted to 214 Reserve Squadron.	F.23
	11/12.	1731	Two aircraft carried out operations in accordance with No. 3 Group operations order form B.362 dated 11/12/40 (See appendix C 49 and relevant form 541)	C.49
		2150.	Both aircraft returned safely.	
			WEATHER: Surface wind: mainly between W and N.W. 10-20 mph. Weather: cloudy at first with occasional showers of sleet, becoming fair andthen nearly cloudless before midnight. Cloud: 7/10-10/10, 600-1,000 ft. at first, lifting and dispersing later. Visibility: mainly 2,000-4,000 yards.	
	12/12.		PERSONNEL: P/O. L.G.PEACE posted from No. 1 Signals School, CRANWELL.	F.24
			Nothing of operational importance occurred.	
			WEATHER: Surface wind: NW'ly at first 10-15 mph. veering to somewhat East of North and falling light and later to calm. Weather: mainly fair with well broken cloud but a few very light showers around midday. Visibility: mainly 1-4 miles but nearer 1 mile in the latter part of the day.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	13/12.		Nothing of operational importance occurred. WEATHER: Surface wind: light variable at first becoming SE to SSE 10-15 mph. Weather: fine at first becoming cloudy. Cloud: Nil to 3/10 at 3,000 ft. falling to 600-1,000 ft. at midday becoming 9/10-10/10 for remainder of day. Visibility: falling to 1,000 yards at dawn but mainly 2,000-4,000 yards.	
	14/12.		Nothing of operational importance occurred. WEATHER: Surface wind: S.E'ly 20-30 mph. becoming 15-20 mph. after sunset. Weather: cloudy with continuous rain after 1600 GMT. Cloud: 10/10 at 1,000-1,500 ft. during early morning breaking and dispersing by midday, but becoming 10/10 at 800-1,000 ft. in rain. Visibility: 4,000 yards.	
	15/12.		Nothing of operational importance occurred. WEATHER: Surface wind: light, variable at first becoming South to S.S.W. 15-20 mph. Weather: Light rain at first, fog developing in early morning and clearing after sunset, then fair. Cloud: 10/10 at 400 ft-600 ft. above M.S.L. Sky obscured until after sunset, then 5/10-9/10 at 3,000-4,000 feet. Visibility: 4,000 yards at first becoming 200-600 yards until after sunset then 2,000 yards.	
	16/12.	1710.	Twelve aircraft carried out operations in accordance with No. 3 Group operations order form B.A 367 dated 16/12/40 (See appendix C 5o and relevant form 541)	C. 5o
		0540.	All aircraft returned safely. PERSONNEL: P/O. R.C.RENDLE posted from 11 O.T.U., BASSINGBOURN. P/O. G.G.SHARP posted from 11 O.T.U., BASSINGBOURN. F/O. B.D.AVES posted to 214 Squadron (Reserve). WEATHER: Surface wind: SSW 15-20 mph. Cloud: 9/10-10/10 at 600 - 1500 feet lifting and breaking to3/10-7/10 at 3,000 feet by midday increasing again to 9/10-10/10 at 1500-2000 feet. Weather: cloudy with slight drizzle at 0300 and 2200 GMT. Visibility: 2,000-4,000 yards.	F.24 F 24 F.24

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21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.....

No. of pages used for day.....

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date	Time	Summary of Events	References to Appendices
	~~1940.~~			
HONINGTON.	17/12.		Nothing of operational importance occurred. PERSONNEL: P/O. K.W.ROBINSON posted to 15 O.T.U., HARWELL. WEATHER: Surface wind: light variable, mainly N.W'ly. Weather: fine with fog after sunset. Cloud: small amounts at 2,000 feet. Visibility: 2,000-4,000 yards increasing to 6 miles in afternoon, but falling to 60 yards after sunset.	F.24
	18/12.		Nothing of operational importance occurred. PERSONNEL: F/O. J.M.LORING posted from R.A.F. STATION, HONINGTON. WEATHER: Surface wind: light becoming S.W'ly 15-20 mph. Weather: fog at first becoming fair to cludy with rain and drizzle late in evening. Cloud: No low cloud in morning but 8/10-10/10 at 3,000 ft. falling to 700 feet in precipitation.	F.24
	19/12.	2330.	Eight aircraft carried out operations in accordance with No. 3 Group operations order form B.371 dated 19/12/40 (See appendix C.51 and relevant form 541)	C.51
		0515.	All aircraft returned safely. WEATHER: Surface wind: W'ly veering N'ly 10-15 mph. Weather: cloudy with rain and drizzle except for fair period from 0700 to 1000 GMT. Cloud: 10/10 lifting to 2,000 feet breaking temporarily during morning but increasing to 10/10 at 1500-2000 ft. Visibility: mainly 4,000 yards but falling to 2,000 yards at times in precipitation.	
	20/12.		Nothing of operational importance occurred.	

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Reference:- AIR 27 / 125

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	21/12.	1735.	Eleven aircraft carried out operations in accordance with No. 3 Group operations order form B.373 dated 21/12/40 (See appendix C 52 and relevant form 541)	C. 52
		0910.	Nine aircraft returned safely. Wellington T.2578 (P/O. HEMMINGS and crew) forced landed at BEAHILL on the return journey, due to shortage of petrol. None of the crew was injured. Wellington L.7799 (SGT. HARRISSON and crew) on return to base crashed at ALFRESTONnear BEACHY HEAD. All the crew were killed, but the cause of the accident is obscure. WEATHER:Surface wind: Moderate, E. to NE. Weather: fair or fine. Cloud: Long cloudless periods, much medium cloud around sunset, low cloud at 1500-2000 ft. increasing to 9/10 at times. Visibility: mainly 2-6 miles, but falling to 2000 yards around dawn.	
	22/12.		Nothing of operational importance occurred. WEATHER: Surface wind: E)NE moderate to fresh. Weather: cloudy. Cloud: mainly 10/10 at 1500-2500 ft. lifting slightly to 2500-3000 at night. Visibility: Good during daylight hours, moderate early morning and at night.	
	23/12.		Nothing of operational importance occurred. PERSONNEL P/O. H.R.HALL posted to No. 2 P.D.C., WILMSLOW WEATHER: Surface wind: E'ly moderate or light, backing during the day to become N.W'ly. Weather: cloudy with rain and drizzle during the night. Cloud: 10/10 at 1500-2500 ft. lifting for a short period in the afternoon to 3000-4000 ft. and again around midnight. Visibility: good during daylight hours, moderate otherwise.	F. 24
	24/12.		Nothing of operational importance occurred. WEATHER: Surface wind: N'ly light. Weather: Cloudy. Intermittent light rain or drizzle. Cloud: mainly 10/10. Very variable in height - 1,000-4,500 ft. Visibility: 2,000-4,000 yards, but 4-6 miles around midday.	

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21793 Wt. 38305/3593 400,000 12/39—McC & Co—51-5658

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349, and War Manual, Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

Page No.

No. of pages used for day

of (Unit or Formation) NO. 9 SQUADRON.

Place	Date 1940.	Time	Summary of Events	References to Appendices
HONINGTON.	25/12.		Nothing of operational importance occurred. WEATHER: Surface wind: W)NW light, or calm. Weather: mainly cloudy. Fog after 7 pm. Cloud: 10/10 in two layers at about 2,500 and 5,500 ft. except for a complete clearance in the early hours pf the morning. Visibility: 2,000-4,000 yards at first, less than 1,000 yds. after 7 pm.	
	26/12.		Nothing of operational importance occurred. WEATHER: Surface wind: W)NW. Light at first, increasing to 10-15 mph. after midday. Weather: Fog. Dispersing after 4 pm. Intermittent light rain or sleet after 8 pm. Cloud: (when visible) 10/10 at about 5,000 ft. at first, low lifted fog after 4 pm. for a time, then mainly 10/10 at 2,000-3,000 ft. Visibility: Less than 1,000 yards to 4 pm. then somewhat greater than 1,000 yards for the rest of the day.	
	27/12.	1651	Ten aircraft carried outoperations in accordance with No. 3 Group operations order form B.377 dated 27/12/4? (See appendox C 53 and relevant form 541)	C. 53
		0235.	All aircraft returned safely. WEATHER: Surface wind: NW'ly, moderate. Weather: Showery, becoming fair at night. Cloud: variable amounts at 2000-4000 ft. lowering to 1500 ft. in showers. Visibility: 1000 yards at first improving to 6 miles by midday then deteriorating to 2000 yds again at night.	
	28/12		Nothing of operational importance occurred. WEATHER: Surface wind: W'ly, light or moderate. Weather: fair, fog forming during early morning and persisting until midday. Cloud: Variable amounts at 4000 ft. during morning, variable amounts of medium cloud at night. Visibility: 2000 yards at first, falling to 150 yards in fog at 1000 GMT. thenimproving to 1000 - 2000 during afternoon and evening.	

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Reference:- AIR 27 / 125

Place	Date	Time	Summary of Events	References to Appendices
HONINGTON.	29/12.		Bombing practice carried out. Nothing of operational importance occurred. WEATHER: Surface wind: W'lt, fresh. Weather: fair, with slight rain about midday and rain and drizzle at night. Cloud: much medium and high cloud at first with variable amounts of low at about 5000 ft. cloud lowering to 10/10 at 2500 ft. at night. Visibility: Good during daylight hours, otherwise moderate.	
	30/12		Nothing of operational importance occurred. WEATHER: Surface wind: fresh, S'ly becoming W'ly. Weather: continuous rain but fair at night. Cloud: 10/10 at 400 to 1000 ft. lifting to 3000 ft. at night. Visibility: 1-2 miles.	
	31/12.		Nothing of operational importance occurred. WEATHER: Surface wind: westerly fresh, veering to North East by 0800. Weather: occasional slight drizzle up to 0900, cloudy afterwards. Cloud: 10/10 at 2000 ft. but below 1000 ft. from 0600-1000 hrs., lifting to 2000 ft. in evening. Visibility: 6-12 miles during daylight but 2-5 miles early morning and evening.	

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Reference:- AIR 27 / 125

Wt. 44786/4318. 1000M. 1/40. H.G.S. 51—6059

Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1700 hrs. 7 /12 /40 to 2320 hrs. 7 /12 /40 By NO. 9 SQUADRON. No. of pages used for day 1

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
R.1225.	P/O. McINTOSH and crew.		1735.	2315.	Operations were carried out as ordered.	
N.2744.	SGT. PARKES and crew.		1740.	2215.	" " " " " "	
N.2745.	SGT. HARRISSON and crew.		1740.	2245.	" " " " " "	
R.1096.	SGT. DAWSON and crew.		1715.	2230.	" " " " " "	
T.2578.	P/O. HEMMINGS and crew.		1735.	2250.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1700.	2150.	" " " " " "	
R.3220.	F/L. D.G. STANLEY and crew.		1700.	-	Failed to return.	
R.1023.	S/L. WASSE and crew.		1710.	2225.	Operations were carried out as ordered.	
T.2579.	F/L. CROMPTON and crew.		1715.	2015.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		1800.	2310.	" " " " " "	
L.7799.	SGT. FADDEN and crew.		1720.	2320.	" " " " " "	
L.7871.	SGT. FAIRFAX and crew.		1740.	2210.	" " " " " "	
From 1700 hrs. 9/12/40 to 0010 hrs. 10/12/40.						
Wellington						
T.2564.	S/L. BATCHELOR and crew.		1700.	2345.	Operations were carried out as ordered.	
R.1225.	P/O. McINTOSH and crew.		1720.	0010.	" " " " " "	
L.7799.	SGT. FADDEN and crew.		1725.	1945.	" " " " " "	
R.1175.	F/L. CROMPTON and crew.		1730.	2350.	" " " " " "	
L.7871.	SGT. FAIRFAX and crew.		1720	2340.	" " " " " "	
T.2473.	SGT. HARRISSON and crew.		1725.	2325.	" " " " " "	

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Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
From 1731 hrs. 11/12/40 to 2150 hrs. 11/12/40.						
Wellington						
T.2564.	P/O. WHITEHEAD and crew.		1731.	2141.	Operations were carried out as ordered.	
R.1023.	F/L. CROMPTON and crew.		1950.	2150.	" " " " " "	
From 1710 hrs. 16/12/40 to 0540 hrs. 17/12/40.						
Wellington						
L.7814.	F/L. BATCHELOR and crew.		2145.	2300.	Operations were carried out as ordered.	
P.2619.	P/O. TURTLE and crew.		1710.	1920.	" " " " " "	
T.2573.	P/O. HEMINGS and crew.		2155.	0435.	" " " " " "	
R.1225.	P/O. McINTOSH and crew.		2230.	0540.	" " " " " "	
T.2564.	SGT. HARRISSON and crew.		2200.	0515.	" " " " " "	
R.1096.	SGT. DAWSON and crew.		2135.	0425.	" " " " " "	
N.2745.	SGT. FAIRFAX and crew.		2130.	0355.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		1715.	1905.	" " " " " "	
T.2579.	F/L. CROMPTON and crew.		2215.	0555.	" " " " " "	
R.1023.	SGT. PARKES and crew.		2200.	0430.	" " " " " "	
R.1175.	P/O. LAKE and crew.		1715.	0030.	" " " " " "	
L.7799.	SGT. FADDEN and crew.		2130.	0430.	" " " " " "	
X						
From 2330 hrs. 19/12/40 to 0515 hrs. 20/12/40.						
Wellington						
L.7814.	P/O. WHITEHEAD and crew.		0111.	0444.	Operations were carried out as ordered.	
N.2744.	P/O. TURTLE and crew.		2350.	0455.	" " " " " "	
P.2619.	P/O. McINTOSH and crew.		0010.	0535.	" " " " " "	
T.2573.	P/O. HEMINGS and crew.		2350.	0550.	" " " " " "	
R.1096.	SGT. DAWSON and crew.		2340.	0500.	" " " " " "	
R.1175.	P/O. LAKE and crew.		2340	0515	" " " " " "	
T 2473	F/O BARNARD and crew		2345	0340.	" " " " " "	
L 7871	SGT. FAIRFAX and crew		2330	0040		

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T.2578.	P/O. HEMMINGS and crew.	2330.	0330.	
R.1096.	SGT. DAWSON and crew.	2340.	0500.	" " " " " "
R.1175.	P/O. LAMB and crew.	2340	0515	" " " " " "
T 2473	F/O BARNARD and crew	2345	0340.	" " " " " "
L 7871	SGT. FAIRFAX and crew	2330	0040	

Wt. 44795/4314. 100M. 1/40. H.G.S. 51—6059

Appendix ..... R.A.F. Form 541.

OPERATIONS RECORD BOOK.

DETAIL OF WORK CARRIED OUT.

From 1735 hrs. 21/12/40 to 0910 hrs. 22/12/40 By NO. 9 SQUADRON. No. of pages used for day .....

Aircraft Type and No.	Crew.	Duty.	Time Up.	Time Down.	Details of Sortie or Flight.	References.
Wellington						
T.2578.	P/O. HEMMINGS and crew.		2020.	0910.	Operations were carried out as ordered.	
L.7814.	P/O. WHITEHEAD and crew.		2030.	0520.	" " " " " "	
T.2619.	P/O. McINTOSH and crew.		1845.	2330.	" " " " " "	
N.2744.	P/O. TURTLE and crew.		1745.	2230.	" " " " " "	
T.2564.	SGT. FAIRFAX and crew.		1810.	2240.	" " " " " "	
R.1175.	P/O. LAMB and crew.		1835.	0140.	" " " " " "	
T.2473.	F/O. BARNARD and crew.		1945.	0625.	" " " " " "	
L.7871.	F/L. CROMPTON and crew.		1810.	0340.	" " " " " "	
T.2579.	SGT. FADDEN and crew.		1740.	2315.	" " " " " "	
R.1020.	SGT. PARKES and crew.		1735.	2220.	" " " " " "	
L.7799.	SGT. HARRISSON and crew.		2015.	--	Aircraft crashed on return.	
From 1651 hrs. 27/12/40 to 0235 hrs. 28/12/40.						
L.7814.	S/L. BATCHELOR and crew.		1651.	0212.	Operations were carried out as ordered.	
R.1096.	P/O. HEMMINGS and crew.		1720.	1940.	" " " " " "	
R.1225.	P/O. McINTOSH and crew		1715.	0230.	" " " " " "	
T.2564.	P/O. WHITEHEAD and crew.		1700	0200.	" " " " " "	
N.2744.	P/O. TURTLE and crew.		1655.	0215.	" " " " " "	
R.1175.	S/L. WASSE and crew.		1655.	0130.	" " " " " "	
T.2579.	F/L. CROMPTON and crew.		1700.	0150.	" " " " " "	
R.1023.	P/O. LAMB and crew.		1705.	0215.	" " " " " "	
L.7871.	SGT. FAIRFAX and crew.		1720.	0235.	" " " " " "	
R.1244.	SGT. FADDEN and crew.		1635.	2255.	" " " " " "	

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END

TOTAL EXPOSURES ⇨